

**DURHAM – CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC)****November 14, 2012  
7:00 pm****Committee Room  
2nd Floor Durham City Hall****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

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

**CONSENT AGENDA****5. October 10, 2012 TAC Meeting Minutes  
Attachment 5**

A copy of the October 10, 2012 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the October 10, 2012 TAC meeting.

**6. Public Involvement Policy  
Attachment 6, 6A  
Ellen Beckmann, LPA Staff**

The one corrective action from the 2011 MPO Certification Review was for the MPO to update our Public Involvement Policy to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population. Attachment 6 is a memo on this item. The update of the Public Involvement Policy documents our compliance with Title VI. The TAC held a public hearing on this at the October 10, 2012 TAC meeting. No comments have been received from the public. Attachment 6A is the TCC's recommended final version of the Public Involvement Policy.

**TCC Recommendation:** That the TAC adopt the Public Involvement Policy.

**TAC Action:** Adopt the Public Involvement Policy.

**ACTION ITEMS****7. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) – Preferred Option – Public Hearing (7:10-7:45)  
Attachment 7  
Andy Henry, LPA Staff**

**Yanping Zhang, LPA Staff**

The TAC released the Preferred Option for public comment at the October TAC meeting and scheduled a public hearing for the November meeting. The TAC will hold a public hearing and refer comments to staff to develop a final 2040 MTP and CTP. Attachment 7 is a presentation. The Preferred Option report that includes projects lists and maps is available on our website [http://www.dchcmpo.org/index.php?option=com\\_content&task=view&id=96&Itemid=35](http://www.dchcmpo.org/index.php?option=com_content&task=view&id=96&Itemid=35).

**TAC Action:** Conduct a public hearing. Refer comments to LPA staff and the TCC for consideration in developing a final 2040 MTP and CTP.

**8. FY 2014-2020 Draft Transportation Improvement Program – Public Hearing (7:45-8:00)  
Attachment 8, 8A**

**Ellen Beckmann, LPA Staff**

The State Board of Transportation released NCDOT's Draft FY 2013-2023 Plan, which includes the draft FY 2014-2020 STIP, at their September meeting. The full NCDOT Plan, including many pages of explanation and summary, is posted here [http://www.ncdot.gov/download/about/board/tip/documents/Handout2\\_201209.pdf](http://www.ncdot.gov/download/about/board/tip/documents/Handout2_201209.pdf).

At the October TAC meeting, the TAC released the draft TIP for public comment and scheduled a public hearing for the November TAC meeting. The public comment period may be left open to allow additional time for feedback from member jurisdictions if needed. LPA staff anticipates scheduling meetings to discuss the TIP with NCDOT in January 2013. A final TIP is expected to be adopted in June 2013.

The FY 2014-2020 draft TIP for the DCHC MPO is Attachment 8. The transit section of this document has been updated since the October meeting. A map and summary table created by LPA Staff are included as Attachment 8A.

**TAC Action:** Conduct a public hearing. Refer comments to LPA Staff and the TCC for consideration in developing the final TIP.

**9. MPO Boundary and Organization (8:00-8:15)  
Attachment 9, 9A, 9B, 9C, 9D**

**Ellen Beckmann, LPA Staff**

The TAC discussed the MPO boundary and organization at the August meeting. In regard to the boundary in Orange County between the DCHC MPO and Burlington-Graham MPO, the TAC requested that the BG MPO defer action until the local jurisdictions provided feedback. Since then Orange County and the City of Mebane have both taken action to support a boundary in Orange County. Attachment 9 is a memo on this item.

The TCC recommends that the TAC approve a planning area boundary (Attachment 9A), a smoothed Urbanized Area boundary (Attachment 9B) and agreements with the Capital Area MPO and Burlington-Graham MPO (Attachments 9C and 9D).

**TCC Recommendation:** That the TAC approve the 2010 Durham Smoothed Urbanized Area. That the TAC approve the DCHC MPO Metropolitan Planning Area. That the TAC approve agreements with the Capital Area MPO and Burlington-Graham MPO regarding planning boundaries.

**TAC Action:** Approve the 2010 Durham Smoothed Urbanized Area. Approve the DCHC MPO Metropolitan Planning Area. Approve agreements with the Capital Area MPO and Burlington-Graham MPO regarding planning boundaries.

**10. STPDA Schedule Changes – FY 2012-2018 Transportation Improvement Program Amendment #6 (8:15-8:30)**

**Attachment 10, 10A, 10B, 10C**

**Ellen Beckmann, LPA Staff**

LPA staff has prepared a report showing the current status of STPDA obligations. Attachment 10 is a memo describing this item. Attachment 10A is the full STPDA database tables. Attachment 10B is a table of obligations for FY 2012 and 2013 projects as of September 27, 2012.

The TCC recommends that the TAC approve an amendment to the FY 2012-2018 TIP (Attachment 10C) to adjust the schedules for several STPDA projects previously programmed for FY 2012 that are expected to move forward to obligation in FY 2013 and to incorporate some recently amendments and modifications to the STIP. The TCC deferred action on several projects that have been stalled in project development by the MPO's member agencies. The TCC plans to further discuss these projects and bring a recommendation to the TAC at a future meeting.

**TCC Recommendation:** That the TAC approve the STPDA schedule adjustments and that the TAC approve the "Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #6".

**TAC Action:** Approve the STPDA schedule adjustments and approve the "Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #6".

**11. Election of 2013 TAC Officers – Nominating Committee (8:30-8:35)**

**No Attachment**

**Ellen Beckmann, LPA Staff**

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County,

and Chatham County so that successive chairs come from different counties. For example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County. The Vice-Chair shall be from a jurisdiction located in one of the two other counties.

Lydia Lavelle and Ellen Reckhow are in their second terms as TAC Chair and Vice-Chair, respectively, and are therefore ineligible to serve another term in their current offices.

**TAC Action:** TAC Chair shall appoint a nominating committee.

## **REPORTS:**

### **12. Report from the TAC Chair**

**Lydia Lavelle, TAC Chair**

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

### **13. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

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

### **14. Report from Staff**

**Attachment 14**

**Felix Nwoko, LPA Staff**

### **15. NCDOT Report**

**Attachment 15**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**Julie Bollinger, Transportation Planning Branch – NCDOT**

**David Bender, Public Transportation Division – NCDOT**

**Kelly Becker, Traffic Operations – NCDOT**

**TAC Action:** Receive report of NCDOT

## **INFORMATIONAL ITEMS**

### **16. Recent News Articles and Updates**

**Attachment 16**

**Adjourn**

**Next meeting: December 12, 2012**

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

12/6/2012      Regional Transportation Alliance State of Mobility, 11:30 am – 1:30 pm

**You can now follow the DCHC MPO on Twitter [www.twitter.com/dchcmpo](http://www.twitter.com/dchcmpo)**

## 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	TAC tabled this issue at 6/13/12 meeting.	<u>Completed</u> : See 8/10/11 TAC and 6/13/2012 TAC Agenda Public meeting held 5/1/12, 5-7 pm, Trinity School
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. Chatham County's TAC member has been in contact with LPA staff.
5/9/2012	Refer to the Durham-Wake County transit corridor project as "regional rail" not "commuter rail"	<u>In Progress:</u> The change will be integrated into MPO documents and plan.
6/13/2012	Work with Orange County and Triangle Transit on developing the Implementation Agreement for the Orange County Bus and Rail Investment Plan	<u>Completed:</u> See 10/10/2012 TAC Agenda
8/8/2012	Write a letter to the BGMPO regarding the MPO boundaries. Develop a mutually agreeable recommendation.	<u>In Progress:</u> Letter was sent and MPO staff attended BGMPO meeting. BGMPO approved the development of an agreement. Orange County and Mebane have approved the boundary.



44 \*Alternate or Non-Voting Member

45

46 Lydia Lavelle, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was

47 conducted.

48

**PRELIMINARIES:**

49 **Adjustments to the Agenda**

50 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting and will

51 be discussing during the appropriate agenda item.

52 **Public Comments**

53 There were no comments from the public on items not already on the agenda.

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

55 The Directives to Staff are attached for review.

56

**ACTION ITEMS:**

57 **September 12, 2012 TAC Meeting Minutes (Attachment 5)**

58 A motion was made by Mike Woodard and seconded by Alice Gordon to approve the

59 September 12, 2012 TAC Meeting Minutes with the revisions. Alice Gordon suggested the following

60 changes on page 9 – add the following text right after line 226 and before line 227. “He stated that

61 critical steps in the New Starts process are as follows: (1) the project has been allowed to enter

62 Preliminary Engineering, which takes about 2 to 3 years after submission of the New Starts

63 application; (2) the project has been issued a Record of Decision, which takes an additional 2 to 3

64 years; and (3) the project has received a Full Funding Grant Agreement, which takes an additional 3

65 to 4 years after the issuance of the Record of Decision.” The motion carried unanimously.

66 **Public Involvement Policy – Public Hearing (Attachments 6 and 6A)**

67 Felix Nwoko provided an introduction for the Public Involvement Policy – Public Hearing,

68 along with the attachments. This is a cooperative effort with CAMPO. Mike Woodard commended

69 staff on work well done. Alice Gordon wanted to emphasize public involvement through this process  
70 because it is important to the TAC. The public hearing was opened and it closed at 9:08 a.m.

71 Mark Ahrendsen stated staff will bring back the final Public Involvement Policy at the next  
72 TAC meeting for approval if we don't receive comments.

73 **TAC Consent Agenda (No Attachment)**

74 Felix Nwoko introduced the TAC Consent agenda item to the TAC for discussion. Lydia  
75 Lavelle stated she broached the idea when she first became the Chair. Mike Woodard stated it is a  
76 great idea. It will be implemented at the November meeting.

77 **Triangle Regional Transit Program – Orange County Bus and Rail Investment Plan and Interlocal**  
78 **Implementation Agreement (Attachments 8, 8A, and 8B)**

79  
80 Mark Ahrendsen provided an introduction for the Triangle Regional Transit Program –  
81 Orange County Bus and Rail Investment Plan and Interlocal Implementation Agreement, along with  
82 the attachments.

83 Mark Ahrendsen stated back in June 2012, the MPO approved the Orange County Bus and  
84 Rail Investment Plan in concept subject to working out an acceptable Implementation Agreement  
85 and one of the concerns was making sure the MPO was a part of the agreement. Over the summer  
86 staff worked together discussing the Implementation Agreement. An agreement was reached  
87 including the DCHC MPO as a full party to the agreement. There were issues that had to be resolved  
88 regarding the use of the revenue related to supporting existing services.

89 Mark Chilton asked if the TTA board adopted the Implementation Agreement and Mark  
90 Ahrendsen stated they expect it will be on their next agenda.

91 A motion was made by Alice Gordon and seconded by Ellen Reckhow to adopt the Interlocal  
92 Implementation Agreement and Orange County Bus and Rail Investment Plan. The motion carried  
93 unanimously.

94 **2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) –**  
95 **Preferred Option (Attachments 9 and 9A)**  
96

97           Andy Henry provided an introduction for the 2040 Metropolitan Transportation Plan (MTP),  
98 Comprehensive Transportation Plan (CTP) – Preferred Option, along with the attachments. Mr.  
99 Henry stated in addition to the packet, a handout was distributed at the beginning of the meeting  
100 that begins with page 35; as we received the modeling results on Monday. There is a corrected page  
101 3 at the back of the packet.

102           Ellen Reckhow asked why the S. Mangum Street and Corcoran Street grade separation are  
103 road projects and not transit. Andy Henry stated we put them in the highway funding source.  
104 Triangle Transit didn't include any grade separations in the cost of the regional rail through that area.  
105 Patrick McDonough stated he doesn't think they requested any grade separation in the STIP. Grade  
106 separations are generally helping trains intermittently and traffic constantly. So we see them mostly  
107 as highway projects.

108           Ed Harrison asked if the Federal agencies have responded because all the projects except for  
109 one cross Corps land. Mr. Henry stated he doesn't expect them to respond yet. They will respond  
110 before we do the final 2040 MTP.

111           Lydia Lavelle agrees with Ellen Reckhow about adding a HOT lane. It will help encourage the  
112 habit. Chuck Watts, Jr. stated HOT lanes don't make revenue.

113           Alice Gordon asked why the Bus and Rail Investment Plan annual hours for Durham doesn't  
114 match. Andy Henry stated he will double-check the information and make necessary changes. Ms.  
115 Gordon stated the additions are dependent on the sales tax revenue being higher than projected.

116           Andy Henry provided an introduction for the material that was distributed at the beginning  
117 of the meeting. Two additional items that will be released that we don't have yet are the targets and  
118 a more precise analysis on transit.

119           On traditional funding we are using the statewide model that predicts the revenues. We are  
120 assuming 33% will go to maintenance. On the managed lanes, we are assuming the I-40 managed  
121 lanes will get about 75% of the cost back in tolls. It may change a little if we assume HOT. Private  
122 funding is roads built by developers; local funding includes impact fees; and local funding-  
123 bicycle/pedestrian includes some of the bonds.

124           Ellen Reckhow wants staff to discuss this with local staff members because recalibration may  
125 be appropriate on sales tax projections. Mr. Watts, Jr. stated all Mr. Henry is stating is if additional  
126 funds come in there are projects that can be funded. Ms. Reckhow stated historically taxes go up  
127 and down, not a steady growth. Mr. Watts, Jr. stated it is a projection. Alice Gordon stated she  
128 agrees with Ellen Reckhow that you need to go back to the County Managers for input.

129           Bernadette Pelissier stated the cost increase for the MLK Boulevard Bus Rapid Transit is  
130 higher and she asked why. Mr. Henry stated it assumes more separation from traffic than in the  
131 original plan. It is an upgrade. Mr. Bonk stated the figures used were the minimal estimates. Alice  
132 Gordon asked if the project is going to be phased and David Bonk stated yes it will be done in phases.  
133 Ms. Pelissier understood it to include dedicated lanes, and, for the cost, she can't imagine  
134 signalization would cost \$24 million. Mark Chilton stated BRT capital costs are included. Alice  
135 Gordon stated as she recalls it there wasn't much in operational costs; it was mostly capital costs for  
136 MLK Boulevard because buses were already going using the route. Ms. Gordon was aware of some  
137 improvements with signalization, but not exactly what. Ms. Gordon stated they need more  
138 clarification as to the costs. Mark Chilton stated Chapel Hill is going to study this issue in more detail  
139 beginning in January and Ms. Gordon is requesting details before the study has even began. Mr.  
140 Bonk stated it will involve more than just signalization. It will involve queue jumping lanes at  
141 intersections, station upgrades, and widening the intersections for the buses. The buses will need to  
142 be upgraded and passenger information will need to be revised.

143 Alice Gordon stated that the Bus and Rail Investment Plan is 25% State funding, and we were  
144 hoping to get that as a separate provision, and now you are saying to get that 25% provision we have  
145 to go through the Mobility Fund. Mr. Henry stated in the interim, the State Legislature changed the  
146 policy stating that projects have to compete in the Mobility Fund. Ms. Gordon asked if this will be a  
147 ripple-effect because highway projects will have to compete in the Mobility Fund and, in order to get  
148 transit funding, we are going to have to eliminate highway projects.

149 Andy Henry stated he is not sure what CAMPO is doing at this point. He is fairly certain they  
150 are going to assume the 25% is coming out of the Mobility Fund, but on the other hand, Mr. Henry  
151 thinks they are going to consider a new highway funding source. John Hodges-Copple stated their  
152 stance all along is the State share will come out of their share of revenue projections. They are  
153 considering additional options for local contributions above and beyond the ½ cent sales tax, but  
154 they are not assuming it will generate any additional State funding. Ellen Reckhow stated there is  
155 more uncertainty with this than the sales tax.

156 Andy Henry stated in the past we have done a joint plan with CAMPO and in the past we  
157 have had different assumptions for our revenues. We share a regional rail project and they are going  
158 to assume the 25% State match is coming out of their fair share and on our side we are assuming it  
159 will be taken care of by some appropriation legislation. Mike Woodard asked why we are taking  
160 different views. Mark Ahrendsen stated we have taken a longer view and CAMPO is less optimistic.  
161 John Hodges-Copple stated that both MPOs are making an optimistic assumption that over time both  
162 MPOs will receive a share of state funds that is a fair share that is tied to percentage of population in  
163 the state. That is not our historic pattern; we have never received our fair share based on  
164 population. CAMPO is making an optimistic assumption on their rural revenues and a conservative  
165 assumption on whether they will get additional transit funds. DCHC appears to be headed to make  
166 an optimistic assumption on the overall revenues and also get a supplement through the legislative

167 process. Mr. Hodges-Copple stated he hopes we can make a single assumption related to the  
168 regional rail. Ellen Reckhow asked if commuter rail will get treated differently. Mr. Hodges-Copple  
169 stated that someone could make the strongest case that this project has more than regional  
170 significance especially if it eventually becomes something like we have discussed in the N.C. Railroad  
171 Study.

172 Andy Henry stated the TCC recommendation is that the TAC release the Preferred Option for  
173 2040 MTP and CTP for public comment with the suggested changes. (1) Add HOT lanes in place of  
174 the managed lanes; (2) publish the targets and conditional performance data and receive public  
175 feedback over the next two months. We have a public meeting at night on November 14, 2012 at  
176 7:00 p.m. and hopefully approve the draft in December. In December, we will have a full report that  
177 will be released and we will have the air conformity report. For the CTP, we have them in the format  
178 for the CTP and there will be further discussion. We will adopt the 2040 MTP in April if everything  
179 goes well with the air quality conformity report.

180 Alice Gordon wants to alert staff that the population (page 3 of Attachment 9A) for Orange  
181 County is a little high per the Orange County Board of County Commissioners. Ms. Gordon asked  
182 questions about the modernization projects. There is a concern that the projects aren't helping the  
183 traffic flow. David Bonk stated it is an attempt to improve safety due to accidents and add bike  
184 lanes, in addition to small improvements to reduce congestion such as turn lanes. The Orange  
185 County Board of County Commissioners would like better maps. Alice Gordon had a question about  
186 the map on page 7 of attachment 9A and Andy Henry stated he will meet with Ms. Gordon after the  
187 meeting to discuss her concern.

188 Mark Chilton stated there was an overall feeling from the board that the preferred option  
189 still places a significant emphasis on VMT. How do we take in account the cost of gasoline; we are  
190 going to continue to experience spikes due to the cost. Frankly, some of the roadway projects shown

191 on this plan aren't going to happen because there won't be adequate demand to justify them. Mr.  
192 Chilton would prefer to see an option that places emphasis on public transportation because  
193 realistically that is what we are going to need. Andy Henry stated this plan is updated every four  
194 years, and we will start another one in about a year and changes will be made because of the  
195 demographic changes.

196 Ellen Reckhow asked about the carpool figure because it seems down. Andy Henry will find  
197 out what drives carpool in the model. Alice Gordon stated it is important to make sure the  
198 information is accurate.

199 Ellen Reckhow reviewed the suggested changes and they are as follows: Alice Gordon  
200 suggested revisiting the bus hours; look at the managed lanes. Mark Chilton asked what the  
201 difference is between HOT and HOV lanes. Ellen Reckhow stated HOV lanes are dedicated only for  
202 vehicles with two or more people in the vehicle and the HOT means it also allows single occupancy  
203 vehicles paying a toll. Andy Henry stated the only concern he has is we are assuming 70% is paid by  
204 tolls which might be reduced if you have HOV included. CAMPO is going to assume managed lanes.  
205 Ms. Reckhow asked if there is a possibility that you can finesse it by making them a combo HOT.  
206 Andy Henry said it is one lane added as a toll lane and an existing lane is switched to an HOV lane.  
207 Mark Ahrendsen stated in the past when a study was done, there was no evidence support the  
208 change and it took a general purpose lane away. Mark Chilton stated it seems like the answer will  
209 be what there is money for and what the technology will allow. Ellen Reckhow suggested studying  
210 HOT lanes further as a footnote.

211 A motion was made by Mike Woodard and seconded by Alice Gordon to direct staff to revise  
212 the Preferred Option document to reflect the potential options for the managed lanes and correct  
213 the bus data and release the revised Preferred Option document. Staff will work with the Orange

214 County Board of County Commissioners on the socio-economic projections in Orange County. The  
215 motion carried with one opposing.

216 **FY 2014-2020 Draft Transportation Improvement Program (Attachments 10, 10A, 10B, and 10C)**

217 Andy Henry provided an introduction for the FY 2014-2020 Draft Transportation  
218 Improvement Program, along with the attachments.

219 Ellen Reckhow asked about the public transportation funding and Andy Henry stated that  
220 Ellen Beckmann will provide more information on public transportation because it is a case where  
221 the different transit agencies need to provide insight. Alice Gordon suggested adding the dollar  
222 amount.

223 There are two bicycle and pedestrian mobility projects. A new one on Duke Street north of I-  
224 85 from Murray Avenue to Roxboro Road was ranked very highly. Dale McKeel stated there is  
225 existing sidewalks and there are gaps. This project will fill in the gaps and the project is ranked high  
226 on the Durham Walks Pedestrian Plan. Diane Catotti thought that the highest ranked project would  
227 be near a school or a public housing development.

228 Diane Catotti asked when was the last time staff looked at the commuter corridor mapping  
229 ideal bike pathways from Chapel Hill to Durham and major employers and look at whether our  
230 improvements match it. There are so many more people that would commute to Duke if we could  
231 get them from University Drive to Cornwallis Road. Dale McKeel stated the MTP will include regional  
232 bicycle groups and we are in the process of reviewing this with them.

233 A motion was made by Mike Woodard and seconded by Diane Catotti to release the draft TIP  
234 for public comment and schedule a public hearing at the November TAC meeting. The motion  
235 carried unanimously.

236 **City of Durham – STPDA Funding Request – U-4716B Sidewalk on Church Street (No attachment)**

237 Dale McKeel provided an introduction for the City of Durham – STPDA Funding Request – U-  
238 4716B Sidewalk on Church Street.

239 Alice Gordon asked what funding process is being used. Dale McKeel stated if the TAC  
240 approves this request, we will use the 80/20 split.

241 A motion was made by Alice Gordon and seconded by Mike Woodard to allocate \$36,000 of  
242 STPDA in FY 2013 for sidewalks associated with F-4716B. The motion carried unanimously.

243 **REPORTS:**

244 **Report from the TAC Chair**

245 There will be a Joint TAC meeting on October 31, 2012 at 9:00 a.m. at RTP.

246 **Report from the TCC Chair**

247 Mark Ahrendsen stated the November 14, 2012 TAC will be an evening meeting beginning at  
248 7:00 p.m.

249 **Report from Staff (Attachment 14)**

250 Dale McKeel stated the first N.C. bicycle summit will be held on Friday 8:30 a.m. – 5:00 p.m.  
251 and on Saturday morning. The Watch for Me campaign is underway.

252 **NCDOT Report (Attachment 15)**

253 Patrick Wilson, Division 7, provided an update on the ARRA funding projects and stated that  
254 if anyone has Division 5 questions, please e-mail Joey Hopkins and he will respond back.

255 Julie Bollinger stated there will be a public involvement session in Siler City on November 15,  
256 2012.

257 **INFORMATIONAL ITEMS:**

258 **Recent News Articles and Updates (Attachment 16)**

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

260 **NC Ethics Commission MPO Website**

261           The NC Ethics Commission has posted a website specifically for MPOs which is attached.

262    **Adjournment**

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

264    adjourned at 11:03 a.m.

**MEMORANDUM**

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

**FROM:** Lead Planning Agency

**DATE:** November 14, 2012

**RE:** MPO Public Involvement Policy

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The one corrective action from the 2011 DCHC MPO Certification Review was for the MPO to update our Public Involvement Policy (PIP) to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population.

The MPO is required to comply with Title VI of the Civil Rights Act of 1964. In July, the TAC Chair signed a policy statement and assurances regarding Title VI. This policy statement is a standard statement required by the State for all MPOs. In September, the TAC requested that staff consider adding sexual orientation and gender identity to the Title VI policy statement. An additional sentence will be added to end of the policy statement. Suggested language is "In addition, it is the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation and gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity". A revised statement could be signed with approval of the revised PIP.

The update of the PIP will document our compliance with the Title VI policy statement. The draft revised PIP includes a section on Title VI (Page 9) and includes the proposed LEP Plan as an appendix. The proposed updates are focused on addressing the corrective action from the certification review. A few additional minor changes are included such as changing references to the LRTP to say the MTP and references to the MTIP to say the TIP.

The TAC authorized the release of the PIP for a 45-day public comment period in September. It was advertised in local newspapers and on the MPO website. MPO staff also attempted to contact El Centro Hispano. No comments have been received thus far. FHWA staff has provided some requested edits to the LEP including some of the mapping. LPA staff updated the PIP and LEP to correct typos, replace some of the maps, and delete some of the unnecessary maps.

**TAC Action:** Approve the revised Public Involvement Policy.



## **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

### **Member Governments:**

**Town of Carrboro  
Town of Chapel Hill  
County of Chatham  
City of Durham  
County of Durham  
Town of Hillsborough  
N.C. Department of  
Transportation  
County of Orange**

# **Public Involvement Policy**

## **November 14, 2012**

**City of Durham  
Transportation Division  
101 City Hall Plaza  
Durham, NC 27701**

**(919) 560-4366**

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**Appendix**

Limited English Proficiency Plan

Durham-Chapel Hill-Carrboro Organización de Planeamiento Metropolitano Póliza de Participación Publica puede ser traducida en [español sobre petición](#).

## **I. Introduction**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), the MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3C) process. The policy decision making body, the Transportation Advisory Committee (TAC), also has a standing public process as part of its monthly meetings. The planning activities mentioned above are, therefore, subject to the TAC's process for public involvement. The Policy also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Policy and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's Public Involvement Policy will be consistent with the requirements of the Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

## **II. Purpose**

The purpose of the DCHC MPO Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure that transportation decisions will reflect public priorities.

## **III. Objectives**

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.

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2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, TIPs and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans TIPs and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance on Public Participation.

#### **IV. General Policy Framework**

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (DCHC MPO) to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision making process. It is also DCHC-MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's TIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

#### **IV.A Activities Subject to Public Involvement**

DCHC MPO shall provide early and continuing public involvement opportunities throughout the transportation planning and programming process.

*IV.A.1. Planning Activities:* Special emphasis shall be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the DCHC MPO Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). The MPO shall make every effort to involve the affected community through methods such as local direct mailing, transportation related committees of local jurisdictions, public information meetings, and newsletters.

*IV.A.2. Programming Activities:* Opportunities for the public to participate shall also be provided through the project selection, programming, NEPA Process and project development phases. These activities include the development of the Regional Priority List and the Transportation Improvement Program (TIP), and the adoption or amendment of the Regional Priority List and TIP.

#### **IV.B Definition of Public and Stakeholders**

The DCHC-MPO shall make an effort to inform and engage both the general public and stakeholders as appropriate.

*IV.B.1. General Program:* As part of its general planning and programming process, the DCHC MPO will try to involve the following: citizens, member municipalities, affected public agencies, representatives of neighborhood groups, public and private providers of transportation, and other parties who express an interest in the process.

*IV.B.2. Special Studies:* For special studies that the DCHC MPO conducts, it shall make an effort to identify and involve persons and groups that might be affected by potential changes to the particular transportation service or facility under review. Examples include the following; abutting property owners, neighborhood associations, environmental groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic development, and businesses within the study area.

*IV.B.3. Outreach to Special Groups:* The DCHC MPO shall also make a special effort to seek out and consider the needs of groups or communities traditionally not well-served by existing transportation systems. These include,

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but are not limited to low-income households and minority households. To assure adequate participation of these groups, the MPO shall use tools such as advisory boards (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, and public notices in minority or low-income targeted media outlets.

The MPO's efforts in this regard shall be consistent with the Environmental Justice Executive Order (EO 12898) dated February 11, 1994, and other related guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. The DCHC-MPO efforts in this regard shall be consistent with the signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," dated August 11, 2000, and other related guidance from the FHWA and FTA.

Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally-funded programs and activities.

**IV.C. Adequate Time for Public Comment**

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Minimum notification periods shall be as follows:

- Amendments to DCHC-MPO's Public Involvement Policy – 45 days
- Adoption of the TIP & major TIP amendments – 21 days
- Adoption of the TIP Regional Priority List & major amendments – 21 days
- Adoption of the MTP/CTP & major amendments – 42 days
- Adoption of the Air Quality Conformity Determination – 30 days
- Adoption of the UPWP & major amendments – 21 days
- Policy Board (TAC) & Technical Committee (TCC) meetings – 7 days

**IV.D. Method of Notifying the Public**

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The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- Legal notices in local newspapers
- MPO web site
- Mailing lists
- Targeted mailings to neighborhood and advocacy groups
- Press Releases
- Periodic MPO newsletters

*IV.D.1. Schedule of Meetings:* For regularly scheduled meetings (Transportation Advisory Committee - TAC and the Technical Coordinating Committee -TCC), the annual schedule of meetings shall be filed with the City of Durham (the Lead Planning Agency) clerk's office and each town clerk's office at the beginning of each calendar year.

*IV.D.2. Meeting Notices:* A notice of each TCC and TAC meeting shall be filed with every town clerk's office. A notice for MPO public involvement meetings or workshops shall be advertised in local newspapers. The notice for public meetings/workshop shall include a statement, in Spanish, that translator services may be requested in advance. The notice shall also include a statement that sign language services may be requested in advance.

*IV.D.3. TAC & TCC Meetings Public Comment:* Every TCC and TAC meeting agenda by DCHC MPO will include an opportunity for public comment.

*IV.D.4. Mailing Lists:* DCHC MPO shall maintain a master mailing list for public involvement/outreach activities. The mailing list shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. The following separate lists shall be maintained: TAC, TCC, EJ/LEP, special projects, bicycle and pedestrian advocacy, MTP/CTP, TIP, sub-area projects and UPWP. Notices of meetings shall be sent to all persons on the corresponding mailing list. Anyone may request that his or her name be added to a particular mailing list by indicating the particular list and providing either an email address or a regular mail address.

*IV.D.5. DCHC MPO web site:* DCHC MPO shall maintain a calendar of meetings and activities on its web site. The MPO also shall make

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technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.

*IV.D.6. Visualization Techniques:* DCHC MPO shall employ visualization techniques in disseminating information relating to MPO metropolitan transportation plans, TIPs and other planning programs. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.

*IV.D.7. Legal Notices in Newspapers:* Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

*IV.D.8. Interested Parties:* DCHC MPO shall mail meeting notices to persons who have expressed a special interest in DCHC MPO's overall transportation program, or specific studies. The MPO shall add persons who have expressed such an interest to the appropriate DCHC MPO mailing list.

*IV.D.9. Additional Methods:* The DCHC MPO shall give consideration to alternative methods of involving the public that are appropriate to the project. Such methods may include, but are not limited to newsletters, transportation related committees of MPO member jurisdictions, advertising in minority and alternative language newspapers, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly and persons with disabilities), using local government cable access stations, using open house format meetings, involving focus groups for specially selected topics, preparing press releases, and holding events at special locations.

**IV.E. Documentation of Public Comment & Response:**

DCHC MPO shall document public comments received during the course of public input process. The MPO shall also document how it responded to public comments.

*IV.E.1. Comments Received:* Documentation of comments may be accomplished in a manner appropriate to the project and the nature of the comments. Documentation may consist of meeting minutes, a file of letters, or a special memo that summarizes the comments. A written summary of comments and responses shall be prepared to provide the feedback to the public.

*IV.E.2. Response to Comments:* DCHC MPO shall provide a descriptive summary of how it responded to significant public comments during the development of a plan or document such as the MTP/CTP, air quality conformity, Regional Priority List and TIP. The summary may be produced as a separate report or included as a short section in the final plan or document.

## **V. Policy Elements**

The DCHC MPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's public process. In addition, the MPO has initiated public involvement programs for the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP) and the MPO's provisions for American with Disabilities Act (ADA). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

## **VI. Specific Requirements**

The Durham-Chapel Hill-Carrboro MPO's Public Involvement Policy is designed to be consistent with the requirements of SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance of Public Participation. These requirements are included in the appendix of this document.

## **VII. Access to MPO Documents and Technical Information.**

DCHC MPO shall provide reasonable public access to technical and policy information used in the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and related studies, plans, and programs.

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### **VIII. Title VI**

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice #12898 state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority and low-income populations. The DCHC MPO is also charged with evaluating the MPO plans and programs for environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income, minority, and other disadvantaged populations, as part of the United States Department of Transportation's certification requirements. The MPO's environmental justice initiatives accomplish this by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities.

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities. It is also the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation or gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

A copy of the DCHC MPO's Civil Rights Title VI Compliance Report, Policy Statement and Assurances can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/Title VI> or call (919) 560-4366.

#### **VIII.A Limited English Proficiency (LEP) Plan**

The DCHC MPO's Limited English Proficiency (LEP) Plan identifies the Limited English Proficient populations in our service area and provides guidelines for MPO staff to help ensure that information and services are accessible to LEP persons. A copy of the DCHC MPO's Limited English Proficiency Plan is in an appendix to this document and can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/LEP> or call (919) 560-4366.

**IX. Review Procedures/Reassessment of PIP**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) Public Involvement Policy will be reviewed and evaluated on a triennial basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. A forty-five (45) day public comment period and a public meeting will be held during the triennial review to solicit input on the Public Involvement Policy. A summary highlighting the results of the evaluation review will be prepared. The summary will document the effectiveness of the various public involvement mechanisms and will respond to public comments received. The public comments and the MPO's response will be included in the appendix of the updated Public Involvement Policy.

The MPO will also solicit comments on the effectiveness of the Public Involvement Policy through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly and LEP households.

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## **1. Transportation Advisory Committee**

*Transportation Advisory Committee (TAC)* - The Transportation Advisory Committee is the policy and decision-making body for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the Triangle Transit Authority, the Federal Highway Administration and the Research Triangle Foundation of North Carolina. The TAC is responsible for providing opportunities for citizen participation in the transportation planning process.

### **Regular Public Involvement Opportunities**

The TAC holds regular monthly meetings on the 2<sup>nd</sup> Wednesday of every month. These meetings are open to members of the public and, upon request, anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, the TAC provides time to receive public comments as a set part of its agenda.

### **Public Involvement for Specific Planning Items**

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the TAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised in the major daily newspapers, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media, as well. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). Both written and oral comments received are compiled by the planning staff and reviewed by the TAC.

### **Response to Public Comment**

The TAC acknowledges public comments in two ways. The TAC may incorporate public comments and the MPO's response, as an appendix, into the specific planning document. Or, depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a

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way to let the public know that its comments are being addressed and are part of the public involvement feedback process.

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## **2. Transportation Plan**

### **Preamble**

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

The entire process will be implemented for a plan update, which commonly involves an evaluation of most highway, transit and non-motorized transportation modes, and therefore requires several years to complete. An appropriate subset of the public involvement elements will be implemented for major and minor revisions, which commonly involve an evaluation of only several projects, and therefore require a process that is much less complex.

### **Purpose of Public Involvement Process**

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

### **Mission of the Public Participation Process**

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

### **Objectives**

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.

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3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
4. Determine the public's knowledge of metropolitan transportation system and public values and attitudes concerning transportation.
5. Determine public concerns/perceived impacts of elements of the Transportation Plan.
6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
7. Establish a channel for an effective feedback process.

**Elements of the Public Involvement Procedure**

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: transportation related committees of MPO jurisdictions, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the development of a plan update, and as appropriate for major or minor revisions.

**Public Involvement Process**

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of metropolitan transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to: public meetings/hearings; surveys; focus groups; newsletters; public service announcements; charrette; transportation related committees, and mass media.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEAU-LU), the Clean Air Act

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Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.

5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local libraries. Notification of the draft Transportation Plan work program will be provided in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions, as requested). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six-week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is

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accessible to persons with disabilities and which is located on a transit route.

10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.
11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
13. The DCHC MPO will consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans and LRTP air quality conformity determination.
14. The DCHC MPO will employ visualization techniques in disseminating information relating MPO metropolitan transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.
15. The DCHC MPO will make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the MTP.
16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where

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the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:

- Formulation of vision, goals and objectives;
  - Policy development;
  - Review and approval of socio-economic and demographic projections;
  - Review of land use information and scenarios;
  - Review of modeling process;
  - Review and determination of transportation deficiencies;
  - Identification of transportation (facility) needs;
  - Evaluation of alternatives and selection of preferred option; and,
  - Plan recommendation and adoption;
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence described above.

### **3. Transportation Improvement Program**

#### **Overview**

The Transportation Improvement Program (TIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The TIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA mandate an opportunity for public review of the TIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Transportation Improvement Program.

#### **Introduction**

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and any implementing federal regulations. The TIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Transportation Improvement Program is presented as follows:

#### **Public Involvement Process**

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning

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Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The DCHC MPO Technical Coordinating Committee will develop a draft TIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft TIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft TIP for public review and comment.
5. Copies of a draft TIP will be distributed to TAC members and the transportation related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review. The draft TIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft TIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the TIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft TIP (if the final TIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to TIP will be available for public review and comment, if they make a substantial change to the TIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or

deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.

10. Written public comments and their responses will be published as an appendix to the final TIP.

## **4. Air Quality Conformity Determination**

### **Introduction**

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is required to make a conformity determination on its Transportation Plan. The Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

### **Public Involvement Procedure for the Air Quality Determination**

1. The DCHC MPO in conjunction and cooperation with the air quality inter-agency partners will prepare an air quality conformity analysis for the Durham-Chapel Hill-Carrboro metropolitan planning area boundary. The DCHC Technical Coordinating Committee will provide comments to the Air Quality Inter-Agency Partners during the interagency comment period.
2. The DCHC Technical Coordinating Committee will receive the final draft Conformity Report, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be advertised by the Lead Planning Agency in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

Notices may also be published in member jurisdictions' local newspapers by the member agencies' staff. The notice will inform the public that a draft Conformity Report has been published by the DCHC MPO and that copies are available for public review and comment at local MPO jurisdictions and the county libraries. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested).

4. The public review period will be for a minimum one-month (30-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be

directed to the LPA. The Lead Agency's contact person, phone number and e-mail will be included in the public notice.

5. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft Air Quality Conformity Report. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the Air Quality Conformity Determination.
6. The DCHC MPO, being a maintenance area will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for four years, unless changes are made to the Transportation Plan (or TIP) which would have an impact on the air quality analysis. If such changes are made, a new analysis and public involvement procedure needs to be conducted as outlined above.
8. The process for updating and approving the MTP Air Quality Conformity Determination shall generally follow the principles as described in the PIP Framework of this document.

## **5. Major Investment Studies**

### **Introduction**

The major investment study (MIS) supports decisions on significant federally-funded transportation investments along a corridor or subarea level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision makers with more comprehensive corridor level technical analysis early in the transportation planning process. Although an MIS is no longer required by SAFETEA-LU (MIS was required by TEA-21), federal regulations encourage the integration of an MIS with the MPO planning process.

### **Public Involvement Process**

The scope of a major investment study for the Durham-Chapel Hill-Carrboro will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public involvement initiatives to meet the goals of the MIS. The public involvement techniques that may be used are public informational meetings, newsletters, media relations and the formation of an advisory committee.

These techniques will be used through the development and approval of the MIS. The MIS will also be subject to the public procedures of the Transportation Advisory Committee and will be consistent with the MPO's ADA provisions.

## **6. Unified Planning Work Program**

### **Introduction**

The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

### **Purpose**

The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

### **Public Involvement Process**

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the TAC-approved formula.
3. The local jurisdictions will prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft UPWP and forwards the document to the TAC for release for a minimum 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. The TAC releases a draft UPWP for a 21-day comment period. The draft is sent to the NCDOT Public Transportation Division for comments.
6. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

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7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework of this document.

## **7. Americans with Disabilities Act (ADA) Provisions**

### **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

- All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).
- Notices for the public comment period and the public hearing will be advertised in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route.

### **The Durham Area Transit Authority (DATA)**

- There is a Durham Area Transit Authority (DATA) Access Advisory Committee for Durham which serves as an ongoing mechanism for public participation. The Committee is composed of paratransit users, persons with disabilities who are not paratransit users and representatives from agencies and employers who work with disabled persons.
- Committee meetings are held bi-monthly and are advertised by notices on paratransit vehicles, in the City Calendar, and notices sent to Radio Reading Services.
- The written notices are printed in large (15 point) font.
- For policy changes, public forums and public hearings are held. Announcements are advertised through public notices in local newspapers, public service announcements on local radio and television stations, the Radio Reading Service and large print notices posted in the paratransit vehicles.
- DATA has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

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**Chapel Hill Transit**

- The Chapel Hill and Carrboro Transportation Boards serve as an ongoing mechanism for public participation.
- For policy changes, the Transportation Boards hold public hearings. Notices are published in the local newspapers.
- Chapel Hill Transit has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

# Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

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## Overview

A Limited English Proficient person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Limited English Proficiency (LEP) Plan is part of a comprehensive effort to provide language assistance for LEP persons seeking meaningful access to DCHC MPO plans, programs, and activities as required by Executive Order 13166.

The plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing this LEP Plan, the DCHC MPO staff conducted a US Department of Transportation (USDOT) Four-Factor LEP analysis, which considered the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services;
2. The frequency with which LEP individuals come in contact with DCHC MPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population; and
4. The resources available to the DCHC MPO and overall cost to provide LEP assistance.

For more information about this plan, please contact the DCHCMPO at (919) 560-4366 or [comments@dchcmpo.org](mailto:comments@dchcmpo.org).

## 1 Background

A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The purpose of this Limited English Proficiency Plan is to outline the responsibilities of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in regards to Limited English Proficient (LEP) persons and establish a process for providing assistance to LEP persons for DCHC MPO programs, activities, and services pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

### **Title VI of the Civil Rights Act of 1964**

*"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."*

## 2 Executive Order 13166

Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination. Executive Order 13166 *"Improving Access to Services for Persons With Limited English Proficiency,"* directs each Federal agency that is subject to the requirements of Title VI of the Civil Rights Act of 1964 to publish guidance for its respective recipients and sub-recipients clarifying that obligation. The U.S. Department of Transportation (USDOT) published policy guidance on December 14, 2005 to clarify the responsibilities of recipients of Federal financial assistance from the USDOT.

### 3 Summary of DCHC MPO LEP Plan & Factor Analysis

DCHC MPO has developed this Limited English Proficiency Plan (LEP) to provide language assistance for LEP persons seeking meaningful access to DCHC MPO programs as required by Executive Order 13166 and USDOT's policy guidance. Essentially, the MPO's Limited English Proficiency Plan (LEP) is intended to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to the transit system's services as required by Executive Order 13166. **A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.** This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing the DCHC MPO LEP Plan, the DCHC MPO staff undertook a USDOT Four-Factor LEP analysis, which considers the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services.
2. The frequency with which LEP individuals come in contact with DCHC MPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHC MPO to the LEP population; and
4. The resources available to the DCHC MPO and overall cost to provide LEP assistance.

#### **FACTOR 1: Number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services.**

In order to determine the number of LEP persons, the DCHC MPO collected analyzed various data from the US Census Bureau. This data was used to evaluate whether certain language groups met the Safe Harbor clause of the LEP guidance, whether a language LEP group exceeds 5% of the regional population, or have a minimum threshold of 1,000 LEP persons in a certain language.

Using the US 2010 CENSUS and American Community Survey (ACS) 2005-2009, the LEP population was ascertained. Based on the population 5 years and older, 0.81% of the DCHC MPO (3 counties, Durham, Orange and Chatham) population is deemed an LEP person, i.e. persons with limited English proficiency. The largest language subpopulation within the LEP population was that of Spanish, which constitutes about 86% of the LEP population. The remaining LEP population that did not speak English well or Spanish, were not significant and very miniscule therefore collapse as "other." The MPO examined the 2010 U.S. Census Bureau's profile for the Counties within the DCHC MPO. The following tables, charts, and maps display this information.

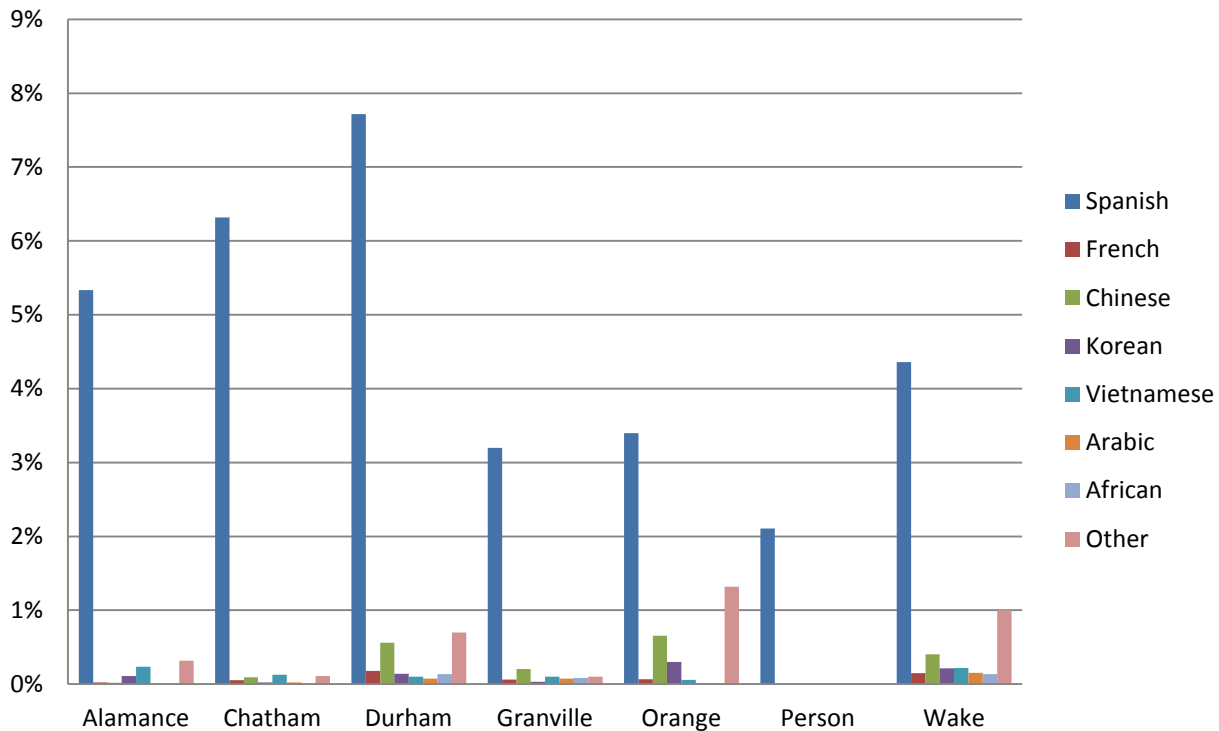
Limited English Proficiency Population by County

County	Total Pop	Total LEP	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Chatham	57464	3872	3629	30	52	13	74	12	0	62
Durham	239459	22993	18483	432	1340	333	236	177	320	1672
Orange	122668	7125	4168	80	806	368	69	4	14	1616

Limited English Proficiency by Language, as % of total Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Chatham	6.32%	0.05%	0.09%	0.02%	0.13%	0.02%	0.00%	0.11%
Durham	7.72%	0.18%	0.56%	0.14%	0.10%	0.07%	0.13%	0.70%
Orange	3.40%	0.07%	0.66%	0.30%	0.06%	0.00%	0.01%	1.32%

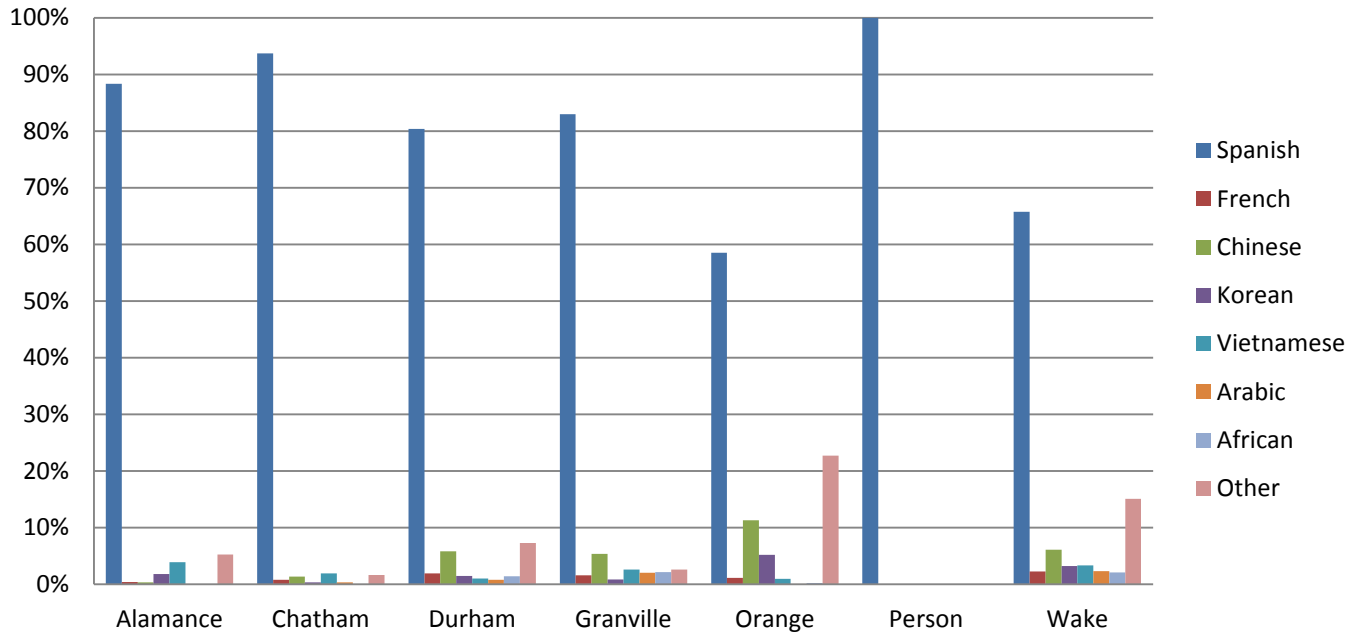
Limited English Proficiency, as % of Total Population



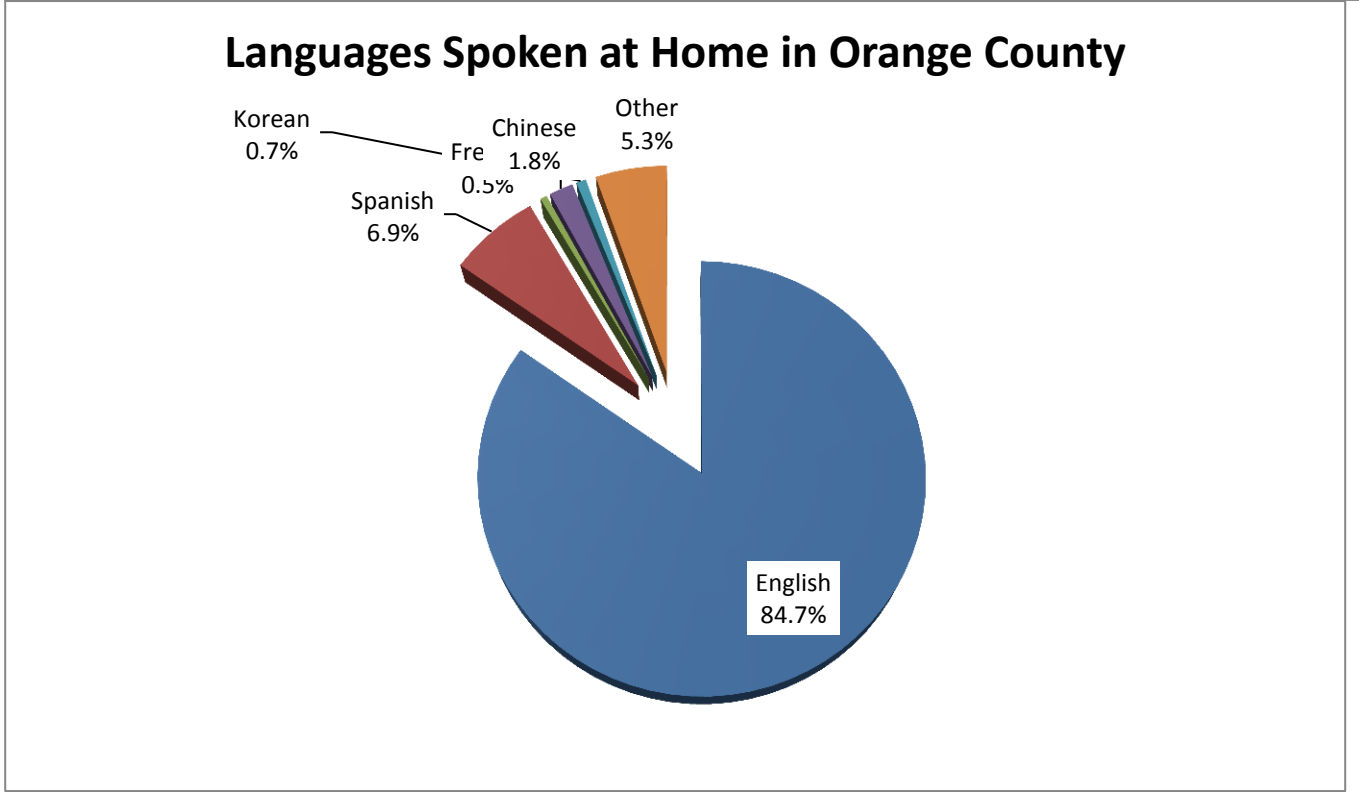
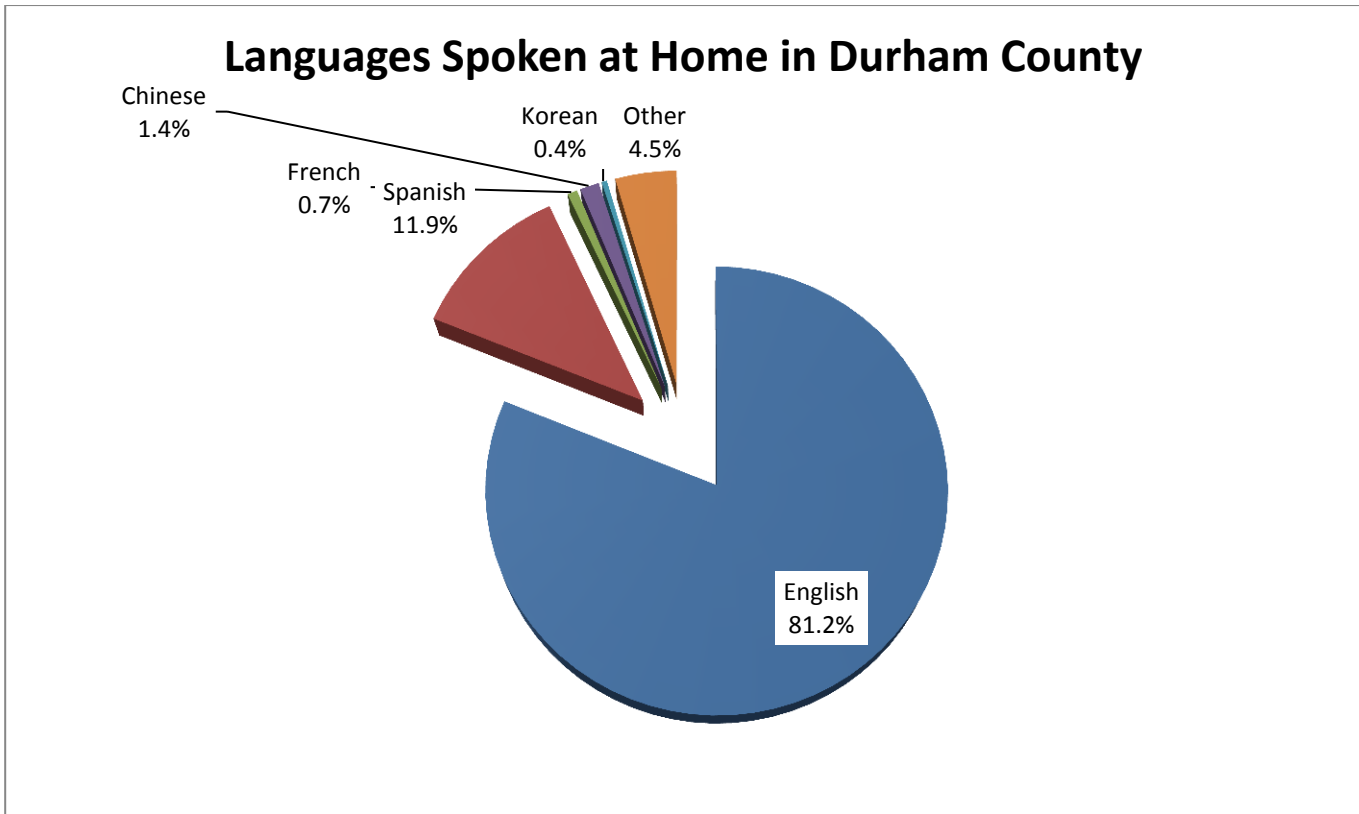
Limited English Proficiency by Language, as % of LEP Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Chatham	93.72%	0.77%	1.34%	0.34%	1.91%	0.31%	0.00%	1.60%
Durham	80.39%	1.88%	5.83%	1.45%	1.03%	0.77%	1.39%	7.27%
Orange	58.50%	1.12%	11.31%	5.16%	0.97%	0.06%	0.20%	22.68%

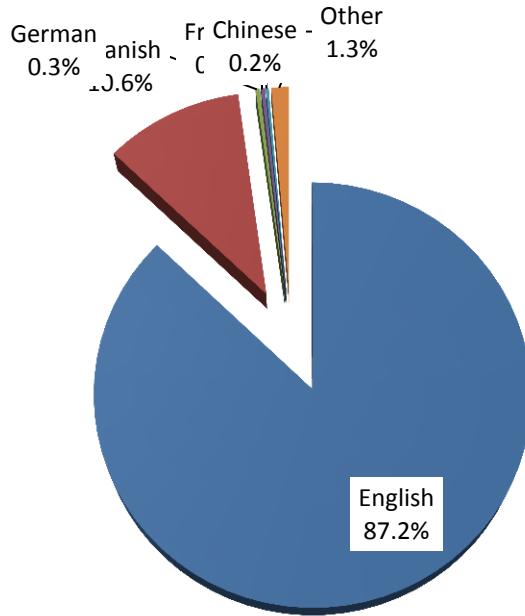
### Limited English Proficiency, as % of Total Limited English Proficiency Population



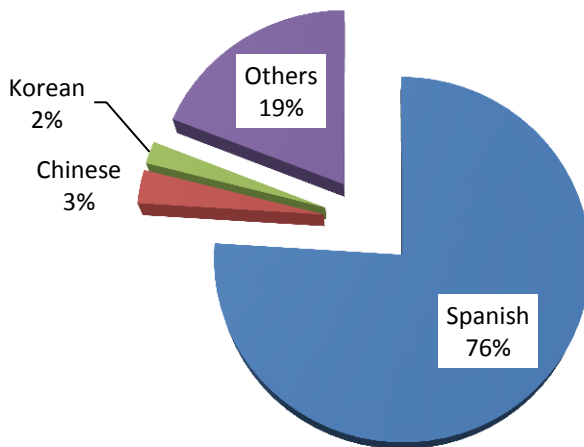
### Demographic Profile of LEP Population



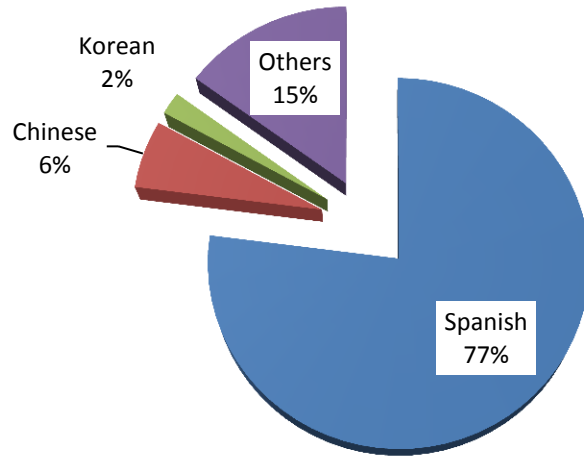
### Languages Spoken at Home in Chatham County



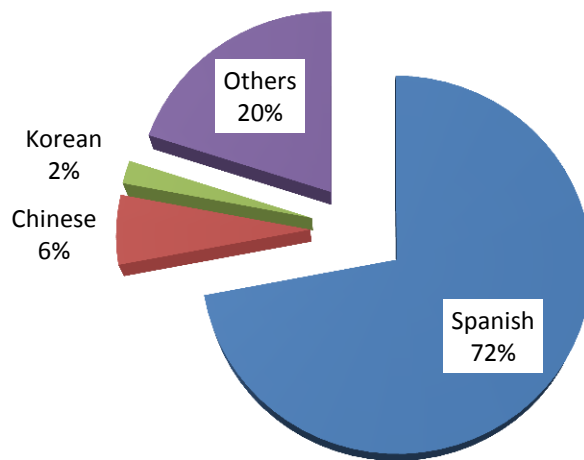
### LEP Speakers in North Carolina by Language Spoken at Home



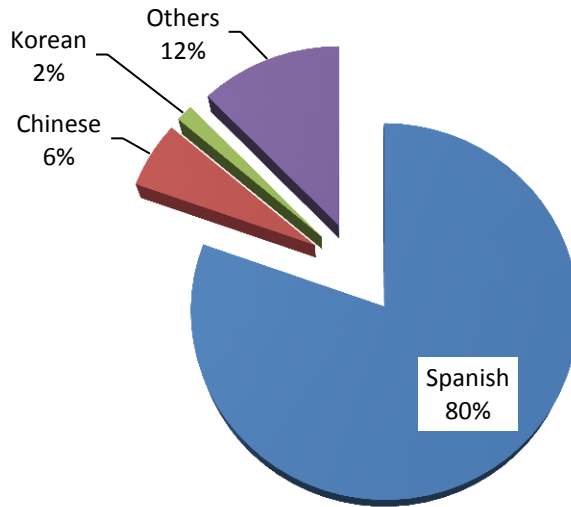
### LEP Speakers in DCHC MPO Region by Language Spoken at Home



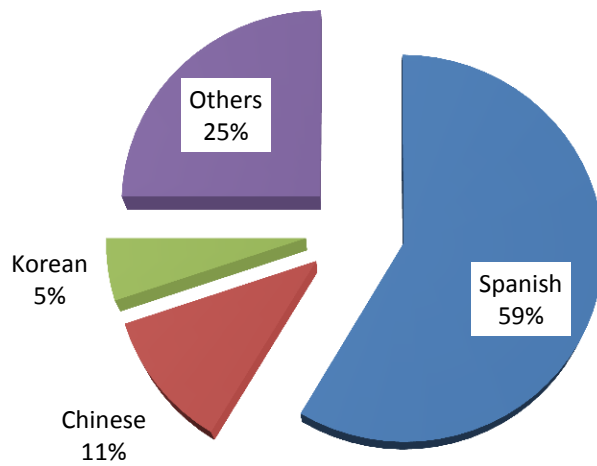
### LEP Speakers in Triangle Region by Language Spoken at Home



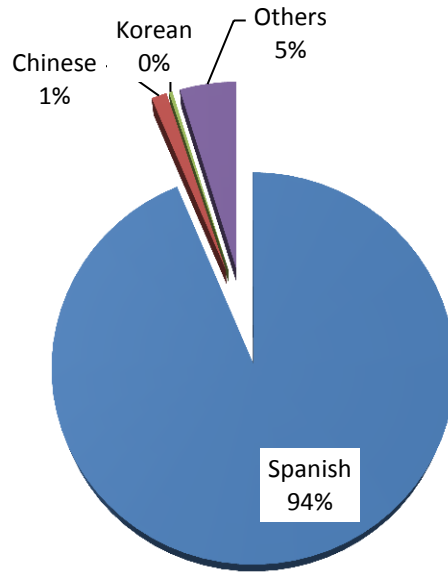
### LEP Speakers in Durham County by Language Spoken at Home



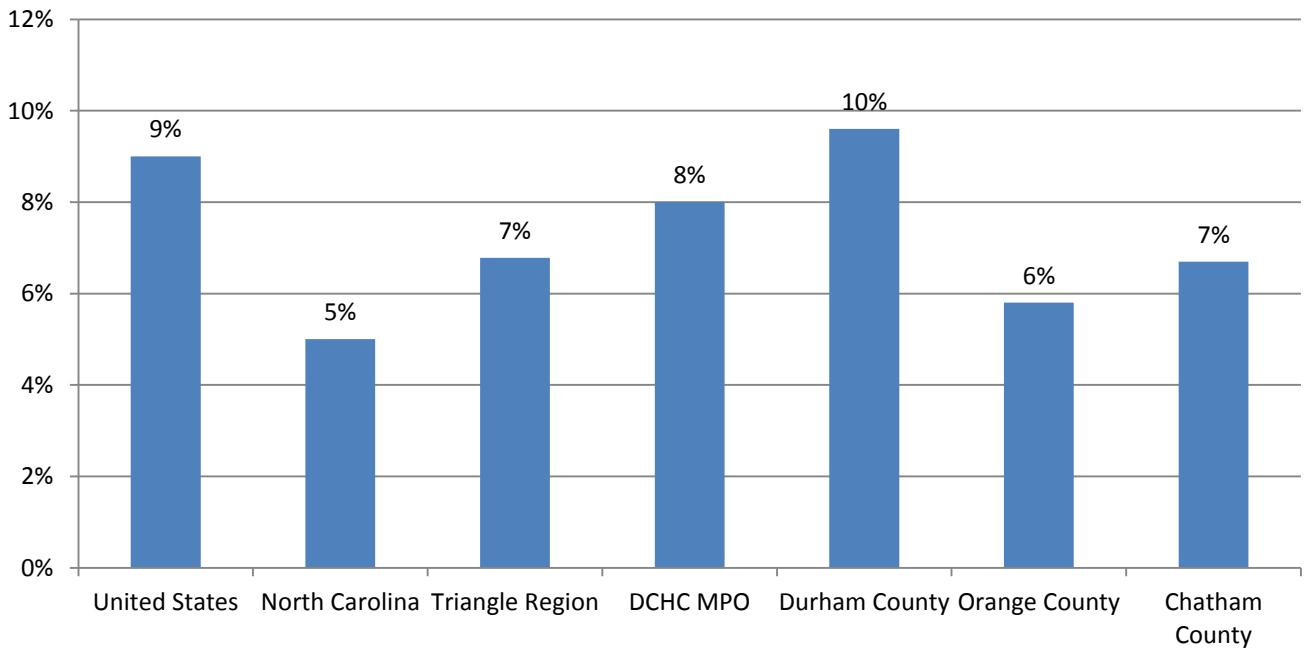
### LEP Speakers in Orange County by Language Spoken at Home



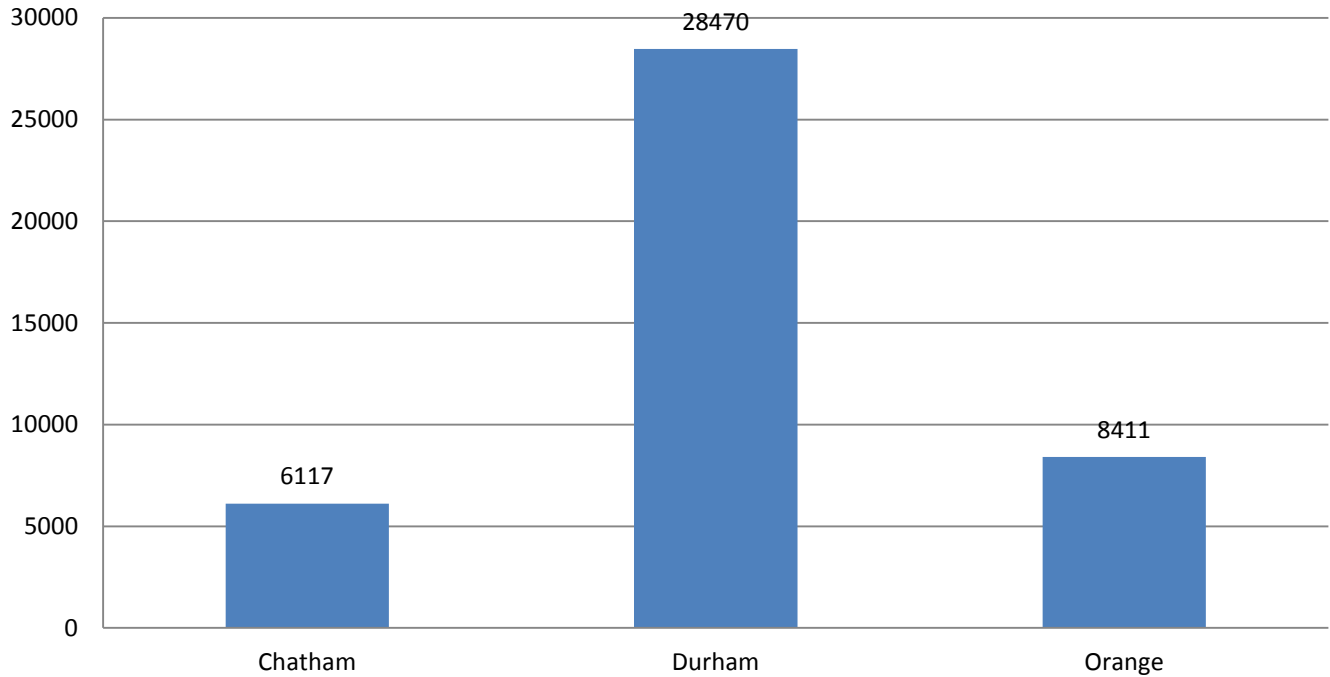
### LEP Speakers in Chatham County by Language Spoken at Home



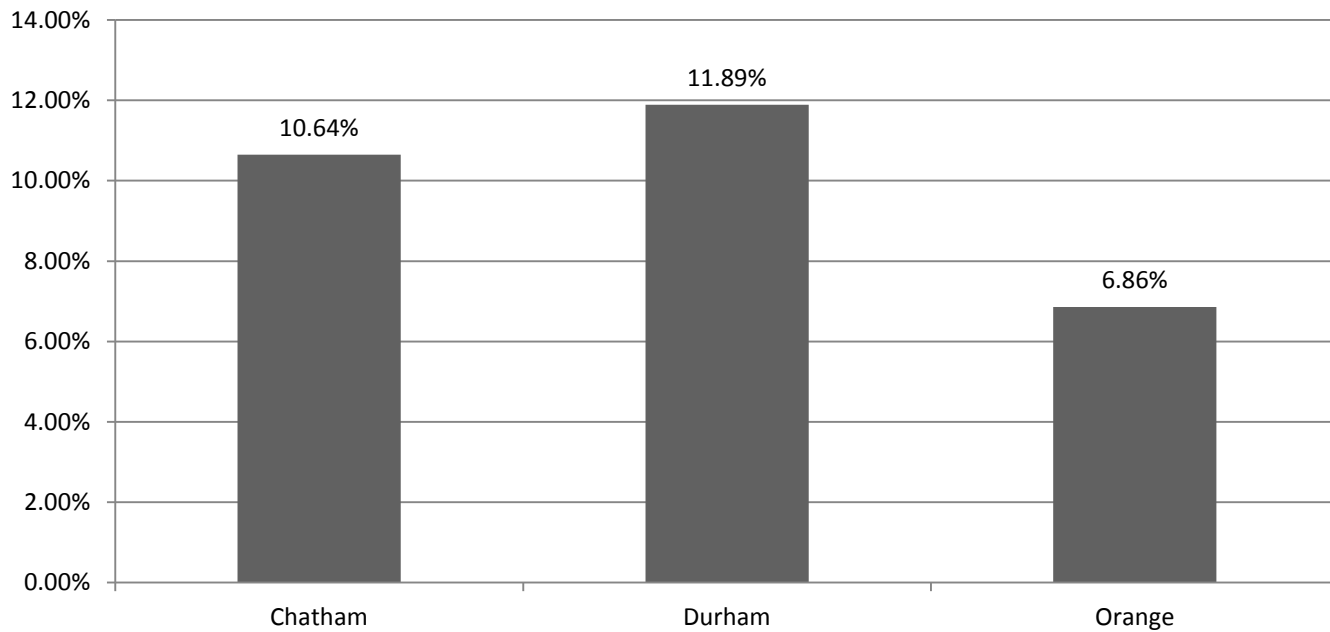
### Share of LEP Speakers

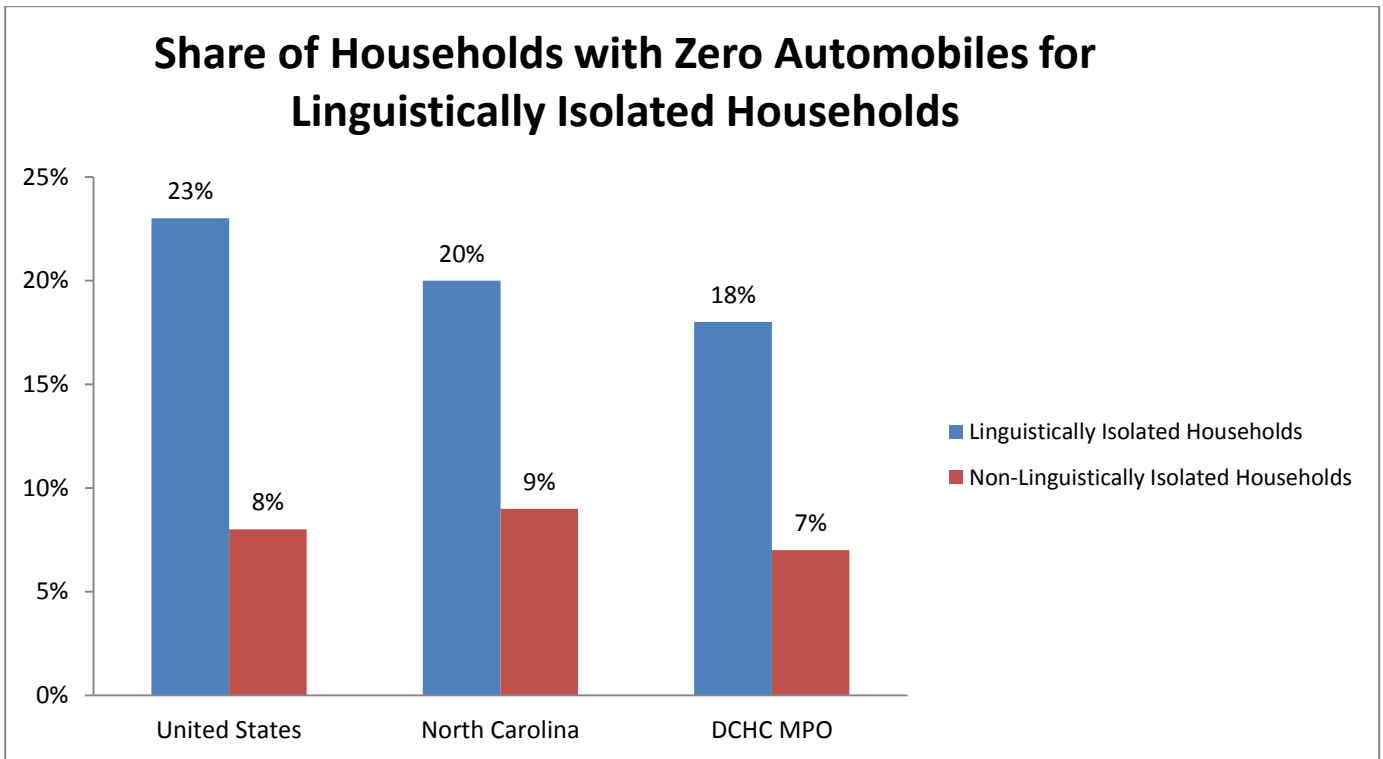
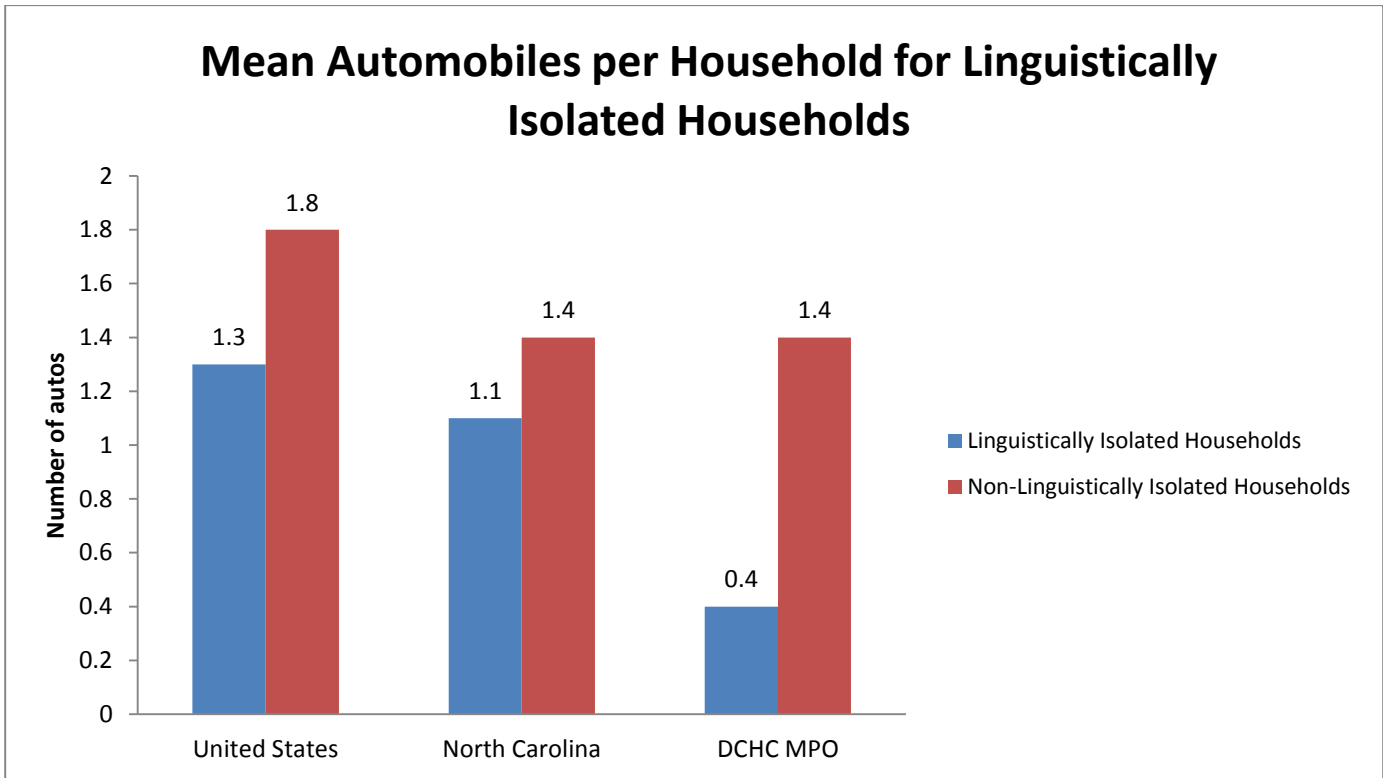


### Number People who Speak Spanish at Home, by County

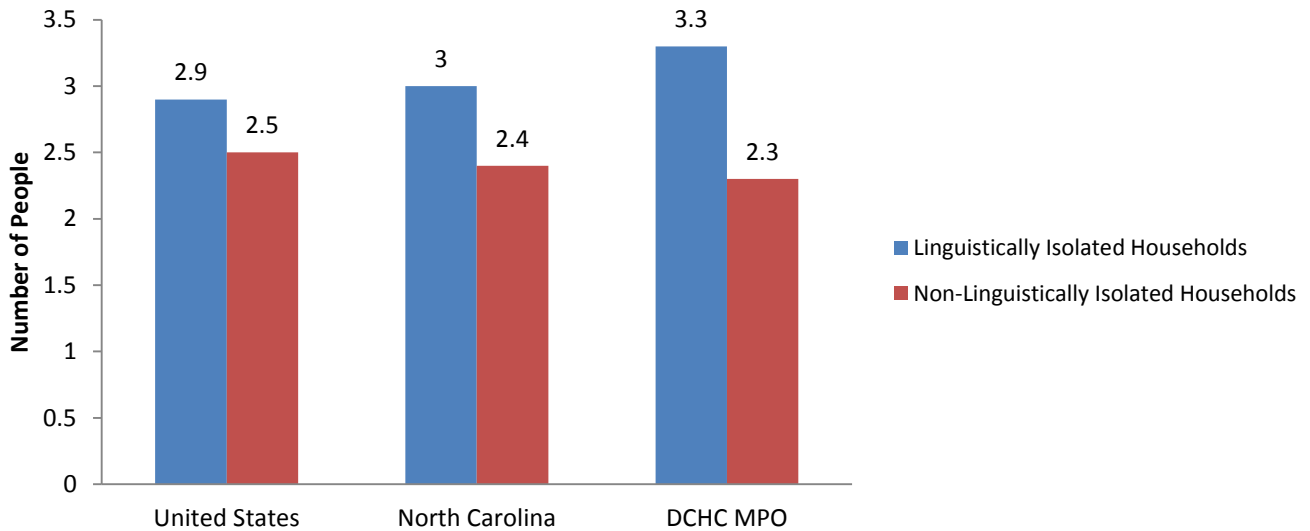


### Percent of Population that Speaks Spanish at Home, by County

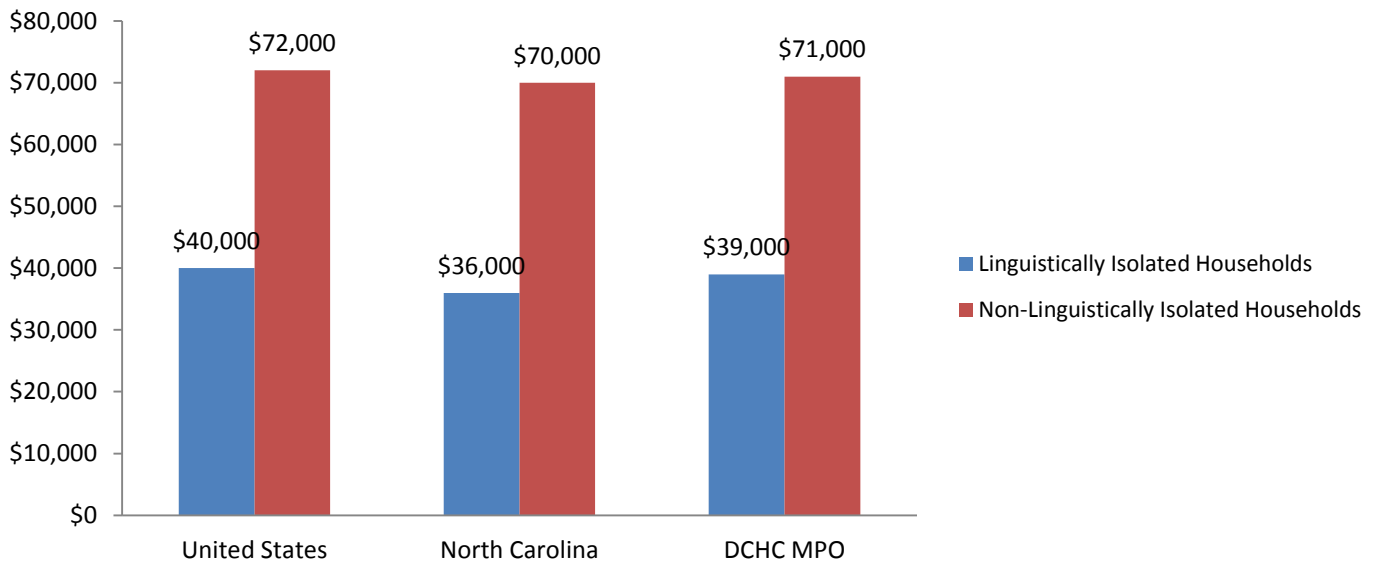




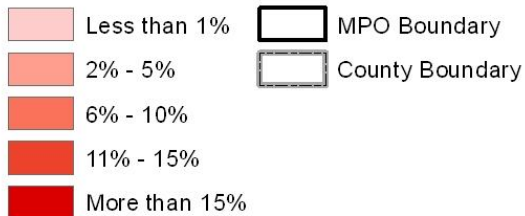
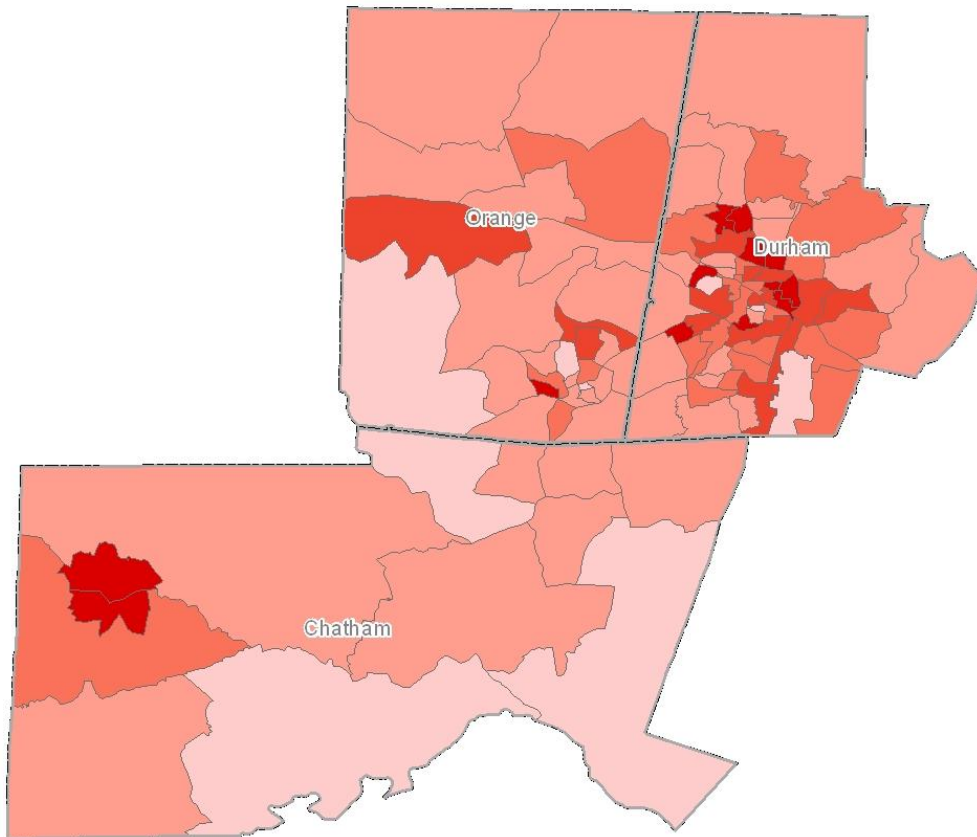
### Average Household Size for Linguistically Isolated Households



### Mean Household Income for Linguistically Isolated Households

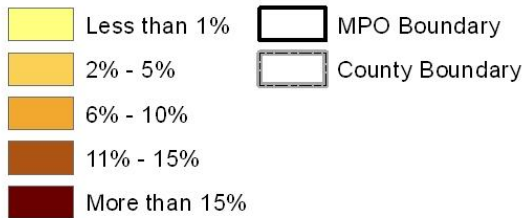
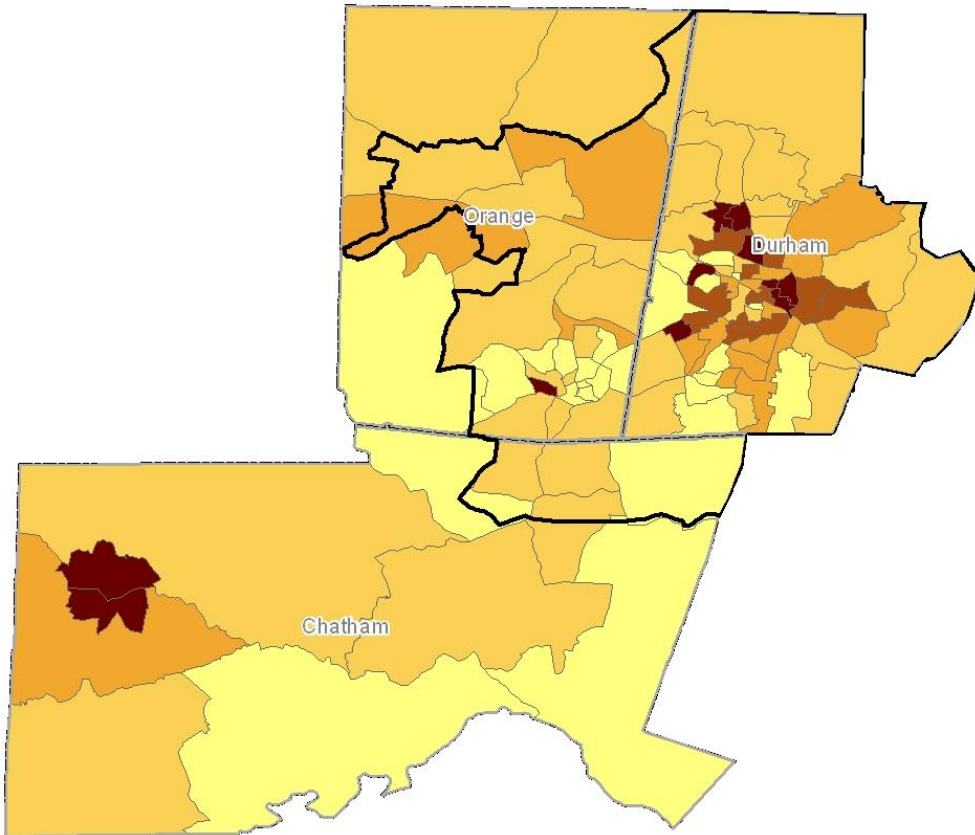


## Percent of Census Tract Population with Limited English Proficiency



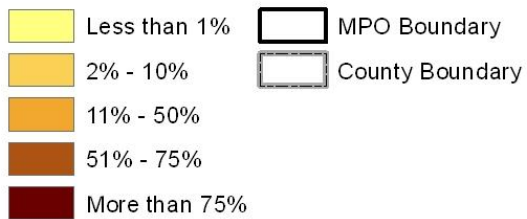
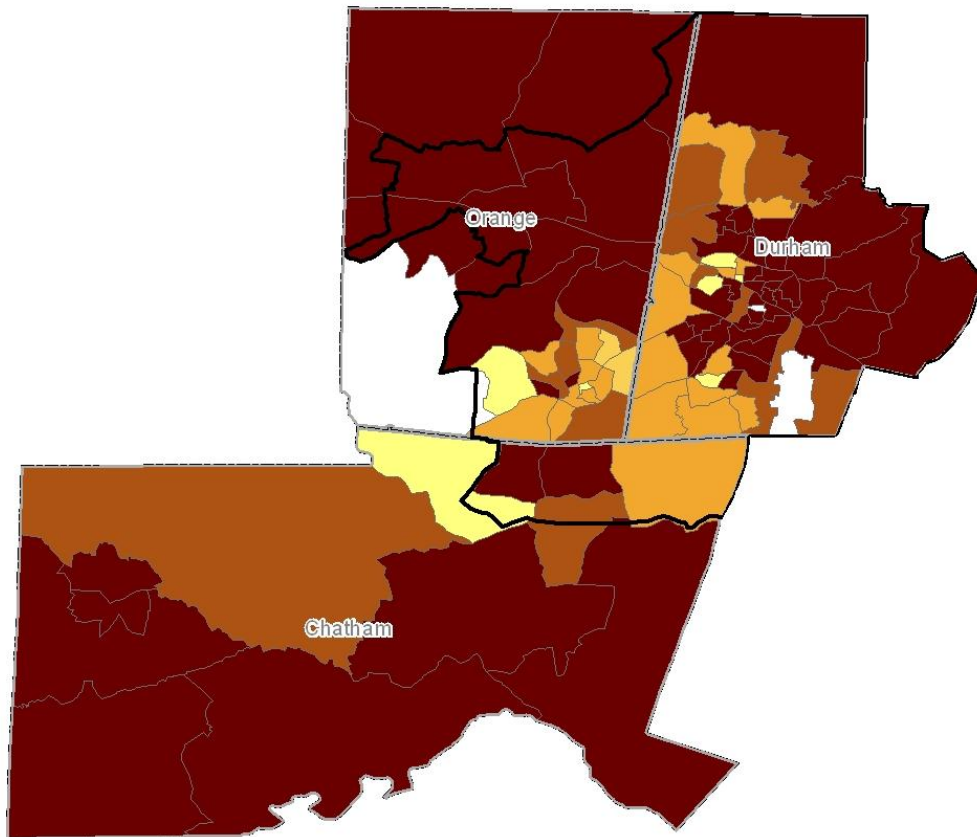
Durham Chapel Hill Carrboro MPO

### Percent of Total Population that Speaks Spanish and has Limited English Proficiency



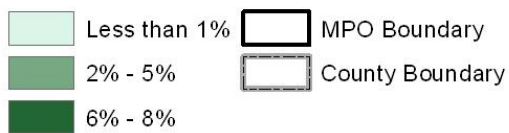
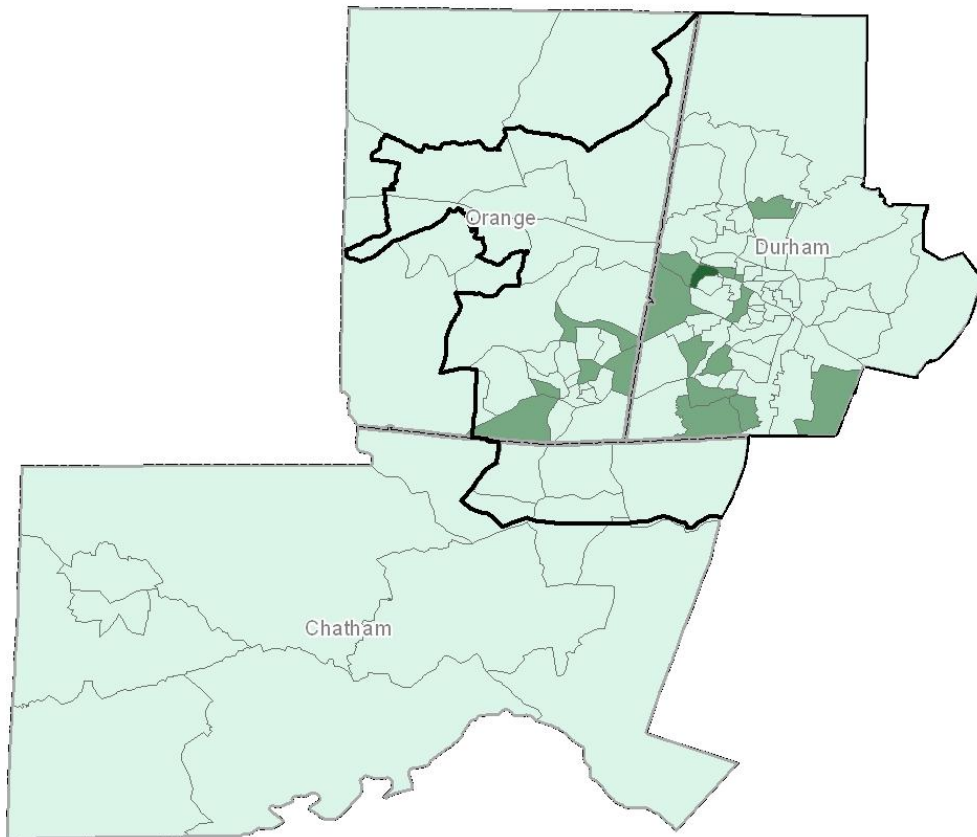
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Spanish



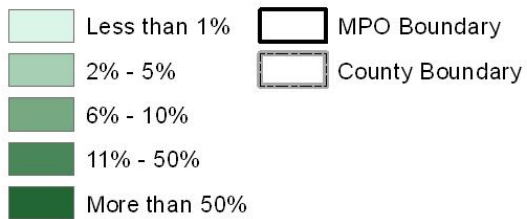
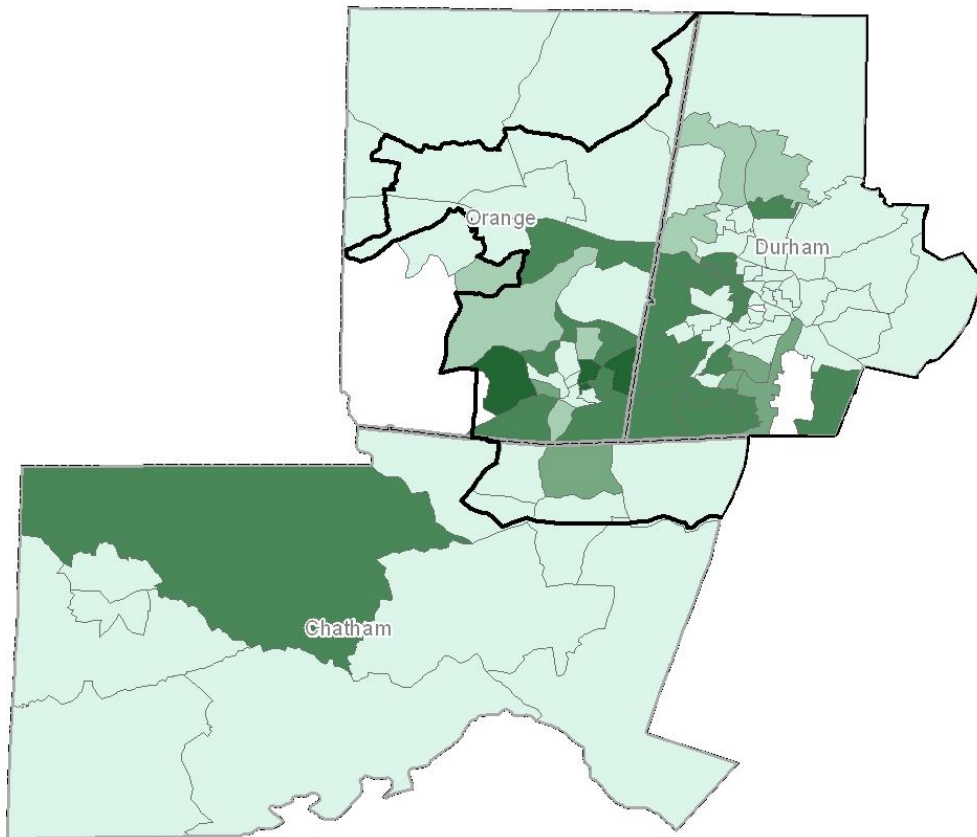
Durham Chapel Hill Carrboro MPO

## Percent of Total Population that Speaks Chinese and has Limited English Proficiency



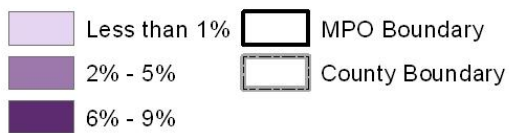
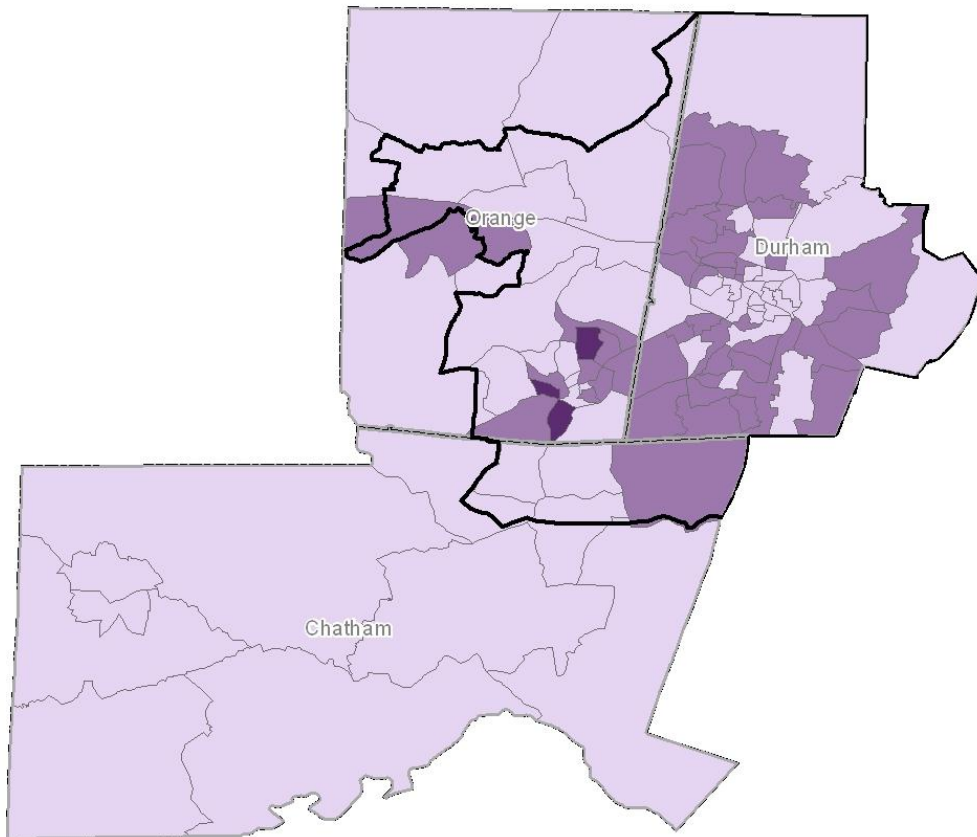
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Chinese



Durham Chapel Hill Carrboro MPO

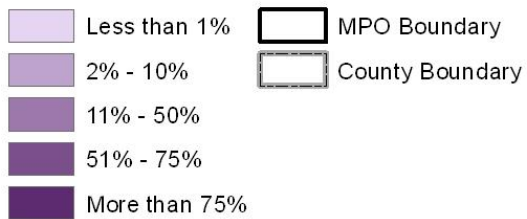
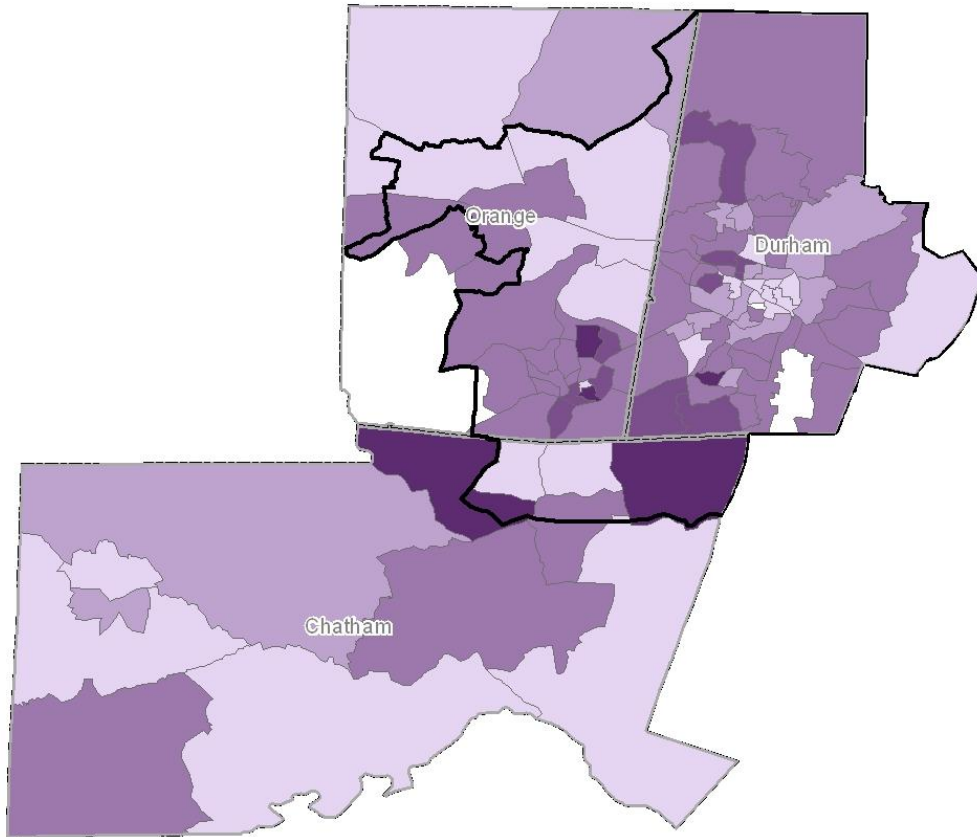
## Percent of Total Population that Speaks Other Languages\* and has Limited English Proficiency



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

### Percent of LEP Population that Speaks Other Languages\*



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

**FACTOR 2: Frequency with which LEP individuals come in contact with DCHC MPO programs, activities, or services.**

The DCHC MPO assesses the frequency at which staff has or could possibly have contact with LEP persons. This includes documenting phone inquiries and surveying public meeting attendees. No previous LEP requests have been received thus far. Documentation of LEP requests will be done annually upon implementation of the LEP plan. MPO transit operators also provide outreach to the Spanish population. Arrangements are made to provide translation when requested.

**FACTOR 3: Nature and importance of the program, activity or service provided by the DCHC MPO to the LEP population.**

The MPO ensures that all segments of the population, including LEP persons, have been involved, or have the opportunity to become involved, in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for use of federal funds in three major areas: 1) an annual unified planning work program; 2) a seven-year transportation improvement program; 3) a long-range transportation plan covering 20+ years.

Inclusive public participation is a priority and other MPO plans studies and programs as well. The impacts of transportation improvements resulting from these planning activities do have an impact on all residents. Understanding and involvement are encouraged throughout the process. The MPO is concerned with input from all stakeholders, and every effort is made to make the planning process as inclusive as possible. Progress towards project planning and construction under the responsibility of NCDOT is coordinated with the MPO. NCDOT has its own policies to ensure that LEP individuals participate in the project planning.

To assess the nature and importance of the programs, activities, and services provided by DCHCMPO to LEP and general community, the DCHCMPO conducted an internal and external review:

**Internal Review**

Internally, DCHCMPO staff evaluated programs and services based on the DCHC MPO's function as the regional entity responsible for transportation planning in the DCHC MPO planning area, the potential public interest, and the impact upon the quality of life of the public by DCHC MPO functions. Per evaluation of DCHC MPO programs, documents, and services, it was determined the following documents could be seen as vital documents:

- Metropolitan Transportation Plan
- Transportation Improvement Plan
- Unified Planning Work Program
- Public Involvement Policy

Based on this evaluation and the language assessment in Factor 1 of the Four Factor analysis, the staff will seek partner organizations proficient in Spanish to provide information about DCHC MPO plans and programs. Translation and/or interpretation services, for Spanish and other languages, will be considered upon request and in coordination with partner agencies in the region. Furthermore, public meeting notices

would be classified as vital documents requiring translation services. To facilitate the translation process for public meeting notices, the staff will prepare a template for the selected primary LEP language.

If any notice or document bears a direct impact toward a localized population that meets or exceeds the LEP Safe Harbor clause, then the notice or document will be considered for translation as described previously, to include translating notices and key information contained within vital documents.

### **External Review**

Externally, a public outreach effort within the identified language communities will be conducted. Community groups that work with the Spanish populations will be contacted for their input. In this outreach, the DCHC MPO staff will provide community groups a synopsis of what the primary purpose and functions of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and ask what key issues, programs, services, are and activities they perceive are critical. These will be noted in the transportation planning process and sent forward to the appropriate agency and/or locality as applicable.

### **FACTOR 4: Resources available to the DCHC MPO and Overall Costs to Provide LEP Assistance**

Given the size of the LEP population in the MPO's planning boundary and financial constraints, full translation of all transportation plan documents, except for vital documents (a document that contains information critical to obtaining federal funds or benefits), is not appropriate at this time. However, continued growth of our area and its Spanish-speaking population makes offering Spanish translation, in many areas, a good community investment; therefore, the MPO will make efforts to collaborate with state and local agencies to provide language translation and interpretation services where practical within the scope of funding available.

The MPO will use a “seven business day” notification statement in order to be most accommodating to the public. If the seven-day notice becomes impractical to meet LEP assistance requests, this LEP plan standard will be changed.

## **4 DCHC MPO Transit Operators LEP Initiatives**

MPO transit operators are constantly looking for ways to improve communication and enhanced contact and accessibility with LEP patrons. Over the past several years, transit officials organized a public work sessions dedicated to LEP patrons who use their systems. Overall, an average 20 people mostly Spanish speaking attended. Others were from French Speaking Southeast Asia and Africa. The purpose of the meetings was to provide the patrons the opportunity to understand the transit system operations and also afford them insight into the language and outreach needs of the group.

Key Ideas from these meetings are summarized as follows:

- The importance of communicating with these groups through their children, most of whom speak both native languages and English.
- Incorporating images into our communications for those who prefer not to read whether it is in English or Spanish.
- Attending major festivals and events with space or booth to attract visitors - can have games

and/or giveaways.

- Using the radio to leverage communications. The radio stations are highly listened to while some are at home or on the jobs. We can work with the DJs to promote educational opportunity for public transit. The community looks up to the DJs.
- The introduction of the transit user advocates or ambassadors program as well as introduction of the Citizens meetings to afford riders the opportunity to provide input to various service initiatives that may impact LEP communities.

Other initiatives for improving communication with and accessibility for LEP residents are summarized below:

- A staff appearance on local Radio talk shows and community television, whose guest periodically include Spanish leaders in the community to discuss transit access issues.
- Appearance of City Staff on Spanish radio, providing project information in Spanish to listeners;
- An information booth with bilingual staff and project information at various communities and municipal events/festivals;
- Spanish advertisements published in local Spanish papers to announce all project public meetings.

#### **4.1 Transit Regional Call Centers and LEP Outreach/Awareness**

Transit operators in the Triangle Region teamed up and established a regional consolidated call center for Triangle residents to access transit service information from a single source. This center has been in operation for the past 5 years and is currently operated by the Triangle Transit. It has several customer service attendants who take live calls and answer patrons questions related to transit services in the Triangle Region. Over the past 5 years calls have more than quadruple. An increasing number of these calls now come from riders with Limited English Proficiency or LEP group. To assist this group the center constantly has a bilingual (English & Hispanic) call takers to assist the largest LEP population in the triangle –Spanish speaking population. Over the past 3 years non-English speaking calls have averaged 1% of all calls received, making it imperative for the service to acknowledge the importance of this population group. In the past two years there have been 185 calls originating from non-English speakers of mostly Spanish origin.

In addition to the live or voice response system transit operators and the Call Center periodically administers surveys asking patrons to indicate if there was other languages that needed to be covered. So far, French has been the only language that has been requested. Since the request came from a single source the individual was directed to a French-Speaking staff for direct assistance.

Quarter	Calls Received	Calls Answered	Calls Abandoned	Total % Calls Answered	Estimated Total LEP Calls
7/1/10 - 9/30/10	108,662	104,751	3,911	96.4%	109
10/1/10 - 12/31/10	124,500	117,166	7,334	94.1%	125
1/1/11 - 3/31/11	118,347	110,303	8,044	93.2%	118
4/1/11 - 6/30/11	116,413	110,769	5,644	95.2%	117
<b>TOTAL</b>	<b>467,922</b>	<b>442,989</b>	<b>24,933</b>	<b>94.7%</b>	<b>469</b>
<b>FY10 Total</b>	<b>370,898</b>	<b>362,437</b>	<b>8,461</b>	<b>97.7%</b>	<b>371</b>
<b>% Change</b>	<b>26.2%</b>	<b>22.2%</b>	<b>194.0%</b>	<b>-3.1%</b>	<b>21%</b>

Regional Call  
Center FY2011

#### Phone Call Distribution by Individual Transit Systems

Agency	% of Calls*	Estimated Calls in FY11**
CAT	65.2%	303,892
DATA	13.9%	64,787
Triangle Transit	12.9%	60,126
Cary Transit	3.0%	13,983
Chapel Hill Transit	4.9%	22,839

\*Based on a sample of over 70,000 phone calls received in 2011.

#### Customer Feedback Totals

Agency	Complaints	Commendations	Totals	LEP Estimates
CAT	628	29	657	3.0
DATA	424	19	443	4.0
Triangle Transit	393	45	438	4.0
Cary Transit	19	1	20	0.2
Chapel Hill Transit	101	6	107	0.1
Regional Call Center	27	14	41	0.3

## 4.2 Interpretation and Translation Services

Latino media outlets and television and radio stations, La Conexion, Que Pasa, Univison, Telefutera, La Ley and EL Centro, help provide translation and interpretation services to various MPO agencies and transit operators. These media outlets are typically used to resolve public safety needs, to assist with general interpretation and translation, to provide court-certified interpreters, to communicate with the audibly impaired, or to provide language proficiency testing for public safety personnel. Further, DCHC MPO member agencies use the aforementioned Latino media sources below to offer interpretation and translation services, mostly in Spanish free of charge to the City.

#### 4.2.1 Bus Operators:

Currently, no official data is kept by bus drivers on interaction with LEP passengers. However, there are a number of current fixed route bus operators and Customer Service Representatives who are bilingual and who are constantly called upon to assist in the interpretation of various services to our Hispanic patrons as well as the dissemination of information to the same group.

#### 4.2.2 Paratransit Operators:

The paratransit operators use mostly the services of the County Social Services which has translator resources for Hispanic community. The Department also works with Churches and with the Latino community organizations within the metropolitan area. Brochures, announcements and news about our paratransit program programs relating to our services are sent to this organization for dissemination of in the inbound calls coming through the our scheduler voice response system are sometimes sent to Spanish speaking customer service staffers. In very rare case do the paratransit system utilize Spanish speaking driver to provide assistance or by request this is because 99 percent of the paratransit (demand responsive) clients are English speaking patrons. In very rare occasions when a non-English Speaking client ask for a service our in-house Spanish speaking staff is able to offer that assistance.

#### 4.2.3 Transit Security Police Unit

Transit police officers have interpreters available via the above mentioned services, and there are transit officers with fluent multilingual capabilities in Spanish. Generally, officers are taught limited Spanish phrases in BLET. Very few cases involving LEP patrons are reencountered especially in areas such as drugs, guns, robbery and fighting that demand immediate arrest, very few LEP encounters are recoded.

## 5 Meeting the LEP Requirements

Engaging the diverse population within the MPO boundaries is important. DCHCMPO is committed to providing quality services to all citizens, including the LEP population we serve. Spanish has been identified as, by far, the most dominant language spoken by LEP individuals in this MPO service area. All language access activities detail below will be coordinated in collaboration with the MPO board and staff.

### 5.1 Providing Notice to LEP Persons

The USDOT LEP guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of service is available free of charge in languages LEP persons would understand. Examples of methods of notification include:

1. Stating in outreach documents that language services are available
2. Signage that free language assistance is available with advance notice
3. Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO services and the availability of language assistance
4. Providing information as to the availability of translation services (free of charge) when advertising for public hearings and MPO-related workshops.

Other reasonable steps will depend on:

- The number and proportion of LEP persons potentially served by the program or activity and the variety of languages spoken in the service area.
- The frequency with which LEP individuals are affected by the program or activity.
- The importance of the effect of the program on LEP individuals.
- The resources available to the recipient and the urgency of the situation.
- The level of services provided to fully English proficient people.
- Whether LEP persons are being excluded from services or provided a lower level of services.
- Whether the recipient has adequate justification for restrictions, if any, on special language services or on speaking languages other than English.

DCHC MPO intends to take reasonable steps to make available interpreter services, free of charge, and to include, at a minimum, Spanish translators upon request of at least seven business days prior to MPO board and committee meetings, workshops, forums, or events. The MPO is defining an interpreter as a person who translates spoken language as opposed to a translator who translates written language and transfers the meaning of written text from one language into another. The MPO transit operators currently have interpretation and translation services as described in the transit section of this report. The Lead Planning Agencies will coordinate interpretation and translation efforts with transit operators.

## **5.2 Proposed Ongoing LEP Services include:**

- Coordination with the appropriate MPO agencies to provide an interpreter for phone and/or walk-in customers.
- Coordination with Que Pasa newspaper to translate small documents - up to two pages.
- Coordination with the Gov. Morehead School to convert small documents - up to three pages - to Braille provided there is a seven day advance notice.
- Coordination with partner agencies and special needs organizations to meet requested needs.
- Creation of a list of inside and outside sources that can provide competent oral and written translation services
- Analysis of the cost of these services, if any
- Identification of potential budget and personnel limitations pertaining to these services
- When an interpreter is needed, either in person or on the telephone, we first determine which language is required. If a translator for the required language is not available or a formal interpretation is required, staff shall consider using a translation service company.

## **5.3 MPO Staff Training**

Appropriate DCHC MPO (LPA) staff will be provided access to the LEP Plan and will be offered training on procedures and services available. Training topics will include:

- Understanding Title VI of the Civil Rights Act of 1964 and LEP responsibilities.
- LEP program responsibilities and obligations.
- Language assistance services offered.

- Use of LEP Language Assistance Cards (“*I Speak Cards*”).
- Documentation of language assistance requests.

Such training will be developed to ensure that staff is fully aware of LEP policies and procedures and are effectively able to work in person and/or by telephone with LEP individuals. Other MPO agencies’ staff will be provided with the LEP plan and will be educated on procedures and services available. An information brochure will be prepared and will establish meaningful access to information and services for LEP individuals and employees in public contact positions, especially those who will serve as translators for interpreters.

Signs will be posted that language assistance is available in public areas such as at DCHC MPO reception, conference room waiting areas, and the DCHC MPO website.

#### 5.4 Outreach Techniques

- If DCHC MPO staff knows that they will be presenting a topic in a geographic location with a known concentration of LEP persons, DCHC MPO staff will make a concerted effort to have meeting notices, fliers, advertisements, or agendas printed in the alternative language. MPO staff will coordinate with local community groups to have someone available who can help interpret information at the meeting.
- When running a general public meeting notice in a geographic location that could be of potential importance to LEP persons or if staff will be hosting a meeting or a workshop, DCHC MPO staff will, to the extent possible, insert the following clause: “An interpreter will be available” in the predominant language. DCHC MPO staff will seek to coordinate with local community groups to have someone available who can help interpret information at the meeting.
- Include an LEP assistance statement when running general public meeting notices:

## 6 Language Assistance Measures & LEP Strategies

When an interpreter is needed, in person or on the telephone, DCHC MPO staff will first determine what language is required. DCHC MPO staff will provide the service if available. If not available, the request will be directed to the LEP Coordinator, who will check the MPO *LEP Employee Guide* to see what languages are offered. If the required is not available, the LEP coordinator will seek to address the request from the on-call. The following DCHC MPO documents will be available in Spanish:

- DCHC MPO LEP brochure.
- Nondiscrimination Complaint Form.
- Citizens Guide (Provides an overview of transportation planning processes).
- Additional translation and/or interpretation services will be considered upon request and in coordination with partner agencies in the region.

## LEP Strategies for DCHC MPO Agencies

Agency	Telephone Services	Printed Material	In-Person Assistance	Media Ads	Web Info	Translation	Bus Drivers' Assistance	Citizen Advisory Committee
DCHC MPO - LPA	*	*	*	*	*	*		*
DATA	*	*	*	*	*	*	*	
Triangle Transit	*	*	*	*	*	*	*	
Chapel Hill Transit	*	*	*	*	*	*	*	
Chapel Hill	*	*				*		
Carrboro	*	*				*		
Durham City	*	*	*			*		
Durham County	*	*				*		
Hillsborough	*	*				*		
Chatham County	*	*				*		
Orange County	*	*				*		
Call Center	*							

## 7 Monitoring and Updating the LEP Plan

This plan is designed to be flexible and is one that can be easily updated. At a minimum, the MPO will update the LEP plan on a bi-annual basis. Each update should examine all plan components, such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population of the MPO area by County?
- Has there been a change to the type of languages where translation services are needed?
- Have the MPO's available resources, such as technology, staff, and financial costs, changed?
- Has the MPO fulfilled the goals of the LEP plan?
- Were any complaints received?

The DCHC MPO will follow the Title VI Program monitoring and reporting schedule for the LEP Plan, which includes bi-annual reports to NCDOT and FHWA. Reports will address the following questions:

- How many LEP persons were encountered?
- What is the current LEP population in DCHC metropolitan area?
- Has there been a change in the languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified DCHC MPO programs?
- Are there other programs that should be included?
- Have DCHC MPO available resources, such as technology, staff, and financial costs changed?

## 8 Website

The Lead Planning Agency and the MPO transit operators have websites for public outreach and information dissemination. The information is essentially in English. However bus maps and route schedules are provided and posted at the sites in both English and Spanish, the predominantly leading

language that most of our non English speaking patrons use. The MPO is in the process of updating the MPO website to include a Spanish page.

DCHC MPO staff will post the LEP Plan on its website at <http://www.dhcmpo.org>. Any person with Internet access will be able to view the plan. Copies of the LEP Plan will also be provided to the DCHC MPO member jurisdictions and interested parties upon request.

## 9. Assessment of Resource Availability for Ongoing LEP Implementation

The DCHC MPO assessment for available resources will be an ongoing activity. Initially, volunteer staff translators and interpreters will be identified. The Lead Planning Agency (LPA) staff will conduct outreach to identify volunteer interpreters, civic groups, and community organizations to further coordinate language assistance services.

The following sections provide more details about how DCHC MPO staff will provide assistance for persons of Limited English Proficiency, train staff, distribute LEP information to the public, and monitor the LEP plan.

- Examine records of requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- Set up a sign-in sheet table at DCHCMPO-sponsored events, have a staff member greet and briefly speak to attendees to informally gauge the attendee's ability to speak and understand English;
- Have the Census Bureau's "*I Speak Cards*" at workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, the cards are an excellent tool to identify language needs for future meetings;
- Assistance in the DCHC MPO reception area;

## 10 Dissemination of the MPO LEP Plan

The LEP plan will be posted on the MPO website at [www.dhcmpo.org](http://www.dhcmpo.org). Any person, including social service, nonprofit, and other community partners with Internet access, will be able to access the plan. For those without personal Internet service, County libraries offer free Internet access. Copies of the LEP plan will be provided to each member jurisdiction's personnel department, NCDOT, FHWA, FTA, and any person or agency requesting a copy. Each MPO sub recipient will be provided a copy and will be educated on the importance of providing language assistance.

Any questions or comments regarding this plan should be directed to the MPO staff:

Felix Nwoko, PhD, Transportation Planning Manager

DCHCMPO

101 City Hall Plaza

Durham, NC 27701

(919) 560-4366 Telephone

(919) 560-4561 Facsimile

[felix.nwoko@durhamnc.gov](mailto:felix.nwoko@durhamnc.gov) E-mail

## DCHC MPO Discrimination Complaint Procedure

Title VI of the civil rights act of 1964 as of today prohibits discrimination on the basis of race, color, national origin in programs and activities receiving federal financial assistance. As a sub recipient of NCDOT, the capillary MPO has in place the following discrimination complaint procedures:

1. Any person who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by title VI of the Civil Rights Act of 1964 as amended and related statutes may file a written complaint. All written complaints received by the capillary MPO shall be referred immediately by that MPO's title VI specialists will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her right to file a formal complaint with the NCDOT, EEO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI coordinator will also provide NCDOT Title VI coordinator with a copy of this decision and summary of findings.
2. The MPO title VI specialists will maintain a log of all verbal or written complaints received. The log will include the following information:
  - a. Name of complainant
  - b. Name of alleged discriminating official
  - c. Basis of complaint: i.e. , race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
  - d. Date verbal or not written complaint was received by the MPO
  - e. Did the MPO Title VI coordinator notify the NCDOT, Title VI Coordinator as appropriate of the verbal or written complaints.
  - f. Explanation of the actions the MPO has taken or has proposed to take to resolve the allegations raised in the complaint.

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin. Subsequent laws and Presidential Executive Orders added handicap, sex, age, income status and limited English proficiency to the criteria for which discrimination is prohibited, in programs and activities receiving federal financial assistance. As a sub-recipient of federal assistance, the DCHCMPO has adopted a Discrimination Complaint Procedure as part of its Nondiscrimination Plan to comply with Title VI and associated statutes.

1. Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, as amended, or any nondiscrimination authority, may file a complaint with the DCHC MPO. A complaint may also be filed by a

representative on behalf of such a person. All complaints will be referred to the DCHC MPO Title VI Coordinator for review and action.

2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:
  - a. The date of the alleged act of discrimination; or
  - b. Where there has been a continuing course of conduct, the date on which that conduct was discontinued

In case, the recipient or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

1. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints should set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the recipient, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in putting the complaint in writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled in the usual manner.
2. Within 10 days, the DCHC MPO Title VI Coordinator will in acknowledge receipt of the allegation in writing, inform the complainant of action taken or proposed action to process the allegation, advise the respondent of their rights under Title VI and related statutes, and advise the complainant of other avenues of redress available, such as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA).
3. Within 10 days, a letter will be sent to the NCDOT, Civil Rights Division, and a copy to the FHWA Raleigh Division Office. This letter will list the names of the parties involved, the basis of the complaint, and the assigned investigator.
4. In the case of a complaint against the DCHC MPO, NCDOT Civil Right investigator will prepare a final investigative report and send it to the complainant, respondent (DCHC MPO person listed), the DCHC MPO Title VI Coordinator, and FHWA Raleigh office.
5. Within 60 days, the DCHC MPO Title VI Coordinator will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Executive Director of the recipient of federal assistance. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
6. Within 90 days of receipt of the complaint, the DCHC MPO Title VI Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with NCDOT or the Federal Highway Administration (FHWA), if they are dissatisfied with the final decision rendered by the DCHC MPO. The DCHC MPO's Title VI Coordinator will also provide the NCDOT Civil Rights Office with a copy of the

determination and report findings.

7. In the case a nondiscrimination complaint that was originated at the DCHC MPO is turned over to and investigated by NCDOT, FHWA or another agency, the DCHC MPO Title VI Coordinator will monitor the investigation and notify the complainant of updates, in accordance with applicable regulations and NCDOT policies and procedures.
8. In accordance with federal law, the DCHC MPO will require that applicants of federal assistance notify the DCHC MPO of any law suits filed against the applicant or sub-recipients of federal assistance or alleging discrimination; and a statement as to whether the applicant has been found in noncompliance with any relevant civil rights requirements.
9. The DCHC MPO will submit Title VI accomplishment reports to the NCDOT, Civil Rights Office, in compliance with NCDOT's established processes.
10. The DCHC MPO will collect demographic data on staff, committees, and program areas in accordance with 23 CFR, 49 CFR and NCDOT's established procedures and guidelines.
11. Pursuant to the North Carolina Public Records Act, the DCHC MPO will retain Discrimination Complaint Forms and a log of all complaints filed with or investigated by the DCHC MPO.
12. Records of complaints and related data will be made available by request in accordance with the USDOT and North Carolina Freedom of Information Act.

Please provide the following information, necessary in order to process your complaint. Assistance is available upon request. Complete this form and mail or deliver to: DCHC MPO, The lead Planning City of Durham, Transportation, 101 City Hall Plaza, Durham, NC 27701.

If the complaint is against the DCHCMPO, you may complete this form and mail or deliver to: NCDOT

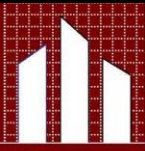
NCDOT  
Civil Rights Manager,  
Address 1700  
Raleigh, NC 27xxx.

For any questions, you can reach our office Monday-Friday from 8:00am to 4:30pm at (919) 560-4366, or you can email the DCHCMPO Title VI Coordinator at [TitleVI-Coordinator@dchcmo.org](mailto:TitleVI-Coordinator@dchcmo.org).

# 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP)

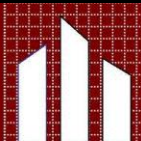
## Public Hearing and Update

Transportation Advisory Committee  
November 14, 2012



# Recent Activities

- TAC released for public comment (Oct 10):
  - Preferred Option (draft 2040 MTP)
  - Draft CTP
  
- Notification of public comment period and hearing:
  - Email list
  - Newspaper notices
  - MPO Web site
  
- Presentation and discussion at joint DCHC MPO and CAMPO (Oct 31)



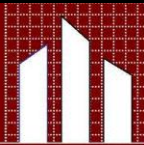
# Ongoing Activities

## -- Orange County Population and Employment

Population		+ 63,350 in Orange Co.		
--Guide Totals--		2040 LRTP		
Jurisdiction	2010	2040	Annual Rate	
Durham County	268,925	432,571	1.6%	
Orange County	134,325	197,675	1.3%	
Chatham County <sup>(1)(2)</sup>	38,991	71,672	2.0%	
Person County <sup>(1)</sup>	31,845	44,784	1.1%	
<b>Total</b>	<b>474,086</b>	<b>746,702</b>	<b>1.5%</b>	

(1) Only includes portion of county within the travel demand model area.

Employment-2		+ 49,296 in Orange Co.		
--Guide Totals--		2040 LRTP		
Jurisdiction	2010	2040	Annual Rate	
Durham County	194,770	306,637	1.5%	
Orange County	70,491	119,787	1.8%	
Chatham County	10,011	19,509	2.2%	
Person County	8,791	13,093	1.3%	
<b>Total</b>	<b>284,063</b>	<b>459,026</b>	<b>1.6%</b>	



# Ongoing Activities

## -- Orange County Population and Employment

Historical Population Growth Rates			
	Chatham	Durham	Orange
1970-1980	1.2%	1.4%	2.9%
1980-1990	1.5%	1.8%	2.0%
1990-2000	2.4%	2.1%	2.3%
2000-2010	2.6%	1.8%	1.2%
2010-2040	1.8%	1.6%	1.3%

Forecasted growth rate is generally lower than historical growth rate in Orange County

### Compare Population Forecasts

2040 MTP forecast is lower than most other forecasts.

Source	Population Forecast
2040 MTP	197,675
Orange 2030 Comp Plan (linear)	193,728
Orange 2030 Comp Plan (exponential)	230,770
Woods and Poole	245,380

Note: Orange Comprehensive Plan is from April 2011



# Ongoing Activities

## -- Orange County Population and Employment

### Compare Population Growth Rates

County	Annual Rate
Harnett	2.6%
Johnston	2.3%
Wake	2.1%
Franklin	1.9%
Granville	1.8%
Chatham	1.8%
Durham	1.6%
Nash	1.6%
Orange	1.3%
Person	1.1%

These are population annual growth rates (2010 to 2040) for county areas inside TRM boundary.

Orange County has 2<sup>nd</sup> lowest annual growth rate.





# Ongoing Activities

## -- Orange County Population and Employment

63,350 pop. increases translates to...

Jurisdiction	Dwelling Units (per year)
Orange County	25,155 (839)
Unincorporated Orange County	11,843 (395) (47%)

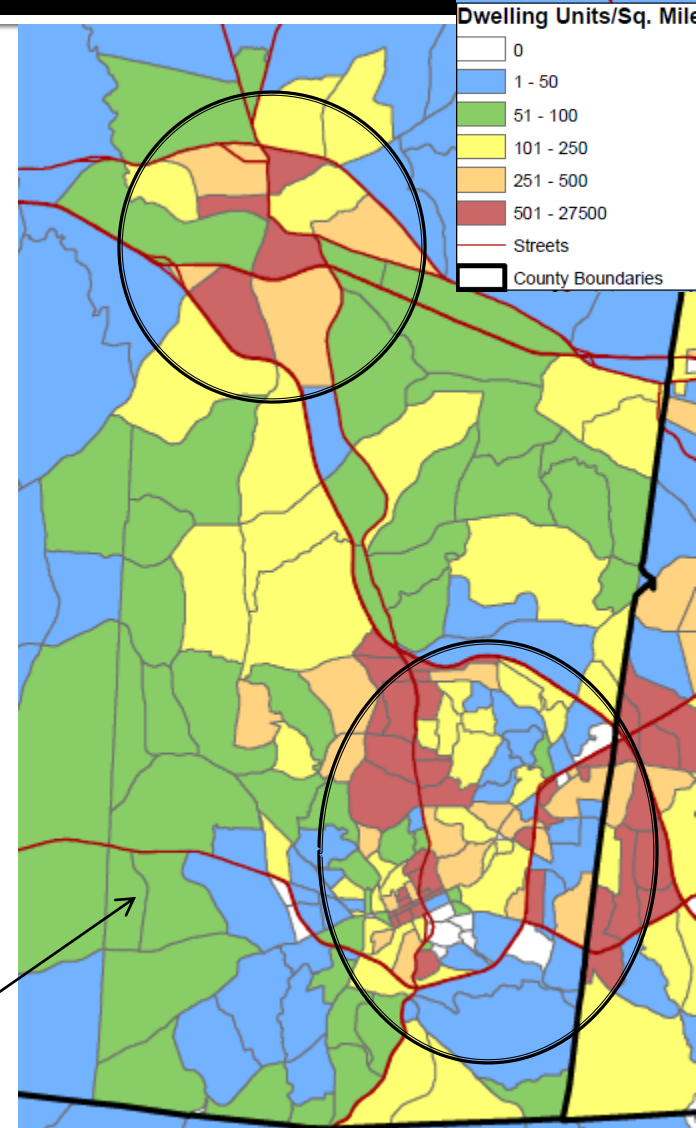


Why so much growth in unincorporated Orange?

Jurisdiction	Single Family D.U.'s			Multifamily D.U.'s		
	Supply	Demand	Net	Supply	Demand	Net
Town of Carrboro	611	611	0	319	260	59
Town of Chapel Hill	1,731	1,731	0	9,778	6,143	3,635
Town of Hillsborough	2,044	2,044	0	2,643	1,654	989
City of Mebane	743	611	132	632	60	572
City of Durham	198	198	0	0	0	0
Unincorporated Orange County	14,166	11,156	3,010	1,368	687	681
Countywide Totals	19,493	16,351	3,142	14,740	8,804	5,936

Single family build out in jurisdictions.

Growth pushed to areas immediately outside jurisdictions.





# Ongoing Activities

## -- Orange County Population and Employment

### Historical Employment Growth Rates

	Durham	Orange
1970-1980	3.6%	7.0%
1980-1990	4.5%	2.4%
1990-2000	3.0%	3.2%
2000-2010	0.5%	1.0%
2010-2040	1.5%	1.8%

Forecasted growth rate is generally lower than historical growth rate in Orange County

49,296 emp. increase translates to...

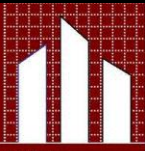
Jurisdiction	Square Feet (per year)
Orange County	17.1 million (0.6 million)
Unincorporated Orange County	2.7 million (0.09) (16%)



# Ongoing Activities

## -- Orange County Population and Employment

- LPA staff recommends keeping proposed 2040 population and employment; still discussion at TCC level.
- Land use model shows attraction of areas outside jurisdictions
  - Proximity to interstates (with proposed widenings)
  - Proximity to town centers and university
- Reconsider plans and development standards in rural Orange County.



# Ongoing Activities

## -- Long term sales tax growth rate

### Durham County 2016 and beyond

Sales Tax Growth Rate	Source
4.65%	Avg of Smith and Walden (used in draft long-range trans. Plan)
3.5%	Durham County Plan
5.3%	Smith
4.0%	Walden
3.8%	20 year history

### Orange County 2016 and beyond

Sales Tax Growth Rate	Source
4.4%	Avg of Smith and Walden (used in draft long-range trans. Plan)
3.6%	Orange County Plan
4.5%	Smith
4.3%	Walden
4.0%	20 year history



# Ongoing Activities

## -- Long term sales tax growth rate

- City of Durham
  - Will use 3.5% for budget
  - OK to use higher growth rate for transportation plan
  
- Orange County
  - Will use 3.6% for budget
  - No problem with using higher rate for transportation plan
  
- Durham County
  - Trying to set up meeting



# Ongoing Activities

## -- Other TAC Requests

- Enhanced output data
  - Transit mode split (isolating transit TAZs and work trips)
  - Funding by tier
  - % of needs addressed
  - cost of congestion.



# Ongoing Activities

## -- Staff

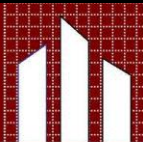
- Final transit network
  - Comparing BRT, bus transit and rail transit in same corridor
  - Briggs Avenue extension
- Final Highway network
  - Few minor changes
- Final Bicycle and Pedestrian
  - Add specific projects (Preferred Option listed corridor connections)



# Ongoing Activities

## -- Staff

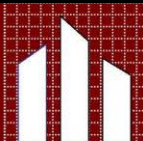
- Report
  - 2040 MTP -- Environmental Justice, Safety, Security and Freight planning
  - CTP – Mapping and project problem statements
  
- Air Quality Conformity
  - Review Preferred Option projects, Exempt status and Regionally Significant designation
  - Coordination meetings



# Public Comments

## Support for...

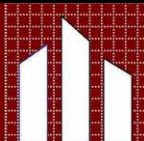
- Redirecting Southwest Durham Drive along George King Road alignment. (based on Little Creek environmental concerns and community disruptions; many emails and letters, incl. The Cedars and Meadowmont Community)
- Southwest Durham Drive connect to Meadowmont Lane (based on congestion and emissions)
- Rail and bus transit.
- Fewer multilane roads.
- Small-scale bikeway connectivity instead of inter-county routes.



# Public Comments

## Support for... (continued)

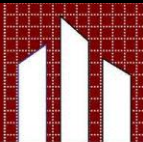
- More sensitive, robust model.
- Express bus from major nodes to airport.
- NC54/Falconbridge grade separation implemented with redirecting Farrington Rd to NC54/Falconbridge intersection.
- Disappointed that environmental stakeholders not alerted for September TAC public hearing.



# 2040 MTP

## -- Next Steps

<u>Action</u>	<u>Completion</u>
Conduct public hearing	November 14, 2012
Close public input period	December 12, 2012
Approve draft 2040 MTP	December 12, 2012
Release Air Quality Conformity and full report for public input	February 12, 2013
Conduct public hearing for Air Quality Conformity report	March 13, 2013
Adopt 2040 MTP	April 10, 2013



# CTP

## -- Next Steps

<u>Action</u>	<u>Completion</u>
Conduct public hearing	November 14, 2012
Close public input period	December 12, 2012
Approve draft CTP	December 12, 2012
Release maps and full report for public input	March 12, 2013
Conduct public hearing for maps and full report	April 10, 2013
TAC Adopt CTP	June 12, 2013
NCDOT adopt CTP	August 8, 2013

Schedule can change based on time needed for NCDOT review of CTP.

DCHC



Durham-Chapel Hill-Carrboro

**METROPOLITAN**  
Planning Organization

TAC 11/14/2012 Attachment 7

# Comments and Questions

**DCHC**

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

**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

**DRAFT**  
**FY 2014 – 2020**  
**Transportation**  
**Improvement Program**  
**November 14, 2012**

City of Durham  
Transportation Division  
101 City Hall Plaza  
Durham, NC 27701

(919) 560-4366

*Durham-Chapel Hill-Carrboro Organización de Planeamiento Metropolitano Año Fiscal 2014-2020  
Programma de Mejoramientos de Transportación puede ser traducida en español sobre petición.*

# Appendix 14: Project List Legend

## DIVISION

## TRANSPORTATION PROGRAM

COUNTY	ROUTE/CITY/ SYSTEM	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
								STATE TRANSPORTATION IMPROVEMENT PROGRAM										
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
WAKE	NC 00	R-0000	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHS R 4,000 A											
							NHS M 700											
							NHS U 1,500											
										C 9,000 A								
												R 3,000 B						
														C 5,000 B		C 5,000 B		
																	R 10,000 C	
																	C 20,000 C	

**ROUTE NUMBER**  
Listed in order of I, US, NC, SR, CITY or NEW ROUTE

**IDENTIFICATION NUMBER**  
Assigned to each project at conception and remains with project until completion.

**INDICATES INTRASTATE PROJECT**

**PROJECT BREAKS**  
A — I-40 TO NC 3  
B — NC 3 TO SR 1003  
C — SR 1003 TO NC 96.

**LOCATION / DESCRIPTION** Project termini and a general work description.

**FUNDING** See Highway Funding Key for an explanation of funding categories used for each project phase.

**WORK TYPE (ACTIVITY)**  
Phases of implementation: preliminary engineering, right of way, mitigation, utilities or construction. For other work types or activities see **Work Type (Activity)** box below.

**PROJECT BREAKS A AND B**

**ESTIMATED COST** Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates **Cash-Flow Funding** with proposed work type or activity beginning in the initial scheduled year.

**UNFUNDED FUTURE COMMITMENTS**

WORK TYPE (ACTIVITY)
A - Acquisition
AD - Administration
B - Booklets
C - Construction
CG - Construction (GARVEE)
CP - Capital
F - Feasibility Study
G - Grading and Structures
I - Inspections
L - Landscaping
M - Mitigation
MP - Mapping
N - Implementation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of way
RG - Right of way (GARVEE)
S - Structure
SG - Structure (GARVEE)
T - Training
U - Utilities

### FUNDING KEY FOR HIGHWAY, AVIATION AND DIVISION MANAGED CONSTRUCTION CATEGORIES

- APD - Appalachian Development
- BOND - Revenue Bond
- BRGI - Bridge Inspection
- C - City
- CMAQ - Congestion Mitigation
- DOD - Department of Defense
- DP - Discretionary or Demonstration
- FA - Bridge Replacement On-Federal-Aid System
- FED - Federal Rail Funds
- FLPF - Federal Lands Program (Forest Highways)
- FLPI - Federal Lands Program (Indian Reservation Roads)
- FLPP - Federal Lands Program (Park Roads)
- FLPR - Federal Lands Program (Refuge Roads)
- HES - High Hazard Safety
- HFA - Highway Fund Appropriation
- HP - Federal-Aid High Priority
- HRRR - High Risk Rural Roads
- IM - Interstate Maintenance
- IM(E) - Interstate Maintenance Exempt
- IMPM - Interstate Preventative Maintenance
- L - Local Matching Share
- MOB - Mobility Funds
- NFA - Bridge Replacement Off-Federal-Aid System
- NFAM - Municipal Bridge Replacement Program
- NHS - National Highway System
- NHS(E) - National Highway System Exempt
- NRT - National Recreation Trails
- O - Others
- PLF - Personal Automobile License Plate Funds
- RR - Rail-Highway Safety
- S - State
- S(E) - State Exempt
- SF - State Ferries
- SG - Safety Grant
- S(M) - State Match
- S(5) - State (Highway) Trust Funds
- SRTS - Safe Routes to School
- STHSR - Stimulus High Speed Rail
- STP - Surface Transportation Program
- STPDA - Surface Transportation Program - Direct Attributable
- STPEB - Surface Transportation Program, Enhancements (Bike)
- STPEL - Surface Transportation Program, Enhancements (Local)
- STPEP - Surface Transportation Program, Enhancements (Pedestrian)
- STPER - Surface Transportation Program, Enhancements (Roadside)
- T - Highway Trust Funds
- T2001 - State Rail Funds

DRAFT  
09.05.12



TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

STATE TRANSPORTATION IMPROVEMENT PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	FUTURE YEARS									
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022			FY 2023								
<b>INTERSTATE PROJECTS</b>																												
ALAMANCE GUILFORD ORANGE	VARIOUS	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.		14180	1475	IMPM	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155					
<b>RURAL PROJECTS</b>																												
DURHAM WAKE	VARIOUS	M-0446	TRIANGLE RAMP METERING STUDY.		450	450																						
FEASIBILITY STUDY IN PROGRESS																												
DURHAM WAKE	VARIOUS	R-5164	RESURFACING ON FEDERAL-AID ROUTES.		14230	14230																						
<p>A I-85, ORANGE COUNTY LINE TO SR 1401 (COLE MILL ROAD); NC 147, I-85 TO EXIT 14; US 15-501 BYPASS, I-85 TO US 15-501 BUSINESS - COMPLETE</p> <p>B NC 147 TO EAST OF I-540 - WORK TO BE ACCOMPLISHED UNDER R-2000AF - \$3.75 M.</p> <p>C US 15-501 BUS. SOUTH, NC 98 TO US 15-501 BUS.; US 15-501 BUS. NORTH, US 15-501 TO NC 98; US 15-501 BUS., US 15-501 TO SR 1361 (VICKERS AVENUE); AND SR 1127 (CHAPEL HILL ROAD), GREAT JONES STREET TO MOREHEAD AVENUE - COMPLETE</p> <p>D WEST OF EXIT 14 (SWIFT AVENUE) TO NORTH OF EXIT 7 (T. W. ALEXANDER ROAD) - UNDER CONSTRUCTION</p> <p>E US 15-501, SR 2295 (ROXBORO STREET), SR 1118 (FAYETTEVILLE ROAD), US 15-501 BUSINESS SOUTHBOUND AND NORTHBOUND AT SELECTED LOCATIONS ALONG EACH ROUTE - UNDER CONSTRUCTION</p> <p>F US 70 BUSINESS, FIFTEENTH STREET TO EAST OF BUCHANAN STREET; SR 1322 (SWIFT AVENUE), NC 147 TO US 70 BUSINESS (MAIN STREET). - UNDER CONSTRUCTION</p>																												
PART F LET WITH B-3638																												
<b>URBAN PROJECTS</b>																												
ORANGE	US 15-501	U-5304	NC 86 (SOUTH COLUMBIA STREET) TO EASTOWNE DRIVE / LAKEVIEW DRIVE IN CHAPEL HILL. CONVERT PORTIONS TO SUPERSTREET, TO INCLUDE SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS, CONSTRUCT INTERCHANGE AT SR 1902 (MANNING DRIVE), AND CONSTRUCT INTERSECTION IMPROVEMENTS AT SR 1742 (EPHESUS CHURCH ROAD).	6	54400		NHS																					
SCHEDULED FOR FEASIBILITY STUDY																												
DURHAM	US 70	U-4720*	LYNN ROAD TO PROPOSED NORTHERN DURHAM PARKWAY / PROPOSED AVIATION PARKWAY EXTENSION IN DURHAM. UPGRADE TO FREEWAY.	7.8	237400		T																					
SCHEDULED FOR FEASIBILITY STUDY - COORDINATE WITH U-4721A																												
DURHAM	US 501 (ROXBORO ROAD)	U-4722*	US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD) IN DURHAM. WIDEN TO SIX LANES WITH MEDIAN.	4.4	28500		T																					
SCHEDULED FOR FEASIBILITY STUDY - COORDINATE WITH U-4721A																												
DURHAM	NC 54	U-5324	EAST OF SR 1110 (BARBEE CHAPEL ROAD) IN CHAPEL HILL TO NC 55 IN DURHAM. ADD LANES / WIDEN TO MULTILANE DIVIDED FACILITY WITH TRANSIT ACCOMMODATIONS, BIKE LANES, AND SIDEWALKS.	6.9	124500		STP																					
<p>A EAST OF SR 1110 (BARBEE CHAPEL ROAD) TO EAST OF I-40</p> <p>B EAST OF I-40 TO NC 751</p> <p>C NC 751 TO SR 1118 (FAYETTEVILLE ROAD)</p> <p>D SR 1118 (FAYETTEVILLE ROAD) TO SR 1106 (BARBEE ROAD)</p> <p>E SR 1106 (BARBEE ROAD) TO NC 55</p>																												

\* INDICATES INTRASTATE PROJECT  
Wednesday, September 05, 2012

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS							
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM												
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022	FY 2023					
<b>URBAN PROJECTS</b>																								
DURHAM	NC 54	U-5517	SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM. CONSTRUCT SLIP RAMP.	0.1	1600		MOB			R	300													
							MOB			C	1300													
DURHAM	NC 55 (ALSTON AVENUE)	U-3308	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	1	32221	1878	STP	R	2715															
							STP			M	28													
							STP					C	13800		C	13800								
ORANGE	NC 86	U-5119	ROSEMARY STREET TO SR 1727 (EUBANKS ROAD) IN CHAPEL HILL. BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS.	3.8			IMPLEMENTATION BY TOWN OF CHAPEL HILL - FUNDS TO BE FLEXED TO FEDERAL TRANSIT ADMINISTRATION																	
ORANGE	SR 1733 (WEAVER DAIRY ROAI)	U-3306	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	18316	18316																		
<b>UNDER CONSTRUCTION</b>																								
DURHAM	SR 2220 (OLD CHAPEL HILL ROAD)	EB-4707	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	2.7	12890	3790	O	R	2650	A														
ORANGE	SR 1838 (OLD DURHAM ROAD)						O				C	1125	A	C	1125	A								
							STPDA				C	400	B	C	400	B								
							O				C	1575	B	C	1575	B								
							S(E)				C	125	B	C	125	B								
							A US 15-501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY																	
							B SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD) - RIGHT OF WAY IN PROGRESS																	
							DIVISION DESIGN / CENTRAL LET - SCHEDULE SUBJECT TO MPO APPROVAL OF ADDITIONAL STPDA FUNDS AND LOCAL MATCH																	
DURHAM	NEW ROUTE / NC 147 (TRIANGLE EXPRESSWAY / TRIANGLE PARKWAY)	U-4763	MCCRIMMON PARKWAY TO I-40 IN RESEARCH TRIANGLE PARK AND MORRISVILLE. MULTI-LANE FACILITY ON NEW LOCATION.	4.7	177163	177163																		
WAKE							A MCCRIMMON PARKWAY TO NC 540 - 1.2 MILES - SCHEDULED FOR REPRIORITIZATION																	
							B TRIANGLE PARKWAY / TRIANGLE EXPRESSWAY, NC 540 TO I-40 - 3.5 MILES - UNDER CONSTRUCTION - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT																	
DURHAM	SR 3097 (AVIATION PARKWAY) / NEW ROUTE (NORTHERN DURHAM PARKWAY)	U-4721*	I-540 IN RALEIGH / WAKE COUNTY TO US 501 (ROXBORO ROAD) IN DURHAM / DURHAM COUNTY. CONSTRUCT VARIABLE-WIDTH ROADWAY WITH MEDIAN ON MULTILANE SECTIONS, PART ON NEW LOCATION.	18.8	268300		T																	R 54300
WAKE							T																	U 7000
							T																	C 207000
							A I-540 TO TO US 70 IN RALEIGH. CONSTRUCT SIX-LANE DIVIDED FACILITY, PART WIDEN EXISTING AND PART ON NEW LOCATION. - SCHEDULED FOR FEASIBILITY STUDY - COORDINATE WITH U-4720																	
							B US 70 TO NC 98. CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.																	
							C NC 98 TO I-85. CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.																	
							D I-85 TO SR 1004 (OLD OXFORD ROAD). CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.																	
							E SR 1004 (OLD OXFORD ROAD) TO US 501 (ROXBORO ROAD). CONSTRUCT TWO-LANE FACILITY, PART ON NEW LOCATION.																	
<b>UNFUNDED LOOP PROJECT</b>																								
DURHAM	NEW ROUTE	U-0071*	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	3.2	194544	35811	T	R	21950															
							T			U	3000													
							T			M	1883													
							T					C	32975		C	32975		C	32975		C	32975		
							RIGHT OF WAY IN PROGRESS																	
ORANGE	VARIOUS	EL-5103	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.		76	76																		
							UNDER CONSTRUCTION BY TOWN OF CARRBORO																	

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS							
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM												
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023						
<b>URBAN PROJECTS</b>																									
CHATHAM DURHAM ORANGE	VARIOUS	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.		35610		STPDA						C	4327	C	4469	C	4469	C	4469	C	4469	C	4469	
DURHAM ORANGE	VARIOUS	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		5450	5450																			
UNDER CONSTRUCTION																									
CHATHAM DURHAM ORANGE	VARIOUS	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DHC) ALLOCATION AND UNIFIED WORK PROGRAM.		12985	8670	STPDA	PL	1990	PL	720	PL	742												
							L	PL	498	PL	180	PL	185												
IN PROGRESS																									
CHATHAM DURHAM ORANGE	VARIOUS	U-4726	DHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.		9204	4738	STPDA	C	1627	C	1946														
							C	C	407	C	486														
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS																									
DURHAM	SR 1158 (CORNWALLIS ROAD)	U-4724	ROXBORO ROAD TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.		2156		STPDA			C	1725														
							C			C	431														
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM																									
DURHAM	SR 1321 (HILLDALE ROAD)	U-3804	I-85 TO SR 1407 (CARVER STREET) IN DURHAM. WIDEN TO MULTI-LANES.	0.7	11941	11941																			
UNDER CONSTRUCTION																									
ORANGE	SR 1919 (SMITH LEVEL ROAD)	U-2803	ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO MULTI-LANES.	0.6	5743	2043	S	C	3700																
RIGHT OF WAY IN PROGRESS																									
ORANGE	NC 86 (SOUTH COLUMBIA STREET)	U-0624	PUREFOY ROAD TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	0.7	7859	3009	STP	C	4850																
RIGHT OF WAY COMPLETE																									
DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD)	U-4011	SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE) IN DURHAM. WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE.	0.7	9323	9323																			
UNDER CONSTRUCTION																									
DURHAM	SR 2028 (T.W. ALEXANDER DRIVE)	U-3309	SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD) IN RESEARCH TRIANGLE PARK. WIDEN TO A FOUR LANE DIVIDED FACILITY.	1.7	14393	14393																			
							A	SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147 - UNDER CONSTRUCTION																	
							B	EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD) - COMPLETE																	
DURHAM	AMERICAN TOBACCO TRAIL	EL-2921E	NC 54 IN DURHAM TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		7497	7497																			
PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM																									

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM											UNFUNDED FUTURE YEARS							
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM												
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023						
<b>URBAN PROJECTS</b>																									
ORANGE	MORGAN CREEK GREENWAY	EL-4828	WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.		618	150	STPDA	C	374																
							C	C	94																
							PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CARRBORO - IN PROGRESS																		
ORANGE	MORGAN CREEK GREENWAY	EL-4601	EASTERN SECTION, US 15-501 AT SR 1994 (CULBRETH ROAD TO SR 1919 (SMITH LEVEL ROAD) IN CHAPEL HILL. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.		1290	1290																			
							PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS																		
DURHAM	US 501 (ROXBORO ROAD)	U-5516	SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. ADD LANES THROUGH INTERSECTION.	0.5	4100		C	R	2000																
							MOB			C	2100														
							RIGHT OF WAY ACQUISITION FUNDED BY CITY OF DURHAM																		
<b>FEASIBILITY STUDIES</b>																									
DURHAM	I-40	FS-1205A	US 15-501 IN DURHAM COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY. CONSTRUCT MANAGED LANES.	21.8																					
WAKE							SCHEDULED FOR FEASIBILITY STUDY																		
CHATHAM	NC 751	FS-1008B	NC 751, US 64 IN CHATHAM COUNTY TO NORTH OF SR 1118 (FAYETTEVILLE ROAD) IN DURHAM, DURHAM COUNTY. WIDEN TO MULTILANES WITH BICYCLE LANES.	10.2																					
DURHAM							FEASIBILITY STUDY IN PROGRESS																		
DURHAM	NC 147 (DURHAM FREEWAY)	FS-1205C	I-40 TO EAST END CONNECTOR. WIDEN TO SIX LANES AND REHABILITATE PAVEMENT.	4.8																					
							SCHEDULED FOR FEASIBILITY STUDY																		
<b>FEDERAL BRIDGE PROJECTS</b>																									
DURHAM	US 70 BUSINESS	B-3638	REPLACE BRIDGE NO. 316 OVER CAMPUS DRIVE IN DURHAM.	0	1680	1680																			
							UNDER CONSTRUCTION - LET WITH R-5164F																		
ORANGE	US 70 BYPASS	B-4962	REPLACE BRIDGE NO. 46 OVER ENO RIVER.		6600		FA																		
							FA																		
							C																		
DURHAM	VARIOUS	BD-5105	DIVISION 5 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		50093	9093	NFA	R	200	R	200	R	200	R	300	R	400	R	400	R	500	R	500	R	500
FRANKLIN							NFA	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	4500	C	4500	C	4500
GRANVILLE																									
PERSON																									
VANCE																									
WAKE																									
WARREN																									
							IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		
ALAMANCE	VARIOUS	BD-5107	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		50023	9023	NFA	R	200	R	200	R	200	R	300	R	400	R	400	R	500	R	500	R	500
CASWELL							NFA	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	4500	C	4500	C	4500
GUILFORD																									
ORANGE																									
ROCKINGHAM																									
							IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM														UNFUNDED FUTURE YEARS									
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																		
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023												
<b>FEDERAL BRIDGE PROJECTS</b>																														
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BD-5108	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		50309	9309	NFA	R	200	R	200	R	200	R	300	R	400	R	400	R	500	R	500	R	500	R	500			
							NFA	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	4500	C	4500	C	4500	C	4500			
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																														
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BF-5307	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 7.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BF-5308	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 8.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	BF-5305	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 5.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	BS-5405	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 5.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BS-5407	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 7.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023					
<b>FEDERAL BRIDGE PROJECTS</b>																								
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BS-5408	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 8.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	
DURHAM	SR 1616 (BAHAMA ROAD)	B-4943	REPLACE BRIDGE NO. 20 OVER DIAL CREEK (LAKE MICHIE).	477			NFA																	
							NFA																	
							NFA																	
DURHAM	SR 1902 (KEMP ROAD)	B-5512	REPLACE BRIDGE NO. 89 OVER LICK CREEK.	1150			NFA																	
							NFA																	
ORANGE	SR 1010 (EAST FRANKLIN STREET)	B-5733	REPLACE BRIDGE NO. 39 OVER BOOKER CREEK IN CHAPEL HILL.	1866			FA																	
							FA																	
DURHAM	US 15-501 NORTHBOUND	B-5674	REPLACE BRIDGE NO. 80 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM.	2319			FA																	
							FA																	
ORANGE	SR 1005 (OLD GREENSBORO ROAD)	B-5348	REPLACE BRIDGE NO. 85 OVER PHIL'S CREEK.	1045			FA																	
							FA																	
<b>MITIGATION PROJECTS</b>																								
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.		7221	7221																		
							IN PROGRESS																	
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.		8756	8756																		
							IN PROGRESS																	

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
<b>MITIGATION PROJECTS</b>																		
DURHAM	VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.		5167	5167												
FRANKLIN																		
GRANVILLE																		
PERSON																		
VANCE																		
WAKE																		
WARREN																		
IN PROGRESS																		
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																		
DURHAM	US 501 (NORTH DUKE STREET)	EB-5620	MURRAY AVENUE TO US 501 BUSINESS (ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALKS.	1.8	1220		C											
							STPEB											
PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY OF DURHAM																		
DURHAM	NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSITY DRIVE)	EB-5514	SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.	3.1	1025		STPEB				C	1025						
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		
<b>CONGESTION MITIGATION PROJECTS</b>																		
ORANGE	NC 86 (MARTIN LUTHER KING JR. BOULEVARD)	C-5177	MLK, JR. SHARED PATHWAY IN CHAPEL HILL. CONSTRUCT PATHWAY ALONG MLK, JR. BOULEVARD, SR 1777 (HOMESTEAD ROAD) TO PINEY MOUNTAIN ROAD.		906		CMAQ	R	180									
							C	R	45									
							CMAQ			C	545							
							C			C	136							
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL																		
DURHAM	NC 751 (HOPE VALLEY ROAD)	C-5182	CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS IN DURHAM.		1386		CMAQ			R	107							
							C			R	27							
							CMAQ				C	1002						
							C				C	250						
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		
DURHAM	SR 1317 (MORREENE ROAD)	C-4928	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.		2115	125	CMAQ				C	444						
							STPDA				C	1148						
							C				C	398						
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS																		
DURHAM	VARIOUS	C-5230	TRAFFIC SIGNAL CONTROLLER UPGRADE IN DURHAM.		480		CMAQ	C	480									
PLANNING, DESIGN, AND CONSTRUCTION BY CITY OF DURHAM																		
CHATHAM	VARIOUS	C-5605	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.		5050		CMAQ				C	2525						
DURHAM											C	2525						
ORANGE																		
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		
DURHAM	VARIOUS	C-5178	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD IN DURHAM. CONSTRUCT SIDEWALKS.		336		CMAQ				C	269						
							C				C	67						

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

STATE TRANSPORTATION IMPROVEMENT PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS					
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023				
<b>CONGESTION MITIGATION PROJECTS</b>																							
DURHAM	VARIOUS	C-5183	CONSTRUCT SIDEWALKS IN DURHAM.		2226			CMAQ															
								C															
								CMAQ															
								C															
								C															
								A NC 751 (CAMERON BOULEVARD), SR 1320 (ERWIN ROAD) AND DUKE UNIVERSITY ROAD															
								B CARPENTER FLETCHER ROAD TO SR 1102 / SR 1977 (SEDWICK ROAD)															
								PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM															
ORANGE	SR 1750 (NORTH ESTES DRIVE)	C-5179	CONSTRUCT A TEN FOOT PATHWAY, FIVE FOOT SIDEWALKS AND A FOUR FOOT BIKE LANE IN CHAPEL HILL.		1432			CMAQ			R	166											
								C			R	41											
								CMAQ					C	980									
								C					C	245									
								PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL															
CHATHAM	AMERICAN TOBACCO TRAIL (ATT)	C-5176	AMERICAN TOBACCO TRAIL IN CHATHAM COUNTY, NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.		1192			CMAQ	C	797													
								C	C	395													
								PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARY															
DURHAM	TRIANGLE J COUNCIL OF GOVERNMENTS	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.		8201	300		CMAQ	N	481	A	N	482	A	N	572	A	N	620	A	N	640	A
ORANGE	COUNCIL OF GOVERNMENTS							C	N	423	A	N	430	A	N	496	A	N	579	A	N	603	A
WAKE	GOVERNMENTS							CMAQ	N	383	B	N	385	B	N	458	B						
								C	N	423	B	N	430	B	N	496	B						
								A DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO) - IN PROGRESS															
								B DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC) - IN PROGRESS															
								IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS															
MECKLENBURG	CHARLOTTE	C-5111	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.		250	250		IN PROGRESS															
ORANGE	HILLSBOROUGH							CMAQ	PE	24													
								C	PE	6													
								CMAQ				C	247										
								C				C	61										
								CMAQ						N	10								
								C						N	2								
								PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO															
ORANGE	RIVERWALK TRAIL	C-5184	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA.		608			CMAQ	PE	40													
								C	PE	10													
								CMAQ				R	346										
								C				R	86										
								CMAQ						C	101								
								C						C	25								
								PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH															
ORANGE	TOWN OF HILLSBOROUGH	C-4932A	PARK AND RIDE FACILITY, INSTALL BUS SHELTERS AND BIKE RACKS.		49	49		UNDER CONSTRUCTION BY ORANGE COUNTY															
								UNDER CONSTRUCTION															
DURHAM	NC 55	W-5110	LAWSON STREET IN DURHAM. CONSTRUCT LEFT TURN LANES ON NC 55.	0.2	1430	1430		HSIP	C	4750													
								PLANNING / DESIGN / RIGHT OF WAY IN PROGRESS															
ORANGE	NC 86	W-5318	NC 57 TO CASWELL COUNTY LINE. GEOMETRIC IMPROVEMENTS, PAVED SHOULDERS AND RUMBLE STRIPS.	12.2	5077	327		HSIP	C	4750													

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022	FY 2023				
<b>HAZARD ELIMINATION PROJECTS</b>																							
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		8513	813	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100		
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																							
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		8086	386	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100		
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																							
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		7948	248	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100		
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																							
<b>PASSENGER RAIL PROJECTS</b>																							
ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE ROWAN WAKE	VARIOUS	P-4405	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.		21377	4544	STHSR	PE	700	PE	100	PE	64										
							O	PE	200														
							STHSR	R	1250	R	750	R	712	R	474								
							STHSR			C	3000	C	3000	C	3000	C	941						
							O			C	881	C	881	C	880								
IN PROGRESS																							
DURHAM WAKE	VARIOUS PIEDMONT CORRIDOR	U-4716	VARIOUS ROUTES AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT SR 1978 (HOPSON ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD, CONSTRUCT SECOND TRACK, AND WIDEN HOPSON ROAD FROM EAST OF SR 1999 (DAVIS DRIVE) TO NC 54.		32800	7764	STHSR	C	804	A	C	4321	A	C	1728	A							
							O	C	506	A	C	2593	A	C	864	A							
							STHSR	C	1700	B													
							STHSR	C	1000	C	C	5000	C	C	2234	C							
							O																
							O																
A NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD. CONSTRUCT RAILROAD GRADE SEPARATION AND SHIFT RAIL LINE - TO BE LET WITH U-4716B AND U-4716C																							
B NORFOLK SOUTHERN RAILROAD / NC RAILROAD TO SR 1978 (HOPSON ROAD) REALIGN AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD - TO BE LET WITH U-4716A AND U-4716C																							
C CLEGG TO NELSON. CONSTRUCT PASSING SIDING - TO BE LET WITH U-4716A AND U-4716B																							
D EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES																							
PLANNING / DESIGN IN PROGRESS																							



STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS				
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM									
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023			
<b>INTERSTATE PROJECTS</b>																						
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800		IN PROGRESS														
<b>RURAL PROJECTS</b>																						
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1878	778	S	N	100	N	100	N	100	N	100	N	100	N	100	N	100	
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT.	0	1500	1500		IN PROGRESS														
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		19180	8180	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		18200	8300	S	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900	
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.		3000	3000		IN PROGRESS														
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		3560	1800	S	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160	
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		7978	3578	S	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400	
IN PROGRESS																						
STATEWIDE	STATEWIDE	M-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).		297	297		IN PROGRESS														
IN PROGRESS																						
STATEWIDE	STATEWIDE	M-0359	PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.		300	300		IN PROGRESS														
IN PROGRESS																						
<b>FEASIBILITY STUDIES</b>																						
STATEWIDE	VARIOUS	M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.		800		S	PE	200	PE	200	PE	200	PE	200							
<b>FEDERAL BRIDGE PROJECTS</b>																						
STATEWIDE	VARIOUS	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.		1000	1000		IN PROGRESS														
IN PROGRESS																						
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747		UNDER CONSTRUCTION														
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500		UNDER CONSTRUCTION														
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000		IN PROGRESS														
IN PROGRESS																						
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000		IN PROGRESS														
IN PROGRESS																						

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS									
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																	
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023											
<b>FEDERAL BRIDGE PROJECTS</b>																													
STATEWIDE	VARIOUS	BP-5300	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		124363	24363	FA	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
							NFA	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		175000		FA								C	25000	C	25000	C	25000	C	25000	C	25000	C	25000			
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																							
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																							
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																													
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0	9770	9770																							
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0	697	697																							
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		120	120																							
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0	4250	4250																							
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		8080	8080																							
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																							
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0	495	495																							
STATEWIDE	VARIOUS	EB-5542	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		11440		STPEB	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		155	155																							
<b>CONGESTION MITIGATION PROJECTS</b>																													
STATEWIDE	VARIOUS	C-5600	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY ON THE STATEWIDE TIER.		34904		CMAQ								C	17452	C	17452											
STATEWIDE	VARIOUS	C-5601	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY ON THE REGIONAL TIER.		5000		CMAQ								C	2500	C	2500											
STATEWIDE	VARIOUS	C-5554	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1420	1420																							



STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS								
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM															
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023										
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																												
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0	21799	15199	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600	L	600					
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0	2019	1194	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75	N	75	N	75			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	0	7577	4827	STPEL	L	250	L	250	L	250	L	250	L	250	L	250	L	250	L	250	L	250			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.		7605	7605																						
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0	13936	9536	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400	L	400	L	400			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0	31839	16439	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400			
IN PROGRESS																												
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200																						
IN ACQUISITION																												
STATEWIDE	STATEWIDE	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		840	70	S	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70			
<b>HAZARD ELIMINATION PROJECTS</b>																												
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250																						
UNDER CONSTRUCTION																												
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200																						
UNDER CONSTRUCTION																												
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		12000	1000	HSIP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																												
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	500	HSIP	I	500	I	500																	
<b>PASSENGER RAIL PROJECTS</b>																												
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		4762	3662	T2001	I	100	I	100	I	100	I	100	I	100	I	100	I	100	I	100	I	100			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0	14089	5289	T2001	F	800	F	800	F	800	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0	6920	5270	T2001	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0	12307	12307																						
UNDER CONSTRUCTION																												

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023					
<b>PASSENGER RAIL PROJECTS</b>																								
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		33400	400	RR	R	500	R	500	R	500	R	500	R	500	R	500	R	500			
							RR	C	2500	C	2500	C	2500	C	2500	C	2500	C	2500	C	2500			
IN PROGRESS																								
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		18184	7184	O	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																								
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3225	2675	O	C	50	C	50	C	50	C	50	C	50	C	50	C	50			
IN PROGRESS																								
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		29889	29889																		
IN PROGRESS																								
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000																		
IN PROGRESS																								
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.																					
IN PROGRESS - RAIL DIVISION PURCHASE ORDER CONTRACT (RPOC)																								
STATEWIDE	VARIOUS	Z-5300	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		8500	8500																		
IN PROGRESS																								
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		50809	12309	RR	R	500	R	500	R	500	R	500	R	500	R	500	R	500			
							RR	C	3000	C	3000	C	3000	C	3000	C	3000	C	3000	C	3000			
IN PROGRESS																								
STATEWIDE	PIEDMONT CORRIDOR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0	66975	55975	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																								
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.																					
IN PROGRESS																								
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																								
STATEWIDE	VARIOUS	K-4704	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		7500	3100	IMPM	C	300	C	300	C	300	C	300	C	300	C	300	C	300			
							STP	C	100	C	100	C	100	C	100	C	100	C	100	C	100			
IN PROGRESS																								
STATEWIDE	STATEWIDE	K-5500	REST AREA RENOVATIONS. REPLACE LIGHTING WITH EFFICIENT, LOW MAINTENANCE LED FIXTURES.		1290		S	C	426	A														
							S	C	458	B														
							S	C	406	C														
A COASTAL REGION B PIEDMONT REGION C MOUNTAIN REGION																								
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>																								
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0	4893	3903	PLF	L	90	L	90	L	90	L	90	L	90	L	90	L	90			
IN PROGRESS																								
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0	28311	16211	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100			
IN PROGRESS																								
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0	8243	2743	PLF	L	500	L	500	L	500	L	500	L	500	L	500	L	500			
IN PROGRESS																								

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TAC 11/14/2012 Attachment 8

FISCAL YEARS

SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						UNFUNDED														
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS														
CHAPEL HILL TRANSIT ORANGE	TA-4726	REPLACEMENT BUS - ARTICULATED	43015	20304	FUZ US				C	1939				C	1939				C	1939											
					FUZ STAT						C	242						C	242				C	242							
					FUZ L							C	242						C	242				C	242						
					FBUS US	C	750																								
					FBUS STAT	C	77																								
					FBUS L	C	77																								
CHAPEL HILL TRANSIT ORANGE	TA-4748	REPLACEMENT - PARATRANSIT VEHICLE	4421	703	FUZ US	C	923		C	634			C	157				C	157				C	157							
					FUZ STAT	C	115			C	115			C	20			C	20			C	20			C	20				
					FUZ L	C	79			C	79			C	20			C	20			C	20			C	20				
CHAPEL HILL TRANSIT ORANGE	TA-4979	REPLACEMENT VAN	4061	893	FUZ US	C	634						C	634										C	634						
					FUZ STAT	C	79							C	79											C	79				
					FUZ L	C	79							C	79											C	79				
CHAPEL HILL TRANSIT ORANGE	TA-5109	EXPANSION BUS - PLUS 3 YRS OPERATING	238	238	CMAQ US																										
					CMAQ L																										
CHAPEL HILL TRANSIT ORANGE	TA-6512	EXPANSION BUS	752	752	JARC US																										
					JARC STAT																										
					JARC L																										
CHAPEL HILL TRANSIT ORANGE	TA-6514	EXPANSION VAN	20	20	FEPD US																										
					FEPD STAT																										
					FEPD L																										
CHAPEL HILL TRANSIT ORANGE	TD-4710B	FACILITY - PARK & RIDE	878	878	FUZ US																										
					FUZ STAT																										
					FUZ L																										
CHAPEL HILL TRANSIT ORANGE	TD-5264	FACILITY PARK AND RIDE LEASE - CARRBORO	36	36	L																										
					FUZ F																										

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						UNFUNDED		
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
CHAPEL HILL TRANSIT ORANGE	TG-4731A	PREVENTIVE MAINTENANCE	255	255	STPDA US														
					STPDA L														
CHAPEL HILL TRANSIT ORANGE	TG-4731B	PREVENTIVE MAINTENANCE	18240	3583	FUZ US	Oc	1013	Oc	1043	Oc	1074	Oc	1074	Oc	1074	Oc	1074	Oc	1074
					FUZ L	Oc	253	Oc	261	Oc	269	Oc	269	Oc	269	Oc	269	Oc	269
CHAPEL HILL TRANSIT ORANGE	TG-4732A	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC	3920	1150	FUZST US														
					FUZ US	C	56	C	432		C	432		C	432		C	432	
					FUZ L	C	14	C	108		C	108		C	108		C	108	
CHAPEL HILL TRANSIT ORANGE	TG-4732B	ROUTINE CAPITAL - SERVICE VEHICLE	888	300	FUZ US				C	157	C	157						C	157
					FUZ L				C	39	C	39						C	39
CHAPEL HILL TRANSIT ORANGE	TM-5132	OPERATING ASSISTANCE	216	216	JARC US														
					JARC L														
CHAPEL HILL TRANSIT ORANGE	TO-5133	OPERATING ASSISTANCE	50081	10811	SMAP STAT	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570
CHAPEL HILL TRANSIT ORANGE	TP-5119	PLANNING-OPERATION ANALYSIS	23	23	FUZ US														
					FUZ L														
CHAPEL HILL TRANSIT ORANGE	TQ-6501	MOBILITY MANAGEMENT - VOUCHERS	364	364	FEPD US														
					FEPD STAT														
					FEPD L														
CHAPEL HILL TRANSIT ORANGE	TQ-6506	OPERATING ASSISTANCE - ELDERLY AND DISABLED PERSONS	346	346	FEPD US														
					FEPD L														
CHAPEL HILL TRANSIT ORANGE	TS-5106	SAFETY & SECURITY - MIN. 1% SET ASIDE	506	210	FUZ US	C	26	C	17	C	33	C	32	C	32	C	16	C	16
					FUZ L	C	3	C	2	C	3	C	3	C	3	C	2	C	2

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

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SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED			
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
CHAPEL HILL TRANSIT ORANGE	TT-5109	TECHNOLOGY - VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	1331	1331	STPDA US														
					STPDA L														
CHAPEL HILL TRANSIT ORANGE	TT-5109B	TECHNOLOGY - MAINTENANCE SYSTEMS	100	100	UTCH STAT														
					UTCH L														
CHAPEL HILL TRANSIT ORANGE	TT-5109C	TECHNOLOGY - REAL TIME INFORMATION SYSTEM AND WEBSITE	131	131	UTCH STAT														
					UTCH L														
CHAPEL HILL TRANSIT ORANGE	TT-6106	TECHNOLOGY - RECORDING ADA FOR COMPLIANCE	30	30	FEPD US														
					FEPD STAT														
					FEPD L														
CHAPEL HILL TRANSIT ORANGE	U-5119	PLANNING MLK ALTERNATIVES	700		FUZ US	C	560												
					FUZ STAT	C	70												
					FUZ L	C	70												
DURHAM AREA TRANSIT AUT DURHAM	C-5103B	OPERATING ASSISTANCE AND HYBRID BUSES - BULL CITY	1000		CMAQ US	O	800												
					CMAQ L	O	200												
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019C	REPLACEMENT - LIGHT TRANSIT VEHICLES	729		CMAQ US	C	583												
					CMAQ STAT	C	73												
					CMAQ L	C	73												
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TD-4708A	OPERATIONAL ASSISTANCE - 2 YRS REMAINING CMAQ SUPPORT	680	680	CMAQ US														
					CMAQ L														

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

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SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						UNFUNDED												
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS												
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.	9065	2271	FUZ US	C	475	C	475	C	475	C	475	C	475	C	475	C	475	C	475	C	475						
					FUZ L	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119				
					FBUS US																								
					FBUS L																								
					CMAQ US			C	208																				
					CMAQ L			C	52																				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738A	PREVENTIVE MAINTENANCE	52066	10816	FUZST US																								
					FUZ US	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000				
					FUZ L	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TN-5102	OPERATING ASSISTANCE - NEW FREEDOM - URBAN	1764	378	FNF US	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63						
					FNF L	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130	OPERATING ASSISTANCE	39184	8318	SMAP STAT	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806						
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130B	OPERATING ASSISTANCE - NEW ROUTE	2374		CMAQ US	O	951	O	464	O	484																		
					CMAQ L	O	238	O	116																				
					CMAQ L						121																		
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5108	PLANNING ASSISTANCE - 5303	1960	420	FMPL US	C	112	C	112	C	112	C	112	C	112	C	112	C	112	C	112	C	112						
					FMPL STAT	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14				
					FMPL L	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5109	PLANNING ASSISTANCE - 5307	6398	1118	FUZ US	C	384	C	384	C	384	C	384	C	384	C	384	C	384	C	384	C	384						
					FUZ STAT	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48				
					FUZ L	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48				

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TAC 11/14/2012 Attachment 8

SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FISCAL YEARS										UNFUNDED FUTURE YEARS																																																																																															
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																																																																																																				
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023																																																																																														
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TS-5108	SAFETY & SECURITY - MIN. 1% SET ASIDE	587	102	<table border="1"> <tr> <td>FUZ US</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> </tr> <tr> <td>FUZ L</td> <td>C</td> <td>4</td> <td>C</td> <td>4</td> <td>C</td> <td>4</td> <td>C</td> <td>4</td> <td>C</td> <td>4</td> </tr> </table>	FUZ US	C	39	C	39	C	39	C	39	C	39	FUZ L	C	4	C	4	C	4	C	4	C	4	<table border="1"> <tr> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> <td>C</td> <td>39</td> </tr> <tr> <td>C</td> <td>4</td> <td>C</td> <td>4</td> <td>C</td> <td>4</td> <td>C</td> <td>8</td> <td>C</td> <td>8</td> <td>C</td> <td>8</td> </tr> </table>	C	39	C	39	C	39	C	39	C	39	C	39	C	4	C	4	C	4	C	8	C	8	C	8																																																											
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DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TT-4911	TECHNOLOGY - VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	252	252	<table border="1"> <tr> <td>UTCH STAT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	UTCH STAT																																																																																																									
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DURHAM COUNTY ACCESS DURHAM	TA-6187	REPLACEMENT VAN	82	82	<table border="1"> <tr> <td>FNU US</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU STAT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU L</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	FNU US											FNU STAT											FNU L																																																																																			
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DURHAM COUNTY ACCESS DURHAM	TA-6246	REPLACEMENT - LIGHT TRANSIT VEHICLE	50	50	<table border="1"> <tr> <td>FNU US</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU STAT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU L</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	FNU US											FNU STAT											FNU L																																																																																			
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DURHAM COUNTY ACCESS DURHAM	TJ-6124	OPERATING ASSISTANCE - EMPLOYMENT TRANSPORTATION	350	75	<table border="1"> <tr> <td>EMP STAT</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> </tr> </table>	EMP STAT	O	25	O	25	O	25	O	25	O	25	<table border="1"> <tr> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> <td>O</td> <td>25</td> </tr> </table>	O	25	O	25	O	25	O	25	O	25	O	25																																																																																		
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DURHAM COUNTY ACCESS DURHAM	TK-6126	ADMINISTRATION	919	226	<table border="1"> <tr> <td>FNU US</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> </tr> <tr> <td>FNU US</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU STAT</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> </tr> <tr> <td>FNU STAT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNU L</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> </tr> <tr> <td>FNU L</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	FNU US	O	8	O	8	O	8	O	8	O	8	FNU US											FNU STAT	O	46	O	46	O	46	O	46	O	46	FNU STAT											FNU L	O	9	O	9	O	9	O	9	O	9	FNU L											<table border="1"> <tr> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> <td>O</td> <td>8</td> </tr> <tr> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> <td>O</td> <td>46</td> </tr> <tr> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> <td>O</td> <td>9</td> </tr> </table>	O	8	O	8	O	8	O	8	O	8	O	8	O	46	O	46	O	46	O	46	O	46	O	46	O	9	O	9	O	9	O	9	O	9	O	9			
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DURHAM COUNTY ACCESS DURHAM	TL-6123	OPERATING ASSISTANCE - ELDERLY AND DISABLED PERSONS	2184	468	<table border="1"> <tr> <td>EDTAP STAT</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> </tr> </table>	EDTAP STAT	O	156	O	156	O	156	O	156	O	156	<table border="1"> <tr> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> <td>O</td> <td>156</td> </tr> </table>	O	156	O	156	O	156	O	156	O	156	O	156																																																																																		
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DURHAM COUNTY ACCESS DURHAM	TN-6110	OPERATING ASSISTANCE - PURCHASE OF SERVICE	94	94	<table border="1"> <tr> <td>FNF US</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FNF L</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	FNF US											FNF L																																																																																														
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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TAC 11/14/2012 Attachment 8

SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED			
						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
DURHAM COUNTY DURHAM	TN-6111	MOBILITY MANAGEMENT - COORDINATOR ACCESS	104	104	FNF US														
					FNF STAT														
					FNF L														
DURHAM COUNTY DURHAM	TQ-6109	MOBILITY MANAGEMENT - ELDERLY AND DISABLED PERSONS - PURCHASE OF SERVICE	113	113	FEPD US														
					FEPD STAT														
					FEPD L														
DURHAM COUNTY DURHAM	TR-6164	OPERATING ASSISTANCE - GENERAL PUBLIC IN RURAL AREAS	1120	240	RGP STAT	O	72	O	72	O	72	O	72	O	72	O	72	O	72
					RGP L	O	8	O	8	O	8	O	8	O	8	O	8	O	8
TRIANGLE TRANSIT DURHAM ORANGE	TA-4818B	REPLACEMENT BUS	6491	3605	FUZ US					C	770					C	770		
					FUZ STAT					C	96					C	96		
					FUZ L					C	96					C	96		
TRIANGLE TRANSIT DURHAM ORANGE	TA-4994B	REPLACEMENT VAN - VANPOOL	429	429	FUZ US														
					FUZ L														
					FBUS US														
					FBUS L														
TRIANGLE TRANSIT DURHAM ORANGE	TA-5123B	EXPANSION BUS	19546	11086	FUZ US	C	500	C	540	C	540	C	1351			C	1351		
					FUZ STAT	C	62	C	68	C	68	C	135			C	135		
					FUZ L	C	62	C	68	C	68	C	135			C	135		
TRIANGLE TRANSIT DURHAM ORANGE	TG-4821B	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES	24490	3676	FUZ US	C	1358	C	1398	C	1440	C	1483	C	1527	C	1573	C	1575
					FUZ L	C	339	C	350	C	360	C	366	C	382	C	393	C	394
TRIANGLE TRANSIT DURHAM ORANGE	TG-4821C	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.	405	405	STPDA US														
					STPDA L														

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
TRIANGLE TRANSIT DURHAM ORANGE	TM-5123B	OPERATING ASSISTANCE - JOB ACCESS / REVERSE COMMUTE - URBAN	696	696	JARC US														
					JARC L														
TRIANGLE TRANSIT DURHAM ORANGE	TN-5129B	OPERATING ASSISTANCE - NEW FREEDOM - URBAN	312	312	FNF US														
					FNF L														
TRIANGLE TRANSIT DURHAM ORANGE	TN-6104B	OPERATING ASSISTANCE - NEW FREEDOM - NON-URBAN	156	156	FNF US														
					FNF L														
TRIANGLE TRANSIT DURHAM ORANGE	TP-4732A	PLANNING ASSISTANCE	8429	619	FUZ US	PL	509	PL	524	PL	540	PL	556	PL	573	PL	590	PL	590
					FUZ STAT	PL	64	PL	66	PL	68	PL	70	PL	72	PL	74	PL	74
					FUZ L	PL	64	PL	66	PL	68	PL	70	PL	72	PL	74	PL	74
TRIANGLE TRANSIT DURHAM ORANGE	TO-6504	MOBILITY MANAGEMENT - ELDERLY AND DISABLED PERSONS	172	172	FEPD US														
					FEPD STAT														
					FEPD L														
TRIANGLE TRANSIT DURHAM ORANGE	TS-5119	SAFETY & SECURITY - MIN. 1% SET ASIDE	353	192	FUZ US	C	21	C	10	C	21	C	20	C	17	C	17	C	17
					FUZ L	C	2	C	1	C	2	C	2	C	2	C	2	C	2
TRIANGLE TRANSIT DURHAM ORANGE	TS-5133	SAFETY & SECURITY - SURVEILLANCE CAMERAS FOR PARATRANSIT VEHICLES	80	80	UTCH STAT														
					UTCH L														
TRIANGLE TRANSIT DURHAM ORANGE	TT-5217	TECHNOLOGY - RIDESHARING MATCHING WITH VANPOOL MGMT MODULE	70	70	UTCH STAT														
					UTCH L														
TRIANGLE TRANSIT DURHAM ORANGE	TT-5218	TECHNOLOGY - REGIONAL REAL TIME UPGRADE TO 511	60	60	UTCH STAT														
					UTCH L														

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023				
ORANGE	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	886		FED TBD				C	886											
ORANGE	CHAPEL HILL TRANSIT	TA-4979A	Replacement Van - Safe-Ride	217		FED TBD				C	31		C	31		C	31		C	31		
ORANGE	CHAPEL HILL TRANSIT	TA-4981	Replacement - Sedans/Wagons/4X4	873		FED TBD	C	430					C	443								
ORANGE	CHAPEL HILL TRANSIT	TA-4995	Expansion Bus	3600		FED TBD				C	3600											

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS  
FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED										
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS									
ORANGE	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	2000		FED TBD	C	2000																			
ORANGE	CHAPEL HILL TRANSIT	TD-5204	Facility - Intermodal Center - Hillsborough	1000		FED TBD																					
ORANGE	CHAPEL HILL TRANSIT	TE-5202	Fixed Guideway - Light Rail - Durham/Chapel Hill	1395462		FED TBD	C	13780	C	13780	C	20671	C	13780	C	13780	C	20671	C	433000	C	433000	C	433000			
added unfunded construction in FY19, 20, 21 to reach 2040 estimate of \$1.3B																											

DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	12800		FED TBD				C	4800							C	4000			C	4000				
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus	28600		FED TBD					C	9100	C	9100					C	5200	C	5200					
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement - paratransit vehicle	112		FED TBD																					

PUBLIC TRANSPORTATION PROGRAM - ILLUSTRATIVE UNFUNDED PROJECT (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS  
FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED			
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
WAKE	TRIANGLE TRANSIT	TA-5107A	Replacement Van - vanpool	368		FED TBD	C	258	C	110										
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5108	Replacement Van - vanpool	1096		FED TBD	C	258	C	110										
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TA-5123C	Expansion Bus	5098		FED TBD	C	728	C	728	C	607	C	607	C	607				
WAKE	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride - CAMPO funded	500		FED TBD	C	500												
PARTIALLY FUNDED PROJECT - SEE FUNDED SECTION OF PROGRAM																				
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Light Rail Service- Cary/Raleigh	1502000		FED TBD	C	2000							C	500000	C	500000	C	500000
added unfunded \$1.5B to match 2040 estimates																				
WAKE	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Commuter Rail Service- Durham/Raleigh	666		FED TBD									C	222	C	222	C	222
added unfunded \$666M to match 2040 estimates																				
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	2500		FED TBD				C	2500									

PUBLIC TRANSPORTATION PROGRAM - ILLUSTRATIVE UNFUNDED PROJECT (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS  
FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED							
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS						
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5214	Technology - Advanced Public Info Communication System	1000		FED TBD					C	1000												

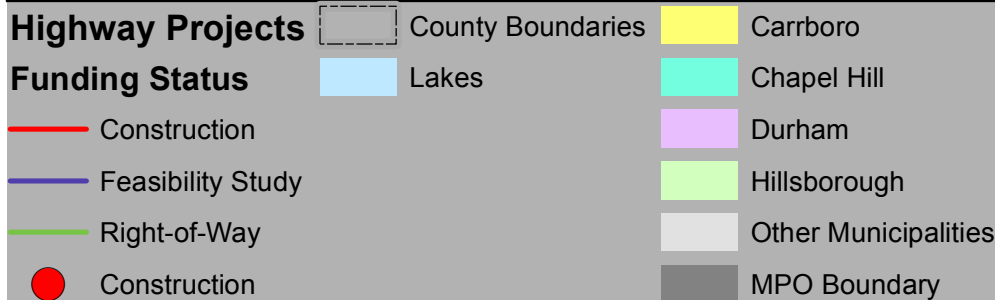
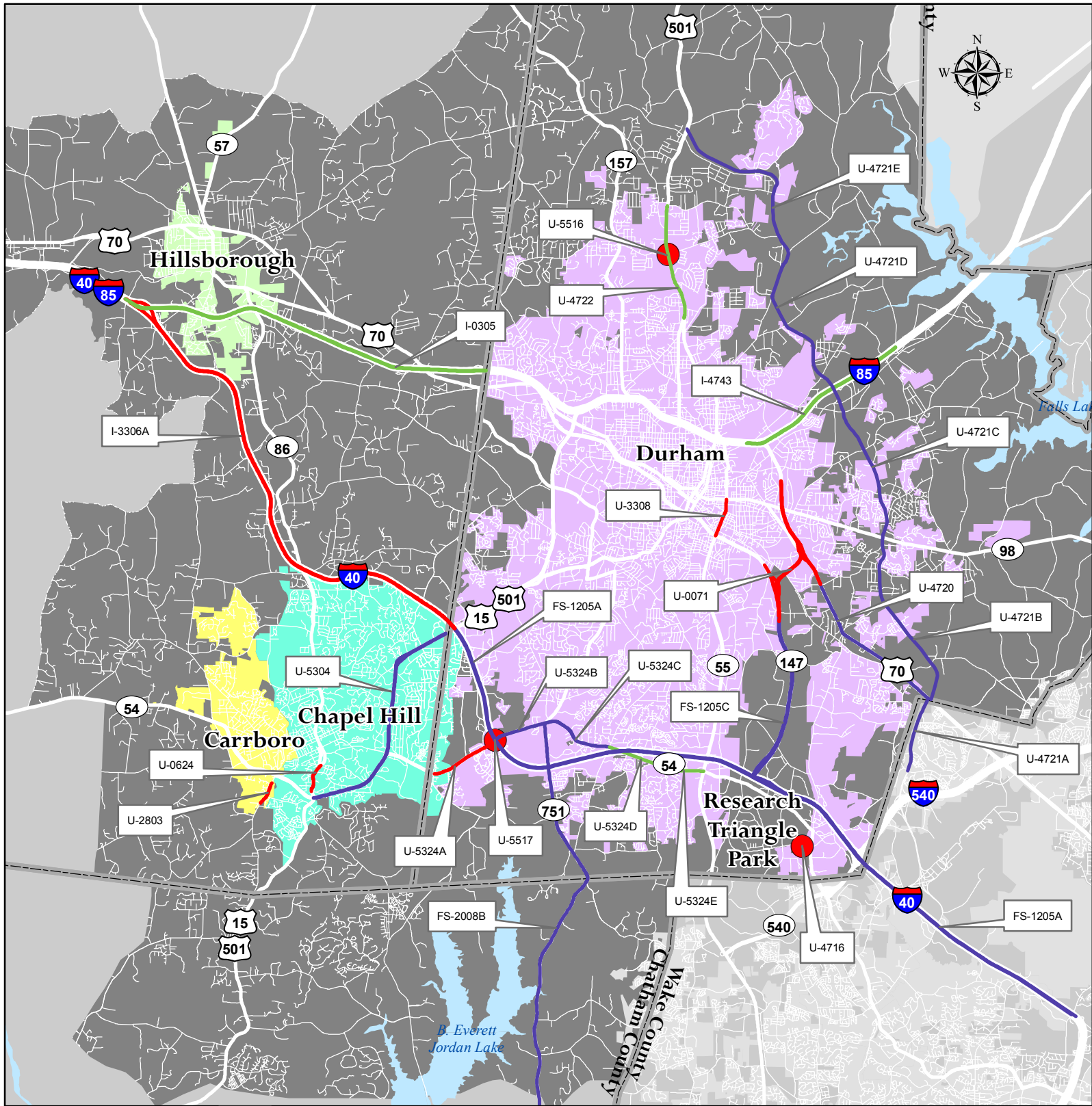
PARTIALLY FUNDED PROJECT - SEE FUNDED SECTION OF PROGRAM

# Draft 2013-2023 STIP Highway Projects

Durham Chapel Hill Carrboro

TAC 11/14/2012 Attachment 8A

Metropolitan Planning Organization



**Summary of FY 2013-2022 NCDOT Work Plan (including Draft FY 2014-2020 STIP)**

**Highway**

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
I-3306A	I-40	I-85 to Durham County	Widening	IM, NHS, Mobility Fund		2016	2017-2020	Construction was in 2019-Post Year in previous STIP. Accelerated due to Mobility Fund prioritization.
I-0305	I-85	I-40 to Durham County	Widen to six lanes	IM, NHS		2022-Post Year	Post Year	Right-of-Way was in 2019-2020 in previous STIP. Did not score well in Prioritization 2.0.
I-4743	I-85	US 70 to Red Mill Rd	Widen to six lanes	Urban Loops		2020-2021	Post Year	Unfunded in previous STIP. Accelerated due to Urban Loop prioritization.
U-5304	US 15-501	S. Columbia St to Eastowne Dr	Superstreet, sidewalks, wide outside lanes, transit accommodations, interchange at Manning Dr, Intersection improvements at Ephesus Church Rd		Scheduled	Post Year	Post Year	Sidewalk, wide outside lanes, and transit accommodations funded in 2019 in previous STIP. Multiple projects were submitted in Prioritization 2.0 for this segment. NCDOT wants to do a Feasibility Study to define the desired improvements and cost.
U-4720	US 70	Lynn Rd to the Northern Durham Parkway/ Aviation Parkway Extension	Upgrade to freeway		Scheduled	Post Year	Post Year	Unfunded in previous STIP.

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
U-4722	US 501	Duke St to Goodwin Rd	Widen to six lanes	Urban Loops		2020-2021	Post Year	Unfunded in previous STIP. Accelerated due to Urban Loop prioritization.
U-5324	NC 54	A: Barbee Chapel Rd to I-40 B: I-40 to NC 751 C: NC 751 to Fayetteville Rd D: Fayetteville Rd to Barbee Rd E: Barbee Rd to NC 55	Widening, transit accommodations, sidewalks, bike lanes	STP, Mobility Fund	Completed	A: 2022 B: Post Year C: Post Year D: 2023 E: 2020-2021	A: 2022 B: Post Year C: Post Year D: Post Year E: Post Year	Right-of-Way was in 2020-Post Year in previous STIP. Phase A accelerated due to Mobility Fund prioritization.
U-5517	NC 54	I-40 Eastbound	Construct Slip Ramp	Mobility Fund		2014	2014	Added due to Mobility Fund prioritization.
U-3308	NC 55	NC 147 to NC 98	Widen to four lane	STP		2013	2015-2016	Right-of-way was in 2012 in previous STIP.
U-4721	Aviation Parkway/ Northern Durham Parkway	A: I-540 to US 70 B: US 70 to NC 98 C: NC 98 to I-85 D: I-85 to Old Oxford Rd. E: Old Oxford Rd. to US 501	Construct new road	Urban Loops	A: Scheduled B, C, D, E: Underway	Post Year	Post Year	A: Scheduled for Feasibility Study with U-4720 (US 70 freeway upgrade).

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
U-0071	East End Connector	NC 147 to NC 98	Construct new road	Urban Loops		In progress-2013	2014-2017	No change.
U-2803	Smith Level Rd	Rock Haven Rd to bridge	Widen	State		In progress	2013	No change.
U-0624	NC 86	Purefoy Rd to Manning Dr	Corridor upgrade including bicycle lanes	STP			2013	Construction was in 2012 in previous STIP. Delayed due to re-bid.
U-5516	US 501	Latta Rd/ Infinity Rd	Add through lanes through intersection	Mobility Fund, City of Durham		2013	2014	Added due to Mobility Fund prioritization.
FS-1205A	I-40	US 15-501 to Wade Ave	Construct managed lanes		Scheduled			Scored well in Prioritization 2.0.
FS-2008B	NC 751	US 64 to Fayetteville Rd	Widen		In progress			NCDOT letter to MPO cited the limits as US 64 to NC 54. Widening south of Fayetteville is not in the 2035 LRTP.
FS-1205C	NC 147	I-40 to East End Connector	Widen		Scheduled			New.
U-4716A, B, and C	Hopson Road/ Piedmont Rail corridor		A: Construct grade separation at Hopson Road and shift rail line; B: Extend Church St, close Church St crossing C: Construct passing siding D: Widen Hopson Rd	High Speed Rail, Other			A: 2013-2015 B: 2013 C: 2013-2015 D: Post Year	No change.

Other Highway Projects: Ramp Metering Study – underway, several bridge replacement projects, hazard elimination projects

**Bicycle/Pedestrian (NCDOT-managed projects only, no locally managed STPDA or CMAQ funded projects)**

<b>TIP</b>	<b>Route</b>	<b>Limits</b>	<b>Description</b>	<b>Funding Source</b>	<b>Feasibility Study</b>	<b>R</b>	<b>C</b>	<b>Notes</b>
EB-4707	Old Durham-Chapel Hill Rd	US 15-501 to Garrett Rd	Bicycle, pedestrian, and transit accommodations	STPDA, local, state		2013	2014-2015	Draft STIP needs to be updated to reflect August TAC action.
EB-5620	Duke St	Murray Ave to Roxboro Rd	Sidewalks	STPEB, City?		2020	2021	New. MPO and City staffs have not been consulted on the proposed City funding listed in the TIP.
EB-5514	University Dr	Garrett Rd to Cornwallis Rd	Bicycle lanes and pedestrian improvements	STPEB			2015	No change.

**MEMORANDUM**

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

**FROM:** Lead Planning Agency

**DATE:** November 14, 2012

**RE:** MPO Boundary and Organization

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With the release of the 2010 Census, the DCHC MPO has been re-examining the MPO's planning area. The TCC has developed a recommended Smoothed Urbanized Area. The TCC considered adjustments to the MPO's planning area in the following areas:

- Mebane-Orange County
- Butner-Granville County
- Chatham County

At the October meeting, the TCC recommended making boundary adjustments in the Mebane-Orange County area only at this time and pursuing memoranda of agreement with the Burlington-Graham MPO, Kerr-Tar RPO, and Triangle Area RPO. The TCC also recommended renewing the memorandum of agreement with the NC Capital Area MPO.

LPA staff also recommends creating a new MOU for the MPO to reflect current planning requirements and changes associated with the member cost-sharing proposal. Due to the 2040 MTP/CTP workload, LPA staff plans to bring this back to the TCC and TAC in early 2013.

**DCHC MPO Smoothed Urbanized Area**

The 2010 Census released new urban area boundaries in the spring of 2012. For the 2010 Census, MPOs were given the option to create a Smoothed Urbanized Area. Previously, this step was required because the Federal Functional Classification system distinguished between rural and urban roads and it was helpful to smooth the Urbanized Area to correspond to road alignments. The Federal Functional Classification systems have since been merged with no distinction between rural and urban roads. As a result, MPOs are not required to create a Smoothed Urbanized Area in 2010. The Smoothed Urbanized Area has no effect on planning or funding.

The TCC created a Smoothed Urbanized Area to make it more clear which roads effectively define the area of urban traffic and to pick up urban areas missed by the Census (for example, the Treyburn Industrial Park). The TCC's proposal generally makes the irregular Census-defined boundary better fit road alignments, geographic features, and neighborhood boundaries while taking in urban land uses. LPA Staff reviewed the proposed boundary with NCDOT and FHWA staff in June.

## **DCHC MPO Metropolitan Planning Area**

Federal legislation requires that an MPO's metropolitan planning area (MPA) contain, at a minimum, the entire Urbanized Area, as defined by the U.S. Census. The legislation also states that the MPA should contain the area beyond the Urbanized Area that is expected to be urbanized within the next twenty years or that is affected by urban policies and influence. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO and the local governments' discretion.

The DCHC MPO does not need to expand the MPA following the 2010 Census because the Census-defined Urbanized Area is fully contained within the MPO's current boundary. However, the MPO has the option to expand or make adjustments as needed to ensure that our boundary includes all areas expected to be urbanized over the next 20 years or influenced by urban policies. There are three areas where the TCC considered adjusting or expanding the MPA.

### ***Mebane-Orange County***

In 2009-2010, the MPO expanded the MPA to include areas along the I-85/I-40 corridor in western Orange County up to the Burlington-Graham MPO MPA. This expansion was supported by the Orange County Commissioners and was approved by the Governor (through NCDOT) as required by federal legislation. The justification for this expansion was that the area was in the Orange County Economic Development Zone so it is expected to become urbanized, and that Orange County desired to have their jurisdiction in this area represented by the DCHC MPO. At the time, Orange County did not have membership in the BGMPO although the BGMPO did include portions of Mebane and Orange County. The boundaries of the expansion were drawn to follow Traffic Analysis Zones (TAZs) which are large in this part of the county.

In 2010, DCHC MPO and NCDOT staffs were surprised to learn that the BGMPO MPA used for mapping for our expansion was not their officially approved boundary. Several years ago, LPA staff received a GIS file from the BGMPO that was not their officially approved boundary. This had been inadvertently used by the MPO and NCDOT to represent the BGMPO boundary. Due to this discrepancy, there is currently some overlap between the BGMPO's boundary and the DCHC MPO's boundary. This overlap must be corrected.

During discussions with the BGMPO, Orange County, Mebane, and NCDOT, other issues related to this area have risen to attention. The Economic Development Zone along I-85/I-40 will receive utility services from Mebane according to a recently adopted water-sewer agreement, and Mebane is expected to annex portions of the area as it develops. Mebane has expressed an interest in only being a member of one MPO.

In addition, the 2010 Census Urbanized Area boundary for Burlington was extended north and east into the DCHC MPO's MPA. Federal regulations require that this area be included in a

MPO. It could be in a neighboring MPO as long as there is agreement between the two MPOs on the planning jurisdiction for this area (this situation also applies to the Durham and Raleigh Urbanized Areas that cross the Durham-Wake county line and Chatham-Wake county line).

There has been much discussion of this issue between LPA staff, BGMPO, Orange County, Mebane, and NCDOT recently. At the August TAC meeting, the TAC requested that the BGMPO defer action on making any adjustments to their boundary until after Mebane and Orange County have had the opportunity to discuss the issue. The TAC also expressed interest in keeping the DCHC MPO boundary close to where it currently is and developing an agreement with the BGMPO.

Proposed boundaries for the BGMPO and DCHC MPO have been developed by the TCC. The DCHC MPO's boundary would be close to where it is today with a small addition and small deletion near I-40/85 and US 70. The area between Buckhorn Road, Yarborough Road, Mebane Oak Road, and Mt. Willing Road would be deleted from the DCHC MPO. This would better align the DCHC MPO's boundary with the boundaries of the TAZs in the area that are expected to urbanize within the next 20 years. At their September 18, 2012 meeting, the Orange County Board of Commissioners approved the proposed boundary. The City of Mebane has also endorsed the proposed boundary.

The TCC recommends that the TAC approve a memorandum of agreement the BGMPO that identifies responsibilities for planning in the area where the DCHC MPO's boundary overlaps the Burlington urbanized area and also formally identifies how we will coordinate with each other.

The MPA could also be adjusted in the remainder of Orange County outside of the Mebane area as all of Orange County could be considered to be influenced by urban policies. However, Orange County staff has not expressed an interest in any changes in the rest of the county. It does not appear that any areas outside of the MPA are expected to urbanize over the next 20 years according to current land use plans and socio-economic forecasts.

### ***Butner-Granville County***

The Butner and Creedmoor area is a Census defined Urban Cluster. The boundary of this Urban Cluster partially abuts the Durham-Granville county line and I-85 bisects it. I-85 and the Tar River mark the Capital Area MPO's northern boundary. Creedmoor is currently a member of the Capital Area MPO and has expressed a desire to remain a member of CAMPO. Butner and Creedmoor do not necessarily need to be included in a MPO or need to be included in the same MPO/RPO.

DCHC MPO, CAMPO, and KTRPO staffs presented at the August Butner Town Council meeting. At their September 6, 2012 meeting, the Butner Town Council decided to remain a member of the Kerr-Tar RPO. NCDOT's policy is that they will not approve MPO expansions in areas

outside of the urbanized area if the local jurisdiction is not supportive. As a result, the DCHC MPO cannot consider expansion to Butner at this time.

The TCC recommends developing a memorandum of agreement with the Kerr-Tar RPO that formally identifies how we will coordinate with each other. Potential topics for this MOA include commitments to:

- Including RPO and MPO staff in TCC and TAC meeting notification email lists
- Requesting RPO and MPO staff participation on planning studies that affect the area near the MPO boundary, such as corridor studies, project-specific feasibility studies, etc.
- Using common socio-economic forecasts for Granville County in the MPO's modeling, the MPO's MTP/CTP, and the County or RPO's CTP.
- Coordinating air quality conformity for Granville County so that the DCHC MPO, NC Capital Area MPO, and Triangle non-attainment area avoids conformity or plan lapses

The TCC has not yet developed a recommended agreement with the Kerr-Tar RPO. LPA staff will work with RPO staff to develop a proposed agreement. This agreement is voluntary and not mandated by FHWA or NCDOT.

### ***Chatham County***

The MPA could be adjusted in Chatham County if desired. In 2009, the MPO approved a modest expansion to have the boundary follow TAZs. However, the Governor (through NCDOT) did not approve this expansion since the Chatham County Board of Commissioners was not supportive. The TCC does not recommend pursuing adjustments in Chatham County at this time. Chatham County has had very little participation on the TAC, and two of the county's planners recently left their positions. The TCC recommends reconsidering the issue at a time when Chatham County is better able to participate in MPO activities.

The TCC also recommends developing a memorandum of agreement with the Triangle Area RPO that formally identifies how we will coordinate with each other. Potential topics for this MOA include commitments to:

- Including RPO and MPO staff in TCC and TAC meeting notification email lists
- Requesting RPO and MPO staff participation on planning studies that affect the area near the MPO boundary, such as corridor studies, project-specific feasibility studies, etc.
- Using common socio-economic forecasts for Chatham County in the MPO's modeling, the MPO's MTP/CTP, and the County or RPO's CTP.
- Coordinating air quality conformity for Chatham County so that the DCHC MPO, NC Capital Area MPO, and Triangle non-attainment area avoids conformity or plan lapses

The TCC has not yet developed a recommended agreement with the Triangle Area RPO. LPA staff will work with RPO staff to develop a proposed agreement. This agreement is voluntary and not mandated by FHWA or NCDOT.

### ***Roxboro-Person County***

The TCC briefly discussed the option of expanding to Roxboro and Person County at their meeting. The consensus was that expansion was not desired at this time. While the TCC recognizes that there is a strong transportation and economic development link between Person County and the MPO, the TCC does not recommend expansion due to the distance between Roxboro and Durham, and that the MPO would not receive additional federal funding for the additional responsibilities that the MPO would be required to take on. When this was presented to the TAC in August, there was not consensus to pursue expansion to Roxboro and Person County.

The TCC recommends developing a memorandum of agreement the Kerr-Tar RPO that formally identifies how we will coordinate with each other. Potential topics for this MOA include commitments to:

- Including RPO and MPO staff in TCC and TAC meeting notification email lists
- Requesting RPO and MPO staff participation on planning studies that affect the area near the MPO boundaries, such as corridor studies, project-specific feasibility studies, etc.
- Using common socio-economic forecasts for Person County in the MPO's modeling, the MPO's MTP/CTP, and the County or RPO's CTP. (Should we provide details for how this forecast is to be developed, i.e. CommunityViz, with input from Person County and municipal staffs?)
- Coordinating air quality conformity for Person County so that the DCHC MPO, NC Capital Area MPO, and Triangle non-attainment area avoids conformity or plan lapses.

The TCC has not yet developed a recommended agreement with the Kerr-Tar RPO. LPA staff will work with RPO staff to develop a proposed agreement. This agreement is voluntary and not mandated by FHWA or NCDOT.

### **Memoranda of Agreement with the NC Capital Area MPO**

The DCHC MPO and CAMPO have two agreements. One agreement was approved in 2005 for the division of planning responsibilities for the portions of the Durham and Raleigh Urbanized Areas that cross the county line. The second agreement was approved in 2006 that established how the two MPOs will coordinate and hold joint meetings.

NCDOT has requested that MPOs renew agreements regarding the transfer of planning responsibilities for urbanized areas. The TCC recommends that the TAC approve a new agreement with CAMPO.

The agreement establishing how the MPOs will coordinate and hold joint meetings may also be revised and approved. Although there are aspects of this MOA that have since proved to be impractical or cumbersome, the TCC does not recommend pursuing changes to this at this time unless directed by the TAC or Joint TAC.

### **DCHC MPO Memorandum of Understanding**

The DCHC MPO's current MOU was signed in 1993. It includes many references to outdated state and federal legislation. While it is not necessary to revise the MOU every time legislation is passed, it would be appropriate to occasionally update the document to reflect current practices and requirements.

There are aspects of the MOU that there may be a desire to revise including:

- Updated references to federal and state legislation
- Weighted voting to reflect current population figures
- Responsibilities of member agencies (may want to add the payment of local match fees)

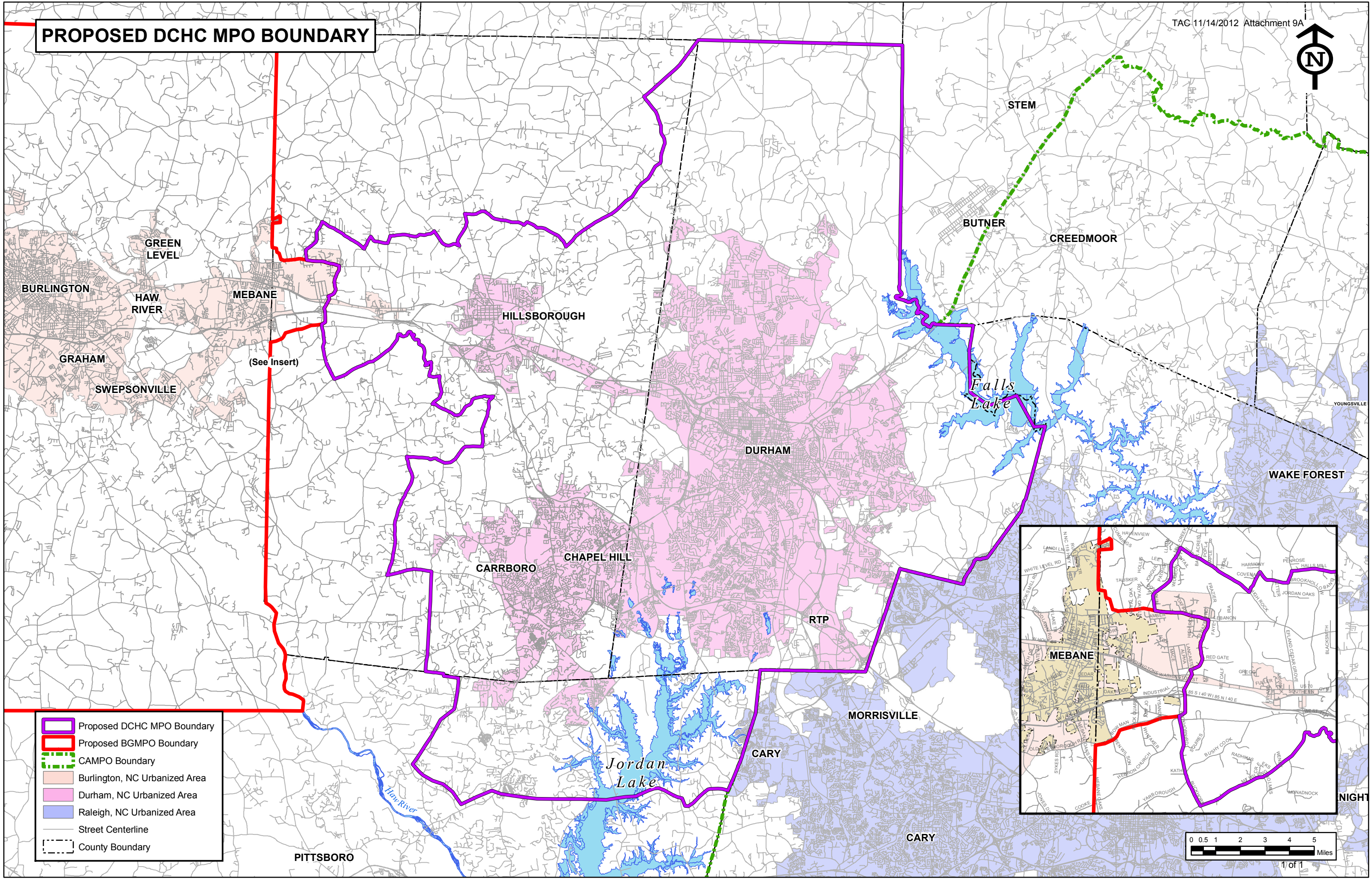
LPA staff plans to convene the Administrative Subcommittee in early 2013 to discuss these updates.









### **TAC Action**

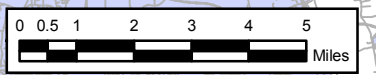
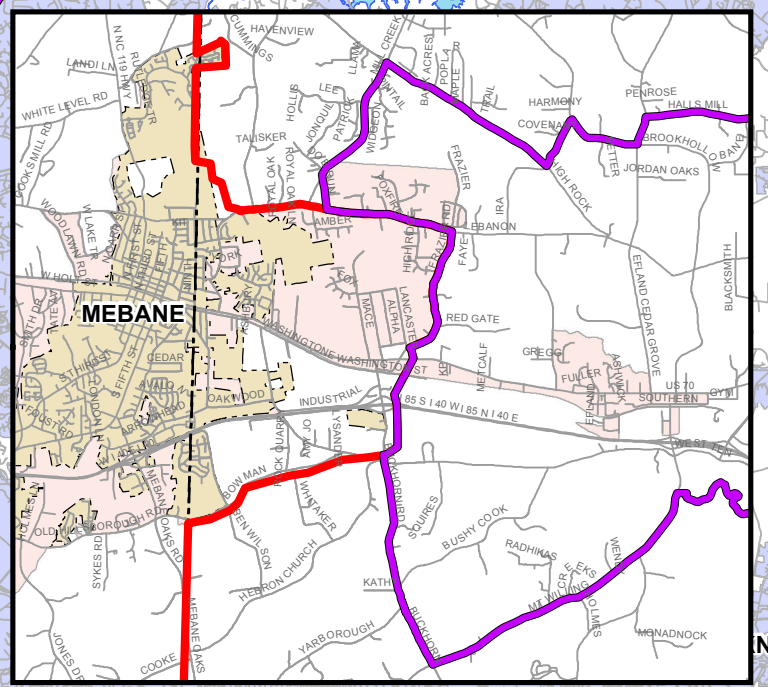
The TCC recommends that the TAC approve the 2010 Durham Smoothed Urbanized Area. The TCC recommends that the TAC approve the DCHC MPO Metropolitan Planning Area. The TCC recommends that the TAC approve of agreements with the Capital Area MPO and Burlington-Graham MPO regarding planning boundaries.



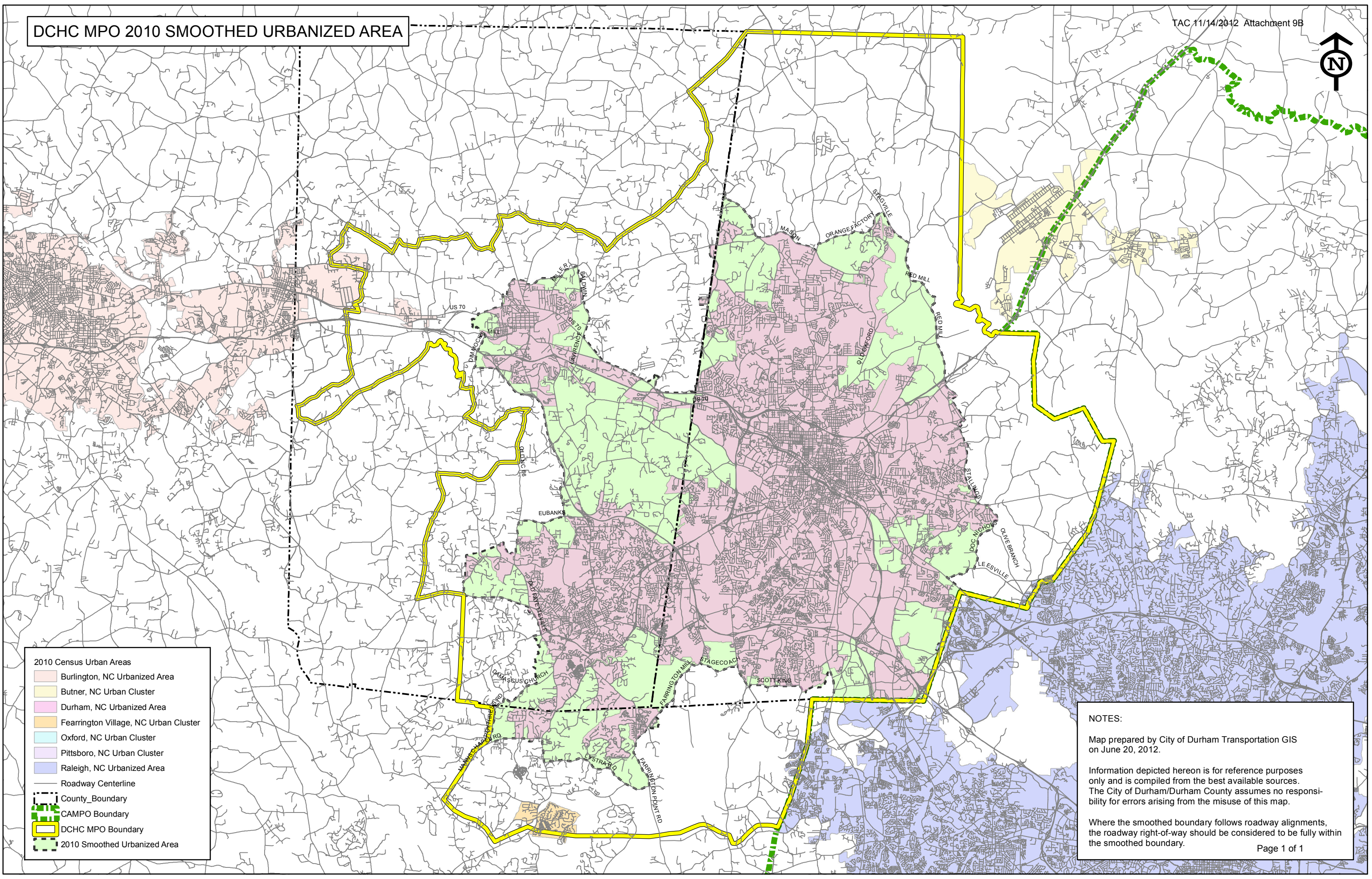
# PROPOSED DCHC MPO BOUNDARY



-  Proposed DCHC MPO Boundary
-  Proposed BGMPPO Boundary
-  CAMPO Boundary
-  Burlington, NC Urbanized Area
-  Durham, NC Urbanized Area
-  Raleigh, NC Urbanized Area
-  Street Centerline
-  County Boundary



# DCHC MPO 2010 SMOOTHED URBANIZED AREA



- 2010 Census Urban Areas
- Burlington, NC Urbanized Area
- Butner, NC Urban Cluster
- Durham, NC Urbanized Area
- Fearington Village, NC Urban Cluster
- Oxford, NC Urban Cluster
- Pittsboro, NC Urban Cluster
- Raleigh, NC Urbanized Area
- Roadway Centerline
- County\_Boundary
- CAMPO Boundary
- DCHC MPO Boundary
- 2010 Smoothed Urbanized Area

**NOTES:**

Map prepared by City of Durham Transportation GIS on June 20, 2012.

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

Where the smoothed boundary follows roadway alignments, the roadway right-of-way should be considered to be fully within the smoothed boundary.

Page 1 of 1

**Memorandum of Agreement between the  
NC Capital Area Metropolitan Planning Organization (CAMPO) and the  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) for the  
Transfer of Planning Responsibility and Authority of the  
Portion of the Raleigh Urbanized Area Located within the Durham County and Chatham County  
Limits and the  
Portion of the Durham Urbanized Area Located with the Wake County Limits**

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area.

As a result of the 2010 Census, portions of the Raleigh Urbanized Area have been defined as being located within Durham County and Chatham County and a portion of the Durham Urbanized Area has been defined as being located within Wake County. The Durham County and Chatham County portions of the Raleigh Urbanized Area are currently located within the DCHC MPO Boundary and the Wake County portion of the Durham Urbanized Area is currently located within the CAMPO Boundary.

It has been mutually agreed upon that both the CAMPO and DCHC MPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

1. Federal transportation planning requirements for the portions of the Raleigh UZA that lie within Durham County and Chatham County and thus within the planning boundary of the DCHC MPO shall be provided by the DCHC MPO in cooperation with the Capital Area MPO; and
2. Federal transportation planning requirements for that portion of the Durham UZA that lies within Wake County and thus within the planning boundary of the Capital Area MPO shall be provided by the Capital Area MPO in cooperation with the DCHC MPO; and
3. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the Capital Area MPO will be based upon the Raleigh Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the Capital Area MPO Boundary; and
4. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary; and
5. Allocation and distribution of federal transit planning funds for the Capital Area MPO will be based upon the Raleigh Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the Capital Area MPO Boundary. The MPO and local transit providers have entered into a Memorandum of Understanding through which transit planning funding is

shared among transit providers including the Capital Area Transit, Cary Transit and Triangle Transit; and

6. Allocation and distribution of federal transit planning funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary. The MPO and local transit providers mutually develop a distribution of transit planning funding among the Durham Area Transit Authority, Chapel Hill Transit, and Triangle Transit; and
7. Data collection for planning activities shall be conducted jointly by the MPOs as outlined in the 2035 Long-Range Transportation Plans and subsequent Metropolitan Transportation Plans. Data is used as input to the Triangle Regional Model and is housed at the Institute for Transportation Research and Education at NC State University.
8. The Capital Area MPO and the DCHC MPO have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization’s transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

**SIGNATURES OF AGREEMENT**

\_\_\_\_\_  
 Vivian A. Jones, Chair  
 Transportation Advisory Committee  
 Capital Area Metropolitan Planning  
 Organization

\_\_\_\_\_  
 Lydia E. Lavelle, Chair  
 Transportation Advisory Committee  
 Durham-Chapel Hill-Carrboro  
 Metropolitan Planning Organization

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Date

**Memorandum of Agreement between the  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the  
Burlington-Graham Metropolitan Planning Organization (BGMPO) for the  
Transfer of Planning Responsibility and Authority of the  
Portion of the Burlington Urbanized Area Located within the DCHC MPO Limits**

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area.

As a result of the 2010 Census, portions of the Burlington Urbanized Area have been defined as being located within the DCHC MPO Metropolitan Planning Area Boundary.

It has been mutually agreed upon that the DCHC MPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

1. Federal transportation planning requirements for the portions of the Burlington UZA that lie within the planning boundary of the DCHC MPO shall be provided by the DCHC MPO in cooperation with the BGMPO; and
2. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary; and
3. Allocation and distribution of federal (PL) planning funds for the BGMPO will be based upon the Burlington Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the BGMPO Boundary; and
4. Allocation and distribution of federal transit planning funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary. The MPO and local transit providers mutually develop a distribution of transit planning funding among the Durham Area Transit Authority, Chapel Hill Transit, and Triangle Transit; and
5. Allocation and distribution of federal transit planning funds for the BGMPO will be based upon the Burlington Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the BGMPO Boundary; and
6. Data collection for planning activities in western Orange County shall be conducted jointly by the MPOs as outlined in the each MPO's 2035 Long-Range Transportation Plans and subsequent Metropolitan Transportation Plans. Data is used as input to the Triangle Regional Model and is housed at the Institute for Transportation Research and

Education at NC State University; and data is used for the Piedmont Triad Regional Model is housed at the Piedmont Authority for Regional Transportation (PART); and

7. The Burlington-Graham MPO and the DCHC MPO have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments; and
8. The DCHC MPO and BGMPO will keep each other informed of each MPO's activities by including staff on email communication about MPO meetings and requesting MPO staff participation on planning studies that affect the area near the MPO boundaries, such as corridor studies and project feasibility studies.

#### **SIGNATURES OF AGREEMENT**

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**Leonard Williams, Chair  
Transportation Advisory Committee  
Burlington-Graham  
Metropolitan Planning Organization**

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**Lydia E. Lavelle, Chair  
Transportation Advisory Committee  
Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization**

\_\_\_\_\_

**Date**

\_\_\_\_\_

**Date**

## MEMORANDUM

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

**FROM:** Lead Planning Agency

**DATE:** November 14, 2012

**RE:** 2012 STPDA Project Status Report and FY 2012-2018 Transportation Improvement Program Amendment #6

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Several DCHC MPO STPDA funded projects that were programmed for 2012 have not been obligated as of the close of the federal fiscal year. Attachment 10B displays the obligations for 2012 and 2013 projects. The local municipalities are proceeding with several of these projects, but have run into schedule delays for a variety of reasons, including many issues related to the federal funding approval process. However, there are a few projects for which the local municipality has not proceeded. Reasons for the inaction on these projects include other higher priorities, lack of staff resources, lack of available local match, and a relationship of the project to a stalled development or planning process. The TCC received an update on the status of these projects and is recommending that the TAC approve schedule changes and a TIP Amendment for several of the projects that are moving forward. The TCC will develop a recommendation for the projects that are not moving forward that will be brought to the TAC at a future meeting.

Below is a summary status of the 2012 STPDA projects that have not yet been obligated. The local jurisdictions provided the information below.

### **Town of Carrboro Projects**

#### **EL-4828 Morgan Creek Greenway - \$374,120 Construction**

PE is underway and the Town expects construction authorization in FY 2013. The Town has recently had a challenge in that a FEMA hydraulic analysis found that a bridge would not be permitted by FEMA. As a result, the Town has had to delay construction.

**TCC Recommendation:** Move Construction phase to 2013 in TIP Amendment.

#### **U-4726DD Rogers Road Sidewalk - \$363,960 Construction**

PE was authorized in February 2011 and Notice to Proceed given in March 2011. This is being managed by the Town's Public Works Department. After a lengthy negotiations process with the selected consultant, the Town hopes to begin PE within the next 1-2 months

**TCC Recommendation:** Move Construction phase to 2013 in TIP Amendment.

#### **U-4726DE Bolin Creek Greenway (Homestead to Chapel Hill HS) - \$531,000 Construction**

\$104,388 was recently obligated for PE. This is more than the original \$59,000 programmed for PE. The Town has requested that the additional PE funding be taken from the construction phase. The database will be updated to reflect this. PE should be scheduled for 2012. Construction phase is expected to occur in FY 2013. The Town is about to have 90% plans, is finalizing a Right of Entry agreement with UNC for a portion of the path on UNC property, and is submitting the final CLOMR package to NC Floodplain Mapping.

**TCC Recommendation:** Move \$45,388 from the Construction phase to the PE phase. \$104,388 for PE will be programmed in 2012, and \$485,612 for Construction will be programmed in 2013 in TIP Amendment.

#### **U-4726Dx Bolin Creek Greenway (Jones Creek) - \$214,700 Construction**

The Town's Planning Department is currently in the process of some internal conceptual planning for this project.

**TCC Recommendation:** The TCC will discuss further and develop a recommendation.

#### **U-4726Dx S. Greensboro Sidewalk - \$46,640 Construction**

A local match for this project has not yet been identified.

**TCC Recommendation:** The TCC will discuss further and develop a recommendation.

### **Town of Chapel Hill Projects**

#### **U-4726Ix – Chapel Hill Sidewalks - \$320,000 Construction**

#### **U-4726Ix – NC 86/Other locations of Pedestrian Safety Improvements - \$150,000 Construction**

On both projects, the Town is coordinating with UNC over the timing for implementing the improvements since they are related to the Carolina North project. In addition, for the Estes Drive project (Chapel Hill Sidewalks), the Town is also delaying the project until the completion of the Estes Drive/MLK land use and transportation study is complete. The study is being undertaken by a workgroup to be appointed by the Town Council in November and they are expected to complete their work by May, 2013. The MLK improvements are on hold pending the decisions about the BRT alternatives analysis, which would include this section. The AA has been delayed pending guidance

**TCC Recommendation:** The TCC will discuss further and develop a recommendation.

#### **U-5119 – NC 86/US 15-501 BRT Improvements - \$452,000 Construction**

The MPO already modified this project by moving it to FY 13 and changing it to T-5109 in a TIP amendment approved on September 12, 2012. CHT provided an explanation and schedule for the project at that time. The database will be updated to reflect this change.

**TCC Recommendation:** No TAC action needed. The database will be updated to reflect this change.

### **City of Durham Projects**

#### **C-4928 – Morreene Road Bike/Ped Facilities - \$1,148,000 Construction**

Planning and design for this project (as well as U-4724 Cornwallis Road, U-4726HK Hillandale Road, and U-4726HO Carpenter Fletcher Road) are being done under project U-4727 (UPWP Planning). The City expects to award the contract for planning at the end of October. Construction for Morreene Road should be moved to 2014 in the database (similar to the schedules for the other three projects). The TIP correctly shows the Construction in 2014. The excess planning funds for U-4724 Cornwallis Road, U-4726HK Hillandale Road, and U-4726HO Carpenter Fletcher Road should be added to the construction funding for each of these projects. The database will be updated to reflect this.

**TCC Recommendation:** No TAC action needed. The database will be updated to reflect this change.

**SR-5001C – Fayetteville Street Safe Routes to School - \$200,800 Construction (supplemental funding to Safe Routes to School project)**

A portion of the project is in a FEMA floodplain. The City originally had planned to put in a standalone pedestrian bridge over the creek that would parallel Fayetteville Road. However, due to concerns about floodplain impacts, the decision was made (with concurrence from the NCDOT Division 5 office) to add a sidewalk across the existing culvert instead. In order to accommodate this design, it was believed that the grade of the travelled way of Fayetteville Street would need to be lowered. However, once the cost and ramifications of this design were considered (including traffic control, potential detours, etc.), the project design was further reviewed. In consultation with the Division 5 office and NCDOT Hydraulics, it has been determined that roadway grade does not need to be lowered. The project design is being revised to reflect this change. It is anticipated that the cost and complexity of the project will be reduced considerably as a result.

In addition, NCDOT Division 5 has reviewed and approved the City's Plan for bike lanes on Fayetteville Street between Pilot Street and the NC Central University Campus. The street is in need of resurfacing, so the striping of bike lanes will likely be delayed until the street is resurfaced.

**Next Tasks:**

- Revise design and cost estimate.
- Submit revised plans to NCDOT for encroachment and permitting.
- Prepare Categorical Exclusion document
- Submit PS & E package to NCDOT.

**Anticipated Project Dates**

- Bid Project in 2013
- Complete Construction in 2014

**TCC Recommendation:** Move Construction phase to 2013 in TIP Amendment.

**U-4726HL – Sidewalk on Barbee Road - \$15,680 Construction**

**U-4726HL – DATA Sidewalk - \$15,840 Construction**

Project design has been completed and submitted to NCDOT for review and permitting. Categorical Exclusion document is being prepared; once complete, PS&E package will be submitted to NCDOT.

#### Anticipated Project Dates

- Bid Project in 2013
- Complete Construction in 2013

**TCC Recommendation:** Move Construction phase to 2013 in TIP Amendment.

#### **U-4726Hx – Avondale Drive Sidewalk (I-85 to Geer) - \$412,000 Construction**

#### **U-4726Hx – Cheek Road (Geer to Hardee) - \$556,000 Construction**

Both projects are currently being scoped and cost estimates prepared. It is anticipated that construction will be completed in 2014.

**TCC Recommendation:** The TCC will discuss further and develop a recommendation.

#### **FY 2012-2018 TIP Amendment #6**

FY 2012-2018 TIP Amendment #6 is necessary to reflect the schedule changes for the six Carrboro and Durham projects with recommended schedule adjustments. The STPDA database will be updated to match this TIP Amendment.

The TIP Amendment also includes five recently adopted STIP Amendments and Modifications. Three project modifications reflect the TAC's actions on EB-4707 Old Durham-Chapel Hill Road. One amendment is to add construction funding to a statewide project for the bicycle and pedestrian program. The second amendment is to delete U-5119 as the work for this project will be completed under TT-5109. In September, the TAC added TT-5109, but, due to an oversight by staff, we neglected to include the deletion of U-5119. This amendment supports the September TIP Amendment.

**TAC Action:** Approve the STPDA schedule adjustments recommended by the TCC and approve the "Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #6".

Jurisdiction	TIP No	TIP No2	Project Description	Project Cost	Federal Funding for Project	Project Phase/Type	Original Program Year	Extended Program Year	Requested Program Year	Notes
<b>Projects included in recommended TIP Amendment</b>										
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$467,650.00	\$374,120.00	Construction	2011	2012	2013	PE underway.
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$536,200.00	\$363,960.00	Construction	2012	2012	2013	PE to begin soon.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$663,750.00	\$531,000.00	Construction	2011	2012	2013	PE underway.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$251,000.00	\$200,800.00	Construction	2011	2012	2013	PE underway.
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearstown Elementary) Sidewalk	\$19,600.00	\$15,680.00	Construction	2010	2012	2013	PE complete.
Durham	U-4726	HL	DATA Sidewalk	\$19,800.00	\$15,840.00	Construction	2010	2012	2013	PE complete.
<b>The projects below require database updates only. No TIP Amendment needed.</b>										
Chapel Hill Transit	U-5119		NC-86/US 15-501 BRT improvements	\$565,000.00	\$452,000.00	Construction	2012	2012	2013	TAC approved shifting the funding to 2013 in 9/2012 TIP Amendment. TIP number changed to T-5109. Database will be updated.
Durham	C-4928		Morreene Road-Bike/Ped Facilities (Neal to Erwin)	\$1,435,000.00	\$1,148,000.00	Construction	2010	2012	2014	TIP already has Construction programmed in 2014. Database will be updated.
<b>The projects below will be further discussed by the TCC before recommending programming changes</b>										
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$268,375.00	\$214,700.00	Construction	2011	2012	Based on Staff Response Unlikely to be 2013	PE has not begun.
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$58,300.00	\$46,640.00	Construction	2012	2012	Based on Staff Response Unlikely to be 2013	PE has not begun.
Chapel Hill	U-4726	Ix	CH-Chapel Hill Sidewalks	\$400,000.00	\$320,000.00	Construction	2011	2012	Based on Staff Response Unlikely to be 2013	PE has not begun.
Chapel Hill	U-4726	Ix	NC86/other locations of Pedestrian Safety Improvements	\$187,500.00	\$150,000.00	Construction	2011	2012	Based on Staff Response Unlikely to be 2013	PE has not begun.
Chapel Hill	U-4726	Ix	NC86/other locations of Pedestrian Safety Improvements	\$187,500.00	\$150,000.00	Construction	2012	2013	Based on Staff Response Unlikely to be 2013	PE has not begun.
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$515,000.00	\$412,000.00	Construction	2012	2012	2014	PE has not begun.
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$695,000.00	\$556,000.00	Construction	2012	2012	2014	PE has not begun.

**DCHC MPO STP-DA FUNDING TABLE  
By Jurisdiction**

TAC 11/14/2012 Attachment 10A

Original Fund Type	STP-DA
Extended Program Year	2012

Programmed Funds						
Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Total	
Carrboro	EL-4828	(blank)	Construction	Morgan Creek Greenway - Carrboro	\$374,120	
		(blank) Total			\$374,120	
	U-4726	DC	Construction	Multi-use path from Wilson Park to Estes Drive	\$177,119	
		DC Total			\$177,119	
		DD	Construction	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$363,960	
		DD Total			\$363,960	
		DE	Construction	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$531,000	
		DE Total			\$531,000	
		DF	Construction	Bicycle Loop Detectors	\$30,000	
		DF Total			\$30,000	
		Dx	Construction	Bolin Creek Greenway (Jones Creek) S. Greensboro St. - Sidewalk	\$214,700 \$46,640	
		Dx Total			\$261,340	
	Chapel Hill	SR-5001	AR	Construction	CH-Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$108,000
			AR Total			\$108,000
U-4726		IG	Construction	Morgan Creek Greenway - Chapel Hill Morgan Creek Greenway Phase 2 - Chapel Hill -moved from Bolin Creek Greenway	\$560,000 \$750,000	
		IG Total			\$1,310,000	
		Ix	Construction	Bolin Creek Greenway - Chapel Hill Bolin Creek Greenway -funds moved for Morgan Creek Greenway CH-Chapel Hill Sidewalks NC86/other locations of Pedestrian Safety Improvements	\$750,000 (\$750,000) \$320,000 \$150,000	
		Ix Total			\$470,000	
		U-4727	(blank)	UPWP Amend.	FY 2012 UPWP Amend. #3	\$30,000
		(blank) Total				\$30,000
Chapel Hill Transit		TT-5109	(blank)	Capital	FCC Radio Communications (Upgrade fleet) FCC Radio Communications (Upgrade fleet)-moved to FY13 U-4727 section 5307 Technology: Automatic Passenger Counters	\$1,325,000 (\$325,000) \$44,649
			(blank) Total			\$1,044,649
	U-5119		(blank)	Construction	NC-86/US 15-501 BRT improvements	\$452,000
	(blank) Total				\$452,000	
DCHC MPO	U-4727	(blank)	UPWP	FY 2012 UPWP	\$1,533,665	
			UPWP Amend.	FY 2012 UPWP Amend. #1-Add planning/design for Durham construction projects FY 2012 UPWP Amend. #4 FY 2012 UPWP Amend. #4 move to FY13	\$412,800 (\$499,317) (\$412,800)	
		(blank) Total			\$1,034,348	
		Durham	C-4928	(blank)	Construction	Morreene Road-Bike/Ped Facilities (Neal to Erwin)
	Planning	Morreene Road-Bike/Ped Facilities (Neal to Erwin)		\$100,000		
	Planning/Design	Morreene Road-Bike/Ped Facilities (Neal to Erwin)-move funds to UPWP-U4727		(\$100,000)		
(blank) Total				\$1,148,000		
	E-2921e	(blank)		Construction	American Tobacco Trail Phase E - Durham, Durham County	\$4,135,377
	(blank) Total				\$4,135,377	
	SR-5001	C	Construction	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$200,800	
C Total					\$200,800	

**DCHC MPO STP-DA FUNDING TABLE  
By Jurisdiction**

TAC 11/14/2012 Attachment 10A

Original Fund Type	STP-DA
Extended Program Year	2012

Programmed Funds					
Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Total
Durham	U-4724	(blank)	Planning/Design	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.)	\$255,000
				Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.)-move to UPWP- U4727	(\$190,800)
		(blank) Total		\$64,200	
	U-4726	Hk	Planning/Design	Hillandale-Bike/Ped Facilities (I-85 to Fulton)	\$157,858
				Hillandale-Bike/Ped Facilities (I-85 to Fulton)-move to UPWP - U4727	(\$96,000)
		Hk Total		\$61,858	
		HL	Construction	Barbee Rd. (Orindo to Pearstown Elementary) Sidewalk	\$15,680
				DATA Sidewalk	\$15,840
		HL Total		\$31,520	
		HO	Planning/Design	Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston)	\$255,000
				Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston)-move to FY12 UPWP	(\$76,000)
		HO Total		\$179,000	
		Hx	Construction	Avondale - Sidewalk (I-85 to Geer)	\$412,000
				Cheek - Bike/Ped Facilities (Geer to Hardee)	\$556,000
		Hx Total		\$968,000	
Durham Area Transit	TG-4958	(blank)	Capital	Passenger amenities	\$86,274
		(blank) Total		\$86,274	
	TT-5110	(blank)	Capital	Technology: Automatic Passenger Counters	\$78,792
	(blank) Total		\$78,792		
NCDOT	EB-4707	B	Right of Way	Old Durham-Chapel Hill Road-Chapel, Durham	\$511,200
		B Total		\$511,200	
Triangle J COG	U-4727	(blank)	UPWP	FY 2012 UPWP	\$55,200
				FY 2012 UPWP-Amendment #2 -deobligation	(\$20,000)
		(blank) Total		\$35,200	
Triangle Transit	TT-4911	(blank)	Capital	Technology: Automatic Passenger Counters	\$39,396
		(blank) Total		\$39,396	
<b>Grand Total</b>					<b>\$13,726,153</b>

**DCHC MPO STP-DA FUNDING TABLE  
By Jurisdiction**

TAC 11/14/2012 Attachment 10A

Original Fund Type	STP-DA
Extended Program Year	2013

Programmed Funds						
Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Total	
Carrboro	U-4726	Dx	Construction	Bel Arbor-Plantation Acres Multi-use Path	\$67,000	
		Dx Total				\$67,000
Chapel Hill	U-4726	IF	Construction	Bolin Creek Stairs - Chapel Hill	\$100,000	
				Bolin Creek Stairs - Chapel Hill-move Morgan Creek Greenway	(\$100,000)	
		IF Total				\$0
		IG	Construction	Morgan Creek Greenway Phase 2 - Chapel Hill -moved from Bolin Creek Greenway	\$100,000	
		IG Total				\$100,000
DCHC MPO	U-4727	ix	Construction	NC86/other locations of Pedestrian Safety Improvements	\$150,000	
		ix Total				\$150,000
		(blank)	UPWP	FY 2013 UPWP	\$1,989,851	
				FY 2013 UPWP-add planning/design for Durham construction projects	\$412,800	
(blank) Total					\$2,402,651	
NCDOT	EB-4707	(blank)	Preliminary Engineering	Old Durham-Chapel Hill Road-Chapel, Durham-partial obligation	\$333,456	
		(blank) Total				\$333,456
		B	Right of Way	Old Durham-Chapel Hill Road-Chapel, Durham-partial obligation	\$1,900,800	
		B Total				\$1,900,800
<b>Grand Total</b>					<b>\$4,953,907</b>	

**DCHC MPO STP-DA FUNDING TABLE  
By Jurisdiction**

TAC 11/14/2012 Attachment 10A

Original Fund Type	STP-DA
Extended Program Year	2014

Programmed Funds					
Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Total
DCHC MPO	U-4727	(blank)	UPWP	FY 2014 UPWP	\$720,370
		(blank) Total			\$720,370
Durham	U-4724	(blank)	Construction	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.)	\$1,661,000
		(blank) Total			\$1,661,000
	U-4726	Hk	Construction	Hillandale-Bike/Ped Facilities (I-85 to Fulton)	\$894,529
				Holloway Street Sidewalks	\$125,685
		Hk Total			\$1,020,214
		HO	Construction	Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston)	\$684,773
HO Total			\$684,773		
NCDOT	EB-4707	B	Construction	Old Durham-Chapel Hill Road-Chapel, Durham	\$3,200,000
		B Total			\$3,200,000
<b>Grand Total</b>					<b>\$7,286,357</b>

**DCHC MPO STP-DA FUNDING TABLE  
By Jurisdiction**

TAC 11/14/2012 Attachment 10A

Original Fund Type	STP-DA
Extended Program Year	2015

Programmed Funds					
Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Total
DCHC MPO	U-4727	(blank)	UPWP	FY 2015 UPWP	\$741,836
		(blank) Total			\$741,836
<b>Grand Total</b>					<b>\$741,836</b>

Original Fund Type	STP-DA
Extended Program Year	2012

**DCHC MPO STP-DA FUNDING TABLE**  
**By Jurisdiction**

TAC 11/14/2012 Attachment 10B

Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Data			
					Programmed Funds	Obligation Amount		
Carrboro	EL-4828	(blank)	Construction	Morgan Creek Greenway - Carrboro	\$374,120			
		(blank) Total			\$374,120			
	U-4726	DC	Construction	Multi-use path from Wilson Park to Estes Drive	\$177,119	\$177,119		
		DC Total			\$177,119	\$177,119		
		DD	Construction	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$363,960			
		DD Total			\$363,960			
		DE	Construction	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$531,000			
		DE Total			\$531,000			
		DF	Construction	Bicycle Loop Detectors	\$30,000	\$6,000		
		DF Total			\$30,000	\$6,000		
		Dx	Construction	Bolin Creek Greenway (Jones Creek) S. Greensboro St. - Sidewalk	\$214,700 \$46,640			
		Dx Total			\$261,340			
		Chapel Hill	SR-5001	AR	Construction	CH-Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$108,000	\$108,000
				AR Total			\$108,000	\$108,000
U-4726	IG		Construction	Morgan Creek Greenway - Chapel Hill Morgan Creek Greenway Phase 2 - Chapel Hill -moved from Bolin Creek Greenway	\$560,000 \$750,000	\$560,000 \$750,000		
	IG Total			\$1,310,000	\$1,310,000			
	Ix		Construction	Bolin Creek Greenway - Chapel Hill	\$750,000			
				Bolin Creek Greenway -funds moved for Morgan Creek Greenway	(\$750,000)			
				CH-Chapel Hill Sidewalks	\$320,000			
				NC86/other locations of Pedestrian Safety Improvements	\$150,000			
	Ix Total			\$470,000				
U-4727	(blank)		UPWP Amend.	FY 2012 UPWP Amend. #3	\$30,000	\$0		
	(blank) Total			\$30,000	\$0			
Chapel Hill Transit	TT-5109	(blank)	Capital	FCC Radio Communications (Upgrade fleet) FCC Radio Communications (Upgrade fleet)-moved to FY13 U-4727 section 5307 Technology: Automatic Passenger Counters	\$1,325,000 (\$325,000) \$44,649	\$1,325,000 (\$325,000) \$44,649		
		(blank) Total			\$1,044,649	\$1,044,649		
		U-5119	(blank)	Construction	NC-86/US 15-501 BRT improvements	\$452,000		
	(blank) Total			\$452,000				
	DCHC MPO	U-4727	(blank)	UPWP	FY 2012 UPWP	\$1,533,665	\$1,533,665	
			UPWP Amend.	FY 2012 UPWP Amend. #1-Add planning/design for Durham construction projects	\$412,800	\$412,800		
				FY 2012 UPWP Amend. #4	(\$499,317)	(\$499,317)		
				FY 2012 UPWP Amend. #4 move to FY13	(\$412,800)	(\$412,800)		
(blank) Total			\$1,034,348	\$1,034,348				
Durham	C-4928	(blank)	Construction	Morreene Road-Bike/Ped Facilities (Neal to Erwin)	\$1,148,000			
			Planning	Morreene Road-Bike/Ped Facilities (Neal to Erwin)	\$100,000			
			Planning/Design	Morreene Road-Bike/Ped Facilities (Neal to Erwin)-move funds to UPWP-U4727	(\$100,000)			
		(blank) Total			\$1,148,000			
	E-2921e	(blank)	Construction	American Tobacco Trail Phase E - Durham, Durham County	\$4,135,377	\$4,135,377		
		(blank) Total			\$4,135,377	\$4,135,377		
	SR-5001	C	Construction	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$200,800			
		C Total			\$200,800			
	U-4724	(blank)	Planning/Design	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.) Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.)-move to UPWP- U4727	\$255,000 (\$190,800)			
		(blank) Total			\$64,200			
U-4726		Hk	Planning/Design	Hillandale-Bike/Ped Facilities (I-85 to Fulton)	\$157,858			
	Hillandale-Bike/Ped Facilities (I-85 to Fulton)-move to UPWP - U4727			(\$96,000)				

Original Fund Type	STP-DA
Extended Program Year	2012

**DCHC MPO STP-DA FUNDING TABLE**  
**By Jurisdiction**

TAC 11/14/2012 Attachment 10B

Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Data			
					Programmed Funds	Obligation Amount		
Durham	U-4726	Hk Total			\$61,858			
		HL	Construction	Barbee Rd. (Orindo to Pearstown Elementary) Sidewalk DATA Sidewalk	\$15,680			
		HL Total			\$31,520			
		HO	Planning/Design	Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston) Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston)-move to FY12 UPWP	\$255,000	(\$76,000)		
		HO Total			\$179,000			
		Hx	Construction	Avondale - Sidewalk (I-85 to Geer) Cheek - Bike/Ped Facilities (Geer to Hardee)	\$412,000			
		Hx Total			\$556,000			
					\$968,000			
		Durham Area Transit	TG-4958	(blank)	Capital	Passenger amenities	\$86,274	\$86,274
				(blank) Total			\$86,274	\$86,274
TT-5110	(blank)		Capital	Technology: Automatic Passenger Counters	\$78,792	\$78,792		
		(blank) Total			\$78,792	\$78,792		
NCDOT	EB-4707	B	Right of Way	Old Durham-Chapel Hill Road-Chapel, Durham	\$511,200	\$511,200		
		B Total			\$511,200	\$511,200		
Triangle J COG	U-4727	(blank)	UPWP	FY 2012 UPWP FY 2012 UPWP-Amendment #2 -deobligation	\$55,200	\$55,200		
		(blank) Total			\$35,200	\$35,200		
						(\$20,000)	(\$20,000)	
Triangle Transit	TT-4911	(blank)	Capital	Technology: Automatic Passenger Counters	\$39,396	\$39,396		
		(blank) Total			\$39,396	\$39,396		
<b>Grand Total</b>					<b>\$13,726,153</b>	<b>\$8,566,355</b>		

Original Fund Type	STP-DA
Extended Program Year	2013

**DCHC MPO STP-DA FUNDING TABLE**  
**By Jurisdiction**

TAC 11/14/2012 Attachment 10B

Jurisdiction	TIP No	TIP No2	Project Phase/Type	Project Description	Data	
					Programmed Funds	Obligation Amount
Carrboro	U-4726	Dx	Construction	Bel Arbor-Plantation Acres Multi-use Path	\$67,000	
		Dx Total			\$67,000	
Chapel Hill	U-4726	IF	Construction	Bolin Creek Stairs - Chapel Hill	\$100,000	
				Bolin Creek Stairs - Chapel Hill-move Morgan Creek Greenway	(\$100,000)	
		IF Total			\$0	
		IG	Construction	Morgan Creek Greenway Phase 2 - Chapel Hill -moved from Bolin Creek Greenway	\$100,000	
		IG Total			\$100,000	
DCHC MPO	U-4727	ix	Construction	NC86/other locations of Pedestrian Safety Improvements	\$150,000	
		ix Total			\$150,000	
		(blank)	UPWP	FY 2013 UPWP	\$1,989,851	
NCDOT	EB-4707	(blank)	Preliminary Engineering	Old Durham-Chapel Hill Road-Chapel, Durham-partial obligation	\$333,456	\$112,224
		(blank) Total			\$333,456	\$112,224
		B	Right of Way	Old Durham-Chapel Hill Road-Chapel, Durham-partial obligation	\$1,900,800	\$808,800
		B Total			\$1,900,800	\$808,800
<b>Grand Total</b>					<b>\$4,953,907</b>	<b>\$921,024</b>

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

**AMENDMENT #6  
November 14, 2012**

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

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

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

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

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

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

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

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

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

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #6 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of November, 2012.

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Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: November 14, 2012

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

**Attachment to Resolution for Amendment #6 to DCHC 2012-2018 MTIP**

Amendments

**STATEWIDE**

EB-5542	VARIOUS, STATEWIDE BICYCLE-PEDESTRIAN	CONSTRUCTION	FY 2013 -	\$1,040,000	(STPEB)
STATEWIDE	PROGRAM.		FY 2014 -	\$1,040,000	(STPEB)
	<u>ADD CONSTRUCTION IN FY 13 THROUGH FY 23 NOT</u>		FY 2015 -	\$1,040,000	(STPEB)
	<u>PREVIOUSLY PROGRAMMED.</u>		FY 2016 -	\$1,040,000	(STPEB)
			FY 2017 -	\$1,040,000	(STPEB)
			FY 2018 -	\$1,040,000	(STPEB)
			FY 2019 -	\$1,040,000	(STPEB)
			FY 2020 -	\$1,040,000	(STPEB)
			FY 2021 -	\$1,040,000	(STPEB)
			FY 2022 -	\$1,040,000	(STPEB)
			FY 2023 -	\$1,040,000	(STPEB)
				<u>\$11,440,000</u>	

\* U-5119 ROSEMARY STREET TO SR 1727 (EUBANKS ROAD) IN CHAPEL HILL. BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS. DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT TT-5109.

Modifications

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	STPDA	374	
Orange			C	94	

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Various	U-4726	DCHC Urban Area Bicycle and Pedestrian Allocation	STPDA	2554	1946
Durham			C	639	487
Orange					
Chatham					

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Durham	SR-5001	Fayetteville Road Bicycle and Pedestrian	C		
Durham			STPDA	201	
			C	49	
			SRTS	250	

\* EB-4707 ORANGE DURHAM SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD), US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT. PROJECT SPLIT INTO PARTS A AND B: SEE EB-4707A AND EB-4707B ENTRIES FOR SCHEDULES.

* EB-4707B	SR 2220, SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	CONSTRUCTION	FY 2014 -	\$1,391,000	(STPDA)
DURHAM			FY 2014 -	\$348,000	(C)
	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR RIGHT OF WAY AND UTILITIES.</u>		FY 2014 -	\$125,000	(S(E))
			FY 2015 -	\$1,391,000	(STPDA)
			FY 2015 -	\$348,000	(C)
			FY 2015 -	\$125,000	(S(E))
				<u>\$3,728,000</u>	

* EB-4707A	SR 1838 / SR 2220, US 15-501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY	RIGHT-OF-WAY	FY 2013 -	\$2,650,000	(O)
DURHAM		CONSTRUCTION	FY 2014 -	\$1,125,000	(O)
ORANGE	<u>DELAY RIGHT OF WAY FROM FY 12 TO FY 13 AND CONSTRUCTION FROM FY 13 TO FY 14 - SCHEDULE PENDING MPO APPROVAL OF ADDITIONAL STPDA FUNDS AND LOCAL MATCH CONTRIBUTION.</u>		FY 2015 -	\$1,125,000	(O)
				<u>\$4,900,000</u>	

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** November 14, 2012

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

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This memorandum provides a summary status of tasks for projects in the FY 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 Metropolitan Transportation Plan MTP (formerly 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 – June 2012
- ✓ Socio-economic Forecasts – June 2012
- ✓ Land use Scenario – August 2012
- ✓ Alternative Analysis – completed
- MTP (LRTP) Preferred Option – September 2012
- Draft MTP (LRTP) Recommendation – December 2012
- Air Quality analysis and Conformity Adopted - January 2013 - February 2013
- Approval of MTP (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 – Draft plan completed
- ✓ Study completion – June 2012

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

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

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

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

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

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

- Consultant selection
- Council contract approval
- Project commences

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

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

**MPO Congestion Management Process CMP**

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

**MPO Safety and Security Plan**

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

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

**MPO Freight Plan and Integration**

- ✓ Action Plan and schedule completed in September 2011

<b>Contract Number:</b> C201994 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 15 <b>Length:</b> 4.2 miles <b>Resident Engineer:</b> D. Brian Harrington, PE <b>Location Description:</b> TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS. <b>Contractor Name:</b> S. T. WOOTEN CORPORATION <b>Contract Amount:</b> \$137,446,000.00 <b>Availability Date:</b> 9/19/2008 <b>Completion Date:</b> 7/1/2011 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> <b>Last Estimate Paid:</b>	<b>Route:</b> NC-147 <b>County:</b> Durham <b>TIP Number:</b> U-4763B <b>Federal Aid Number:</b> TIFIA-540(2) <b>RE Phone Number:</b> (919)836-4873 <b>Cost Overrun/Underrun:</b> <b>Letting Date:</b> 8/5/2008 <b>Work Began:</b> 8/3/2009 <b>Estimated Completion:</b> <b>Scheduled Progress:</b> <b>Actual Progress:</b>
<b>Contract Number:</b> C202340 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 1.07 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, AND SIGNAL. <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT <b>Contract Amount:</b> \$4,222,625.78 <b>Availability Date:</b> 8/30/2010 <b>Completion Date:</b> 6/15/2012 <b>Revised Completion Date:</b> 7/1/2012 <b>Last Estimate Thru:</b> 10/7/2012 <b>Last Estimate Paid:</b> 10/15/2012	<b>Route:</b> SR-1321 <b>County:</b> Durham <b>TIP Number:</b> U-3804 <b>Federal Aid Number:</b> STM-0505(50) <b>RE Phone Number:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> 26.08% <b>Letting Date:</b> 7/20/2010 <b>Work Began:</b> 9/30/2010 <b>Estimated Completion:</b> 12/7/2012 <b>Scheduled Progress:</b> 100% <b>Actual Progress:</b> 87.84%
<b>Contract Number:</b> C202436 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 1.233 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST. <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE. <b>Contractor Name:</b> DEVERE CONSTRUCTION COMPANY, INC <b>Contract Amount:</b> \$1,969,734.20 <b>Availability Date:</b> 7/30/2012 <b>Completion Date:</b> 3/18/2014 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> <b>Last Estimate Paid:</b>	<b>Route:</b> SR-1322, US-70 <b>County:</b> Durham <b>TIP Number:</b> B-3638, R-5164F <b>Federal Aid Number:</b> BRSTP-70B(2) <b>RE Phone Number:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> <b>Letting Date:</b> 6/19/2012 <b>Work Began:</b> 9/17/2012 <b>Estimated Completion:</b> <b>Scheduled Progress:</b> <b>Actual Progress:</b>
<b>Contract Number:</b> C202507 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 15 <b>Length:</b> 18.8 miles <b>Resident Engineer:</b> Jason R. Peterson, PE <b>Location Description:</b> NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540. <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING. <b>Contractor Name:</b> SOUTHERN GARDEN, INC. <b>Contract Amount:</b> \$4,800,000.00 <b>Availability Date:</b> 8/15/2011 <b>Completion Date:</b> 7/1/2015 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> <b>Last Estimate Paid:</b>	<b>Route:</b> I-540 <b>County:</b> Durham <b>TIP Number:</b> R-2635, U-4763B <b>Federal Aid Number:</b> TIFIA-540(2) <b>RE Phone Number:</b> (919)571-3000 <b>Cost Overrun/Underrun:</b> <b>Letting Date:</b> 4/21/2011 <b>Work Began:</b> 8/15/2011 <b>Estimated Completion:</b> <b>Scheduled Progress:</b> <b>Actual Progress:</b>
<b>Contract Number:</b> C202875 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 17.133 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN	<b>Route:</b> I-540 <b>County:</b> Durham <b>TIP Number:</b> I-5307, I-5310 <b>Federal Aid Number:</b> IM-0540(23) <b>RE Phone Number:</b> (919)840-0914

BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
<b>Type of Work:</b> MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,384,157.45	<b>Cost Overrun/Underrun:</b> -6.85%
<b>Availability Date:</b> 2/27/2012	<b>Letting Date:</b> 1/17/2012
<b>Completion Date:</b> 11/15/2012	<b>Work Began:</b> 2/27/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 12/30/2012
<b>Last Estimate Thru:</b> 10/22/2012	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 10/26/2012	<b>Actual Progress:</b> 84.67%

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<b>Contract Number:</b> C202928	<b>Route:</b> NC-54, SR-1103, SR-1107 SR-1171, SR-1815, SR-1902 SR-1911, SR-1926, SR-1945 SR-1977
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 13.57 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> CAROLINA SUNROCK LLC	
<b>Contract Amount:</b> \$3,634,988.89	<b>Cost Overrun/Underrun:</b> 1.13%
<b>Availability Date:</b> 3/12/2012	<b>Letting Date:</b> 1/17/2012
<b>Completion Date:</b> 11/9/2012	<b>Work Began:</b> 8/20/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/9/2012
<b>Last Estimate Thru:</b> 10/15/2012	<b>Scheduled Progress:</b> 90%
<b>Last Estimate Paid:</b> 10/19/2012	<b>Actual Progress:</b> 71.38%

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<b>Contract Number:</b> C203117	<b>Route:</b> SR-1005, SR-1008, SR-1630 SR-1631, SR-1834, SR-1945 SR-2000, SR-2002, SR-2005 SR-2010, SR-2015, SR-2100 SR-2162, SR-2217, SR-2232 SR-2234, SR-2329, SR-2349 SR-2406, SR-3015, SR-3099 SR-3555
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 32.362 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Chad D. Hinnant	<b>RE Phone Number:</b> (919)733-9499
<b>Location Description:</b> 23 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.	
<b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
<b>Contract Amount:</b> \$5,803,217.05	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 8/27/2012	<b>Letting Date:</b> 7/17/2012
<b>Completion Date:</b> 5/31/2013	<b>Work Began:</b> 9/4/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 5/31/2013
<b>Last Estimate Thru:</b> 10/31/2012	<b>Scheduled Progress:</b> 20%
<b>Last Estimate Paid:</b> 11/6/2012	<b>Actual Progress:</b> 15.61%

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<b>Contract Number:</b> DE00030	<b>Route:</b> I-40, I-85, SR-1728
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> R-4049R
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> STP-000S(416)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> I-40 AND I-85	
<b>Type of Work:</b> Dynamic Message Sign Replacement	
<b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.	
<b>Contract Amount:</b> \$641,917.55	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 6/4/2012	<b>Letting Date:</b> 5/9/2012
<b>Completion Date:</b> 2/28/2013	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

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<b>Contract Number:</b> DE00042	<b>Route:</b> SR-1614
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>

<b>Length:</b> 0 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGE 151 ON SR 1614 (STATE FOREST ROAD0 OVER FLAT RIVER)	
<b>Type of Work:</b> BRIDGE REPLACEMENT	
<b>Contractor Name:</b> KEYSTONE CONTRACTING CO., INC	
<b>Contract Amount:</b> \$417,800.00	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b>	<b>Letting Date:</b> 9/12/2012
<b>Completion Date:</b>	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> DO00069	<b>Route:</b> NC-147
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> BK-5102G
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> BRNHS-0147(4)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.	
<b>Type of Work:</b> BRIDGE PAINTING.	
<b>Contractor Name:</b> S & D INDUSTRIAL PAINTING, INC.	
<b>Contract Amount:</b> \$922,562.15	<b>Cost Overrun/Underrun:</b> -0.55%
<b>Availability Date:</b> 7/11/2011	<b>Letting Date:</b> 8/19/2010
<b>Completion Date:</b> 11/7/2011	<b>Work Began:</b> 7/16/2012
<b>Revised Completion Date:</b> 8/28/2012	<b>Estimated Completion:</b> 9/15/2012
<b>Last Estimate Thru:</b> 8/31/2012	<b>Scheduled Progress:</b> 85%
<b>Last Estimate Paid:</b> 9/7/2012	<b>Actual Progress:</b> 93.34%

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

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
rev 11/06/12							
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	74%	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	10/26/2012	100% complete waiting on final	\$5.175 million	ARRA
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

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

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
	43687	Town of Carrboro - Radius improvements, high visibility crosswalks and pedestrian refuge island at the intersection of SR 1009 (Hillsborough Road), James Street (non system) & Quail Roost Drive (non system) in Carrboro.			Approved by N.C.B.O.T. @ Novemeber Meeting	\$40,000.00	Small Contruction Funds
Orange	48096	Town of Chapel Hill to replace existing grates to standard 830.03 D Type E Catch Basin Bicycle Safe Grate on NC 86 (MLK Blvd) fron Sr 1010 (Franklin Street) to SR 1777 (Homestead Road)	NCDOT Forces	End of year	Work to start the week of October 8th	\$20,000.00	Small Contruction Funds
Orange	43640.1.1	SS-4907AP - Orange - NC 86 (Martin Luther King Jr., Blvd.) and SR 1750 (Estes Drive) in Chapel Hill. Improve sight distance by cutting back the bank in the northeast quadrant of the intersection. Cyclists cannot see the cars at the stop bar and the motorists cannot see the cyclists.			Preliminary Planning	\$1,000.00	Spot Safety
ALAMANCE/ ORANGE	17BP.7.P.2	Bridge Deck Preservation - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGE #6 on US 70 Bus.,#59 on NC 86, and #81, & #82 on I-85 in ORANGE COUNTY	5/15/2012	6/30/2013	18%	\$2.8 million	Bridge Preservation
Orange	EL-4828 / 40245.1.1 & 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood .			Design	\$149,880 / \$655,000	30% complete
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	A request for extension of MA was sent on September 14, 2012 to NCDOT.	\$200,000.00	Small Construction/ STP-Division Enhancement

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

TAC 11/14/2012 Attachment 15

Orange	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road			Municipal Agreement is being signed by the Town and will be mailed next week to NCDOT. Work will be completed within 3 months after NCDOT execute the MA.	\$30,000.00	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	Complete, doing final paper work	Const. =99% compl.;	\$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	4/12/2012	Fall 2012	Started Sept. 13th	\$55,000 SRTS/\$108,000 STPDA	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	<b>Fall 2012</b>	Construction done, waiting on thermo to be placed	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Let 12/20/12		R/W issues	\$198,000	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/7/2012	Nov. 26, 2012	40% cpmplete	\$39,262.65 PE \$129,431.35 C	STPDA

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

Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	5/1/2013	4/30/2014	Municipal Agreement with Town of Carrboro; Design underway-need to coordinate with District for developer project at Purefoy Rd.	\$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	1/1/2013		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	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
Orange	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	Supplemental agreement to remove construction; Town to pay for construction	\$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	7/24/2012		Started this fall	\$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 8/2012	12/31/2012- to be revised	Consultant design-R/W staking complete for acquisition	\$450,000	High Hazard Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>

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

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				\$4.9 million	<b>Delayed R/W to FY 13 and Construction to FY 14 to allow City to secure increased funding</b>
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	10/16/2012			\$4.2 million	STP
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	1/15/2013	Fall 2013	In Design	\$4.75 million	Remove centerline rumble strpes per JMM

## Road Worrier: TriEx drivers charged more for late fees than for tolls

The News & Observer-www.NewsObserver.com By Bruce Siceloff October 9, 2012

TriEx by the dollars

Tolls through September

48 percent paid by N.C. Quick Pass transponder users: \$707,635

52 percent billed to bill-by-mail drivers, based on their license tags: \$771,252 (\$421,172 paid so far)

Prompt collection rate: 72 percent of tolls are paid after first bill (no late fee)

Late fees (\$6 per month)

Billed: \$766,032

Collected: \$259,703

Civil penalties (\$25, charged after two months)

Billed: \$656,638

Collected: \$220,888 (paid to Wake County schools)

States where owners receive toll bills now

North Carolina (83 percent share of all bill-by-mail tolls)

Virginia, Florida, Ohio, Texas and California (combined 12 percent share)

States where owners are not identified and billed – yet

The other 44 (5 percent share)

Source: NCDOT

Triangle Expressway drivers who don't use electronic transponders have been hit this year with late fees and civil penalties worth hundreds of thousands of dollars – almost twice the actual tolls they were charged for using the new road.

Since TriEx opened in January in Research Triangle Park and western Wake County, the state Department of Transportation has levied \$1.42 million in surcharges for drivers who did not promptly pay the bills they received by mail, for tolls worth \$771,000.

It's North Carolina's first modern toll road, and one of the first in the nation to be built without cash toll collection booths. Some drivers have said they were puzzled when they opened toll bills for as little as 45 cents. They weren't in a hurry to mail DOT checks that might be worth less than the postage.

But unpaid TriEx bills grow quickly. DOT tacks on a \$6 late fee each month, and a \$25 civil penalty after the second month.

About half the drivers on TriEx use N.C. Quick Pass transponders, and they have paid more than \$707,000 in tolls this year. DOT collects its tolls automatically from debit accounts, after each trip. Quick Pass users are tolled at a lower rate, and they avoid late fees.

Eric Ellenburg of Raleigh said he inadvertently used TriEx – after taking a wrong turn one night – and was billed for 77 cents. His third bill was for \$37.77.

“I can understand them wanting you not to ignore their bills, but how seriously can you take a bill for 77 cents?” said Ellenburg, 64, a restaurant waiter. “You know how many bills I get? I pay my bills, but I’m a little strapped.”

DOT officials say the surcharges have two purposes. Besides prodding bill-by-mail drivers to write those checks quickly, they also want to encourage them to get Quick Pass transponders.

“We’re not about collecting penalties or fees,” said Barry Mickle, DOT turnpike operations manager. “That’s not even contemplated in our business model. Those are there to curb people’s habits in how they drive the road. And what we’re seeing is the fees that we are charging look to be effective.”

About 72 percent of the bill-by-mail customers pay their tolls promptly, before late fees kick in, he said.

And Triangle drivers have bought more than 40,000 transponders – about 10 times the level Mickle had expected by now. Most drivers choose a windshield sticker transponder that costs \$5.

### **The last leg**

TriEx is opening this year in three phases. Toll collection started in January on a short stretch in RTP, and in August the road was extended from RTP to U.S. 64 at Apex. It will be 18.8 miles long when the last leg opens in late December, reaching south to N.C. 55 at Holly Springs.

Mickle estimates that more than 14,000 drivers use TriEx on an average weekday. He expects traffic counts to rise after December. This final section will give commuters an alternative to the worst rush-hour congestion in western Wake County, on N.C. 55 between Apex and Holly Springs.

To bill the owners of cars and trucks that don’t have transponders, DOT uses images of their license plates. That process relies on cooperation from motor vehicle agencies in other states.

DOT gets this information free of charge from DMV officials in five other states, and it sends TriEx bills to residents there. Similar arrangements are pending in other states, Mickle said.

Unpaid toll bills are referred to collection agencies.

But for now, TriEx travel is toll-free for vehicles registered in 44 states where DOT does not yet have DMV arrangements.

Most of these states charge DOT \$1 or more to identify vehicle owners, Mickle said. Since these 44 states account for only 5 percent of the TriEx tolls that would be billed by mail, DOT would not be able to collect enough in tolls to cover the cost of identifying and billing the car owners.

“I’m not going to spend a dollar plus all the cost of our processing activities that occur here to collect a 50-cent toll” in other states, Mickle said. “But when it gets to the point we’re actually making money with that state, that’s when we’re going to turn on” the DMV agreement.

He said DOT will be able to collect tolls from a bigger share of TriEx users in the coming year.

Drivers who have E-ZPass transponders for toll roads in Northeastern states will be able to use them on TriEx by the end of the year. And RDU Airport rental agencies, whose cars account for a large share of the out-of-state traffic on TriEx, will be using N.C. Quick Pass transponders in their cars.

## Local planning continues to assume need for more roads

The Herald Sun By Ray Gronberg October 11, 2012

DURHAM – Despite their advocacy for increased public transit, local officials have always stopped short of making an all-in bet on it. That doesn't appear likely to change soon, judging from a new planning document.

Looking out to 2040, Durham, Chapel Hill and Orange County officials see the need for about \$3.2 billion in major road expansions and another \$991 million in road maintenance in their communities.

The list of congestion-fighting proposals they want to relay to state and federal planners includes projects like a wider Interstate 40 in Orange County and Roxboro Road in Durham County, the conversion of Durham's portion of U.S. 15-501 into a freeway, and construction of the proposed Northern Durham Parkway.

On the transit side, officials envision needing about \$1.4 billion to keep existing bus networks up and running from now to 2040, and another \$2.7 billion to add the new rail and expanded bus systems they've talked about building.

On Wednesday, elected officials who sit on the joint Transportation Advisory Committee agreed to send the planning proposal out for public comment. The document is one they create periodically to comply with federal regulations.

But the move came over the opposition of Carrboro Mayor Mark Chilton, who in fact argued for making more of an all-in bet on transit.

Given that the plan assumes people will be using their cars and trucks more, "it really made me wonder or question how we take into account the cost of gasoline in trying to make these projections," Chilton said.

Chilton added that he believes the country will continue to experience major spikes in gasoline prices that, over time, will force people to drive less.

"Some of these road projects won't happen because there won't be the demand for them," he said.

Administrators responded that officials rework their planning every four years, again in response to federal regulations. They keep an eye on trends, and if trends warrant, officials can adjust.

"This isn't the only plan we'll do between now and 2040," Durham Transportation Planner Andy Henry said.

Even if they didn't agree with Chilton, other elected officials, primarily from the Orange County and Chapel Hill side of the line, found plenty to question in the planning document.

Orange County Commissioner Alice Gordon thought the population and employment growth projections that planners are using for her county were off base, coming in well on the high side of what's likely to play out.

Chapel Hill Town Councilman Ed Harrison warned that major tinkering with U.S. 15-501 and Fordham Boulevard on the Orange side of the Orange/Durham line would likely spark controversy in his community.

But another project, the proposed extension of Southwest Durham Drive south toward N.C. 54, triggered no discussion by officials from either county.

The plan calls for changing the routing of the extension, dropping the idea of linking it directly to Chapel Hill's Meadowmont development in favor of using a route along George King Road in Durham County.

That change comes to address "impacts on the environment," Henry said.

But the Meadowmont routing has drawn complaints from residents of that development who don't want the additional traffic on its main street.

Chilton's mention of gasoline prices drew no response from colleagues or administrators.

A watchdog publication, Consumer Energy Report, in February said inflation-adjusted gasoline prices climbed in the 2000s and in 2011 reached levels higher than any seen since the end of World War I.

That reversed a trend of declining, real-dollar prices that with events-driven exceptions had generally prevailed since the 1920s, the publication's editor, Samuel Avro, said.

## Orange transit deal eyes new revenue for existing service

The Herald Sun By Ray Gronberg October 10, 2012

DURHAM – An impending deal between Orange County, Triangle Transit and a regional planning group may open the door for officials in Orange to use money raised to expand public transit to instead support existing bus service.

The proposal most directly targets money from a potential \$7 increase in vehicle registration fees.

Two bus systems, Chapel Hill Transit and Orange Public Transportation, under the deal's terms could use the extra vehicle-fee money to offset inflation-driven increases in the operating costs of their existing route systems.

Triangle Transit General Counsel Wib Gulley and Durham Transportation Director Mark Ahrendsen labeled the vehicle-fee provision a compromise.

"There are a couple hard issues," Gulley said. "There always are."

Another provision of the deal would allow the three agencies, if ever they agree, to divert expansion money into existing services "on a temporary or permanent basis," to the extent a diversion complies with state law.

Its wording papers over a disagreement among local officials about the meaning of the 2009 state law that allowed Triangle counties to ask voters for permission to levy a half-cent, local-option sales tax for transit.

State legislators included in the law a clause barring the use of sales-tax revenue to "supplant or replace existing funds or other resources for public transportation systems."

There is no similar provision attached to the \$7 vehicle registration fee, which the law also authorized.

Chapel Hill officials have argued that the law's wording would allow the use of sales-tax revenue – the far more lucrative of the two revenue sources – to subsidize existing service as long as they don't cut established budget allocations to their bus system.

But last week, Orange County administrators said they and their counterparts from Triangle Transit and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization agree Chapel Hill's argument is "contrary to the intent of the legislation."

The difference in opinion is politically significant because the Orange County Commissioners have asked voters in their community to approve a half-cent levy.

One debating point between supporters and opponents of the tax there is whether local transit planning too heavily favors Chapel Hill and Carrboro, as against mostly rural central and northern Orange County.

The proposed deal doesn't affect Durham County, yet.

But Ahrendsen and Gulley said the Orange deal could become the framework for an agreement among Triangle Transit, the metropolitan planning organization and Durham County.

Voters in Durham already have authorized officials to levy a half-cent sales surcharge.

Any use of Durham sales-tax revenue to support the existing Durham Area Transit Authority and Triangle Transit route networks would violate campaign promises supporters of the tax made before last year's referendum.

Literature distributed by the Durham-Orange Friends of Transit pledged that "funds from the locally collected sales tax would be used along with state and federal funding for the expansion of local and express bus services and rail projects."

Vehicle-fee and sales-tax surcharge revenue is supposed to help pay for the development of a new light-rail connection between Durham and Chapel Hill, a new commuter-rail connection on existing tracks between Durham and Raleigh and expanded bus service.

The bus expansions call for a mix of new routes and added service on existing routes.

Documents prepared for the Orange County Commissioners' Oct. 2 meeting suggested that Chapel Hill officials want a hedge against the possibility that federal and state budget cuts, or a spike in fuel prices, could undermine Chapel Hill Transit's present funding scheme.

Chapel Hill Transit, like DATA, relies on a mix of local, state and federal subsidies. DATA also collects fares. Chapel Hill Transit is fare-free.

If fuel costs rise, or outside funding falls, local officials now would have to compensate by cutting service, raising property taxes or raising or re-instituting fares.

The Orange "interlocal implementation agreement" got an Oct. 2 approval from Orange commissioners and an OK on Wednesday from elected officials serving on the joint metropolitan planning group. Triangle Transit's board will review it later this month.

## **Charlotte-Raleigh Amtrak passenger growth on fast track**

Charlotte Business Journal By Chris Bagley, Staff Writer – Triangle Business Journal October 10, 2012, 2:44pm EDT

Traffic on [Amtrak's](#) Piedmont service between Charlotte and Raleigh grew faster in the recently ended fiscal year than any other service in the Amtrak system, [the train operator says](#).

The Piedmont line makes two round trips between the Queen City and Raleigh each day, making stops in Cary, Durham, Burlington and Greensboro. The service carried nearly 163,000 riders in the 12 months through Sept. 30, up 16 percent from fiscal 2011.

Ridership on the parallel Carolinian service, which connects Charlotte and Raleigh with New York, shrank 0.3 percent, to 306,000 passengers in fiscal 2012.

Amtrak served a total of 31.2 million passengers, 3.5 percent more than in fiscal 2011. Its revenue grew 6.8 percent to \$2.02 billion.

## **Amtrak ridership is up, especially between Raleigh and Charlotte**

The News and Observer – Crosstown Traffic Submitted by Bruce Siceloff on 10/11/2012 - 10:14

Amtrak says it carried a record 31.2 million passengers nationwide last year, and its biggest ridership boost was recorded on the Raleigh-to-Charlotte Piedmont run.

The state-subsidized Piedmont counted 162,657 riders and collected \$3.1 million for their tickets in fiscal year 2012, which ended Sept. 30. That's an increase of 16.2 percent in riders from the previous year – the most growth on any Amtrak line – and a 23.2 percent increase in ticket revenues. Traffic on the Carolinian, from New York to Charlotte, fell slightly to 306,419 riders.

The Piedmont and Carolinian make seven stops between Raleigh and Charlotte. Piedmont passenger counts have increased since the schedule was doubled in 2010, with the introduction of a second daily round-trip run. The schedule was curtailed for two months in 2011 to allow for track improvements.

## **I-95 improvements could take 80 years without tolls**

WRAL.com By Bruce Mildwurf, Reporter Posted: October 18, 2012

Road improvements needed to bring up to current safety standards the 182-mile stretch of Interstate 95 that runs through North Carolina could take up to four times longer to make without tolls, according to an official with the state Department of Public Transportation.

"Right now, we don't have options to do the improvements in a timely fashion," Roberto Canales, the DOT's coordinator of strategic initiatives, said Thursday on the possibility of a proposed tolling project being scrapped.

In Tuesday's gubernatorial debate, both Republican candidate Pat McCrory and his Democratic challenger, Lt. Gov. Walter Dalton, said they don't fully support I-95 tolls and think that the state should look elsewhere for funding.

The interstate has gone more than 50 years without major improvements, and a state-commissioned study in January recommended tolling the roadway to help pay for nearly \$4.5 billion in improvements.

Those include raising bridges, rebuilding others, improving interchanges and widening the highway.

"We're talking about totally reconstructing this interstate," Canales said. "This interstate has gone well beyond its life expectancy."

Paying for the project is four times more than the DOT's annual construction budget, he said.

With tolling, he added, it would take about 20 years to complete.

"Under the current funding, if you project out, I think we ended up looking at 70-80 years to actually do the improvements (without tolling)," Canales said.

The DOT is working on an economic impact study, a draft of which is expected in the spring.

Reiterating what the candidates for governor said in Tuesday's debate, Dalton, responding to the question about how to pay for the I-95 project said Thursday: "We send more money to Washington than we get back from Washington. We need to work with our congressional delegation to make sure we get as much back as we possibly can."

McCrory spokesman Ricky Diaz said the former Charlotte mayor "will work with the business community as well as local and state officials to create an action plan, which will focus on maintaining existing infrastructure while prioritizing new projects."

## **Report: NC not benefitting from railroad profits**

WRAL.com By Cullen Browder Posted: October 19, 2012

A report released this week by the North Carolina General Assembly's Program Evaluation Division found that the state is not profiting financially from a relationship it has with the North Carolina Railroad Company.

The General Assembly created the railroad company in 1849 to manage the now-317 miles of track stretching from Charlotte to Morehead City.

The company brings in about \$17 million in revenue each year by leasing the rails to train companies.

But Jim Horne of the state division, which evaluates whether public services are delivered in accordance with the law, says the state isn't seeing any of the revenue.

"The state has contributed to the financial health of NCCR, but the state has not profited financially," Horne said.

In 1998, the state committed more than \$70 million to take sole stock ownership from the private company.

The railroad company paid dividends for capital rail improvements until 2006, when tax rules changed, and the railroad was no longer required to pay dividends to the state.

The division now recommends that lawmakers recoup that money from the railroad with a \$15.5 million one-time payment and an annual payment of \$3.7 million.

Although the division found no mismanagement, it suggested more oversight.

Railroad company President Scott Saylor said Friday that the company has been committing lease money to pay for a long list of needed projects along the line.

"If it became necessary for the railroad to pay for all the cost of that, that would be a problem without new partners," Saylor said. "We recognize these are tough state budget years and that is simply a policy question (that) lawmakers will have to decide."

His assertion is that the railroad company has been following the law, which requires any generated revenue to go back into railroad capital improvements.

Although the division recommend selling some property near the rails to bring in 46 million for the state, it advised against selling the railroad company or the railroad corridor, saying that "valuable rail assets" and their long-term earnings potentials would be lost.

"It's like the golden goose," Horne said. "You don't want to kill the golden goose."

State lawmakers are considering draft legislation based on the report.

## Railroad rejects request

Carteret Co News-Times By MARK HIBBS Posted: Friday, October 19, 2012 12:00 pm

**RALEIGH** — State officials are looking at the N.C. Railroad Co. as a potential multi-million-dollar annual revenue source, but railroad officials aren't ready to hand over the money just yet.

NCCR directors voted Thursday during a meeting here to decline a State Ports Authority request for a \$70 million, 10-year pledge from the railroad needed to develop a wood pellet export facility at the N.C. Port of Morehead City. (See related stories this page and 2A).

Meanwhile, the full impact of a legislative study released Wednesday that says the state hasn't benefited from its ownership of the railroad and its 317 miles of corridor from Charlotte to Morehead City won't be known until the next session of the General Assembly. The study finds that railroad profits should be paid into the state's general fund and that the NCCR's financial reporting requirements are lacking.

The N.C. General Assembly's Program Evaluation Division study says the legislature should require NCCR, which is the state's oldest corporation of which the state is the sole shareholder, to pay to the state's general fund a one-time, \$15.5 million dividend. Then, in subsequent years, the railroad should pay an annual dividend equal to 25 percent of NCCR's annual income from its track lease to Norfolk Southern as exclusive freight operator, estimated at \$3.7 million per year, according to the study.

In 2011, NCCR received \$14.1 million in track rights fees from Norfolk Southern.

The study also recommends sale of NCRR-owned properties that aren't directly part of the rail line, which could include three sites in Morehead City, with the proceeds to go to the state's general fund.

NCRR President Scott Saylor issued a statement Thursday regarding the study.

"We appreciate the Program Evaluation Division's thorough and detailed study of the North Carolina Railroad Company and its operations to recognize the NCRR's unique corporate status, flexibility and capital structure," Mr. Saylor said.

"We will carefully review the recommendation and its potential impact on the Railroad's many stakeholders throughout North Carolina. The role and responsibility of the North Carolina Railroad is to promote economic development through these investments. Our Board realizes that our General Assembly has been faced with very difficult budget decisions.

"We look forward to further input from the N.C. General Assembly."

#### NCRR action

The study findings were made public just as NCRR directors were set to meet Thursday to consider the funding request from State Ports Authority Director Tom Bradshaw for the wood pellet export facility.

During that meeting, the railroad board adopted a resolution that stated the NCCR lacked legal authority to approve such a funding request, citing general statutes that define how NCRR dividends may be used by the state.

The board also cited in its resolution the potential impact the SPA's request would have on NCRR's statewide \$83 million capital improvement program. That would include the planned replacement of the Newport River trestle in Newport — a project set to begin this fall.

Also cited was the lack of sufficient information on the port project, including financial, environmental and regulatory reports and the "yet unknown legal obligations and collateral commitment a lien bondholder may require."

The railroad board also cited as a reason for its denial the recommendations of the study released Wednesday.

#### Corporate structure

The study looked at the NCRR's mission, economic development benefits, value and governance. It also examined whether NCRR should be sold, transferred to the N.C. Department of Transportation or another state agency or keep its existing corporate structure.

According to the study, NCRR has benefited from its "unique relationship"

with the state, but the state has not profited financially from the relationship.

The study shows NCRR's capital has increased by at least \$196.3 million since 1998 when the state became the corporation's sole shareholder.

"As a result, NCRR is both profitable and solvent. However, the State has not profited from this relationship in the form of receiving direct financial benefits because dividends are required by state law to pay for NCRR capital improvements," according to the executive summary of the study findings.

For almost 150 years, NCRR existed with the state owning 75 percent of its shares with the remaining 25 percent owned by private shareholders. The state bought out the private owners in 1998 to eliminate conflict between the state's interests and those of the private shareholders.

In the \$70.8-million buyout, \$10 million came from previous dividends paid by NCRR to the state. The remaining \$61 million was counted as a debt to the state assumed by NCRR as a condition of the buyout.

In 2000, the General Assembly allowed NCRR to invest in railroad capital improvements in lieu of repaying the debt and forgave the interest.

NCRR receives no state appropriation and operates solely on the proceeds from its long-term lease with Norfolk Southern. Most of that money – about \$12 million per year – is reinvested in capital improvements throughout the state, including bridges, underpasses, new tracks, railroad stations and passing tracks.

NCRR says those capital investments improve rail service, which in turn leads to growth in commerce and job creation.

#### Unused properties

The study says a proposal to sell NCRR or the railroad corridor may not be in the state's best interest, "because these valuable rail assets and their long-term earnings potential would be lost."

However, NCRR property not related to the railroad corridor could be transferred to the state as a dividend and sold to provide one-time revenue, according to the summary. The study finds the railroad should be required to convey to the state 14 properties so they can be sold and the proceeds deposited into the general fund.

The sale of NCRR property could impact several sites in Carteret County. Included are the "Wye" properties between Bridges and Arendell streets in Morehead City near the beach bridge and two parcels in the downtown district. The two combined parcels were acquired by the railroad in 1887 and have tax values of \$994,500 and \$278,472. The site has long been considered ripe for commercial development.

Other sites include a Bridges Street lot in Morehead City with a tax value of \$1.01 million, a Fourth Street lot also with a tax value of \$249,420 and a Newport lot with a tax value of \$50,440. All were acquired by the NCRR in 1903.

Each of the Carteret County sites produce incomes of less than \$100,000 annually. Some of the sites are in effect public use, such as parks, but all are considered by NCRR as critical for potential future rail use.

The 0.69-acre "Wye" property at 2606 Arendell St. is so named because of the "Y" shape of the railroad right-of-way pattern. It was rezoned by the city earlier this year from a port classification no longer used to a commercial highway zone as part of a sweeping rewrite of city zoning codes that resulted from the sulfur controversy at the state port.

But Mr. Saylor said at the time the property could come into play if passenger rail service ever comes to this area.

"We intend to work with the town on any future use or lease of that property," Mr. Saylor said at the time. "What I think is key is to protect the railroad track there for any future use because it's very difficult to find any available track area, especially if one day there were any passenger trains coming to Morehead City. You need 800 feet or more for any passenger train and that track is adequate."

Although the spur from the main rail line on Arendell Street was paved years ago, that was a temporary move and track remains on the "Wye" property. NCRR intends to preserve the track for future access.

#### Financial reporting lapses

The study also showed that NCRR has less stringent reporting requirements than publicly traded corporations and the state has "limited mechanisms for oversight" of the railroad.

"As a private corporation, NCRR has not fully met all reporting requirements since 2007 and lacks a comprehensive strategic plan and performance measurement system. Changing NCRR's corporate structure could strengthen the State's oversight but requires a lengthy and complicated process," according to the summary.

Changing state law would improve the corporation's reporting to the state and require NCRR to make an annual dividend payment while maintaining its corporate structure, the study finds.

NCRR responded in its review of the report that it had met the legislature's requirements for accountability and that more detailed information would be provided if legislators desire.

The railroad said a required one-page addendum omitted in its reporting for several years was an oversight.

#### Study scope

The evaluation looked at the railroad's 1999–2011 corporate financial data, including income and cash-flow statements, balance sheets, dividend and property tax payments and annual reports.

It reviewed all property owned and leased by NCRR and accompanying geographic information system data.

The study considered capital improvements projects completed and planned by NCRR and economic impact studies.

It included interviews with and administrative queries completed by NCRR staff and board of directors, interviews with the N.C. Department of Transportation and interviews and focus groups with stakeholders from the 16 counties along the railroad corridor. Also, interviews were conducted with and documents provided by eight other state and local government entities that own or operate railroads.

Norfolk Southern Corp. also completed a query for the study.

Also, physical inspections and observations of the railroad corridor and a review of North Carolina statutes were part of the study.

## **Transit plan meets public eye**

### **VOTERS WEIGH TAX FOR BUS, LIGHT RAIL SYSTEM**

BY TAMMY GRUBB, NEWSOBSERVER.COM POSTED OCTOBER 17, 2012

CHAPEL HILL - By 2035, the Triangle will be home to more than 2.1 million people trying to get to work, school and other destinations using crowded highways and byways.

A two-part bus and light rail transportation plan – and a half-cent sales tax to help fund it – is the key to controlling and directing the effects of future growth, regional leaders say.

At its heart, the plan is an economic one, laying the foundation for a network of dense residential and commercial corridors. A side benefit is giving residents and visitors another way to go places – potentially with less congestion and air pollution.

“We’ve got growth coming,” says Wib Gulley, general counsel for Triangle Transit, a former state senator and Durham mayor. “The real question is how we accommodate those folks – either through sprawl or high-density corridors.”

While most experts agree the economic goals are central to the plan, not everyone thinks it will have a significant effect on congestion and pollution.

Chapel Hill transportation planner David Bonk said there aren't any definite numbers yet – or a method for evaluating the plan's potential. But even if it doesn't directly cut congestion, the light rail could have an indirect effect by freeing up other heavily-traveled corridors. Many Chapel Hill area drivers use alternate routes now to avoid N.C. 54, he said.

"The benefit may not be in the end that actual congestion is reduced, but that it gives people other options to avoid the congestion," Bonk said.

### **Big price tag**

The plan's costs are extraordinary – \$1.4 billion for a 17.3-mile light-rail line that in 2026 could link UNC and its hospitals in Chapel Hill to Duke University, the medical center and Alston Avenue in Durham – and roughly \$14.44 million each year to pay for operating and maintaining it.

The local leg is part of a planned 57-mile light and commuter rail network connecting Orange and Durham counties to Research Triangle Park, Raleigh, Cary, Apex and Wake Forest. The plan doesn't include Carrboro, or Raleigh-Durham International Airport.

The second part of the plan – expanded bus service – will be more immediate. In Orange County, the capital cost is estimated at nearly \$50 million, with annual operating and maintenance costs of roughly \$4.6 million.

Area leaders have cobbled together a mix of 25 percent local, 25 percent state and 50 percent federal monies to pay for light rail. The bus plan would use 80 percent federal dollars and the rest in state and local funding.

Orange County residents will decide in early voting beginning Thursday through Election Day, Nov. 6, whether to pay a half-cent sales tax (5 cents on a \$10 purchase) for the new services.

State lawmakers gave Durham, Orange and Wake counties permission to add the tax in the 2009 Congestion Relief and Intermodal Transport Fund Act. Durham County voters passed a half-cent sales tax last year to raise roughly \$625 million by 2035; Wake County Commissioners decided not to hold a sales tax referendum.

The tax won't apply to food, medicine, health care, housing or gas. But it does ensure that visitors and commuters from other counties who add to local congestion also pay, Chapel Hill Mayor Mark Kleinschmidt said.

### **Flexible plans**

Orange County's share of the light rail price tag is based on the 4.3 miles of the system in southern Chapel Hill. The local cost is about \$104.6 million, with \$3.5 million each year in operation and maintenance costs. Durham County will pay \$1.05 billion to build around 13 more light-rail miles and \$11.3 million for annual operations and maintenance.

Local leaders also approved a \$10 increase in the vehicle registration fee to pay for existing bus services. An extra \$7 for Orange County will bring in \$22.5 million through 2035; \$3 will be added to Triangle Transit's existing \$5 fee to pay for the increasing cost of its services.

Residents will see immediate results in the expanded bus routes, more frequent stops, consistent hours, and night and weekend service. The plan adds routes to regional bus service, too, including an express bus connecting Mebane, Hillsborough and Durham.

No state or federal funding has been secured yet, but Triangle Transit has applied for the Federal Transportation Administration's New Starts program for capital projects. One requirement is that local land-use plans support growth along corridors with multiple transportation options.

If state or federal funding falls through, Bonk said the plan could be postponed until they find funding or make another plan. Kleinschmidt said one idea is to use sales tax and vehicle fee revenues to add more bus service – including bus rapid transit on major highways.

### **Step by step**

For now, only one bus rapid transit line is planned – on Martin Luther King Jr. Boulevard, from Eubanks Road to UNC Hospitals. The \$24.5 million project is five to 10 years away, with a tentative start date in 2019.

Hillsborough will see big changes in 2015, when a long-planned, \$8.9 million Amtrak rail station would be built. The station, near the intersection of Churton Street and U.S. 70-A, would be part of a mixed-use development, possibly with police and fire stations, a civic arts center, businesses and apartments.

The light rail system is the last part of the plan and won't be built until the money is in place, officials said. Construction could begin by 2020, with an inaugural run set for 2026.

The trains would run along an overhead electric guidewire, either on a fixed track or city streets. The trains would travel up to 55 mph, stopping at 17 stations near major shopping, education and employment areas. The entire run, including stops, could take about 35 minutes, and weekday trains would run 18 hours a day.

The system should show the potential for 1,000 boardings a day to qualify for funding, Triangle Transit officials said. They anticipate exceeding 14,000 daily boardings by 2035.

## **Plan: Transit, development grow hand in hand**

### **BACKERS SAY THE PROPOSED LIGHT RAIL LINE WOULD PREVENT SPRAWL**

CHARLOTTE'S EXPERIENCE BY TAMMY GRUBB, NEWSOBSERVER.COM THE CHAPEL HILL NEWS

POSTED OCTOBER 20, 2012

CHAPEL HILL - The light-rail system in the Orange-Durham transit plan is crucial to concentrating economic and residential growth around its stations and limiting sprawl, supporters say.

For now, the proposed 17.3-mile light-rail route from UNC Hospitals to Durham would primarily serve universities and medical centers. But in 25 years, supporters say, 175,000 people will call Orange County home, 400,000 will live in Durham, and UNC will operate two campuses and a vast medical complex. Without several transit options, state and regional planners predict gridlock on every major highway.

But others think light rail is just the wrong choice for Orange County, especially since only 4.3 miles will serve southern Chapel Hill and there's no stated plan for a direct link to Research Triangle Park or Wake County.

Why spend \$662 million – \$104.6 million in local money, plus state and federal funds – on a \$1.4 billion rail system that most of the people paying for it may never use, they ask.

Bonnie Hauser, president of the rural community group Orange County Voice, said the plan primarily benefits Durham, UNC and Duke and that they should pay for it. Orange County residents would be better served by spending local money on expanded bus service and more bus rapid transit routes until a greater need for light rail exists, she said.

"Our demographics are changing, our density is shifting, and our commuters are going to RTP and Raleigh. So why are we investing in a train to Durham?" she said.

Patrick McDonough, Triangle Transit's senior transportation planner, said the light rail project is a "get-started plan" that will link to other areas as density grows. "None will be viable if we don't get started in the places where we are today," he said.

### **Big Bang Theory**

Light rail gets the most bang for the buck now by serving the area's top employers, McDonough said. Between them, UNC and Duke University and their medical centers employ nearly 50,000 people and educate roughly 42,000 students.

U.S. Census data shows the Triangle – Durham, Wake and Orange counties – had 969,387 residents in 2000 and 1.3 million in 2010. It was the second fastest-growing region in the country, and officials expect that 34 percent growth to continue. That means at least 2.2 million people by 2035, nearly half of them in Wake County, demographics experts predict.

Chapel Hill's historical growth rate has been a consistent 1 percent to 1.5 percent since the late 1940s and 1950s, said David Bonk, the town's long-range transportation planning manager.

At a rate of 1 percent a year, people lured by the town's quality of life could grow the current population of 58,011 to at least 71,354 by 2035. With that same rate, unincorporated Orange County could grow to 71,160, and Carrboro to 24,465.

At this point, Chapel Hill alone has received or approved more than 4,400 new homes, mostly in the Martin Luther King Jr. Boulevard corridor. Other areas with large residential potential are N.C. 54, downtown Chapel Hill and U.S. 15-501 South to Chatham County. Carrboro has another 756 approved homes, although the economy has put some projects on hold.

Bonk said towns, locally and nationally, are trying to serve their two biggest population groups – retiring baby boomers and young millennials – who don't always want to depend on cars. Local planning documents reflect that desire by promoting business, entertainment and residential hubs, greenway connections and transit alternatives.

Chapel Hill, Carrboro and Orange County have been built around defined limits, officials said. But the towns have very few big tracts of land left, and they're pushed to use those parcels for commercial projects, leaving the rest to redevelopment and infill.

The transit plan benefits the county by slowing sprawl and preserving farmland, said Orange County Commissioners Chairwoman Bernadette Pelissier. That's an important part of the county's economic system, too, she said.

### **A regional view**

There has been some disagreement over whether the proposed light rail line should follow N.C. 54, as currently planned, or U.S. 15-501 between Chapel Hill and Durham.

Aaron Nelson, executive director of the Chapel Hill-Carrboro Chamber of Commerce, said Orange and Durham counties should take a regional view and not "hold too terribly fast to what those borders are."

While U.S. 15-501 has a lot of existing economic development and redevelopment potential, it wasn't built out with light rail in mind, Nelson said. There would be many challenges to placing electric rail cars there, among them the lack of available space for stations, as well as easy, safe pedestrian access, he said.

N.C. 54 was and is continuing to be developed with transit in mind, he said. In Chapel Hill, for example, East 54 was built for transit, with the proposed rail line running between its condominiums and Finley Golf Course.

Targeted growth is vital to a successful transportation network and securing federal grant funding, local leaders said. Chapel Hill Mayor Mark Kleinschmidt said it's a matter of seeing how one decision can affect other pieces of the puzzle rather than seeking specific outcomes.

Bonk cited downtown Chapel Hill as another good example of transit-oriented development, while U.S. 15-501 between Chapel Hill and Durham is a bad example, with long, paved stretches separating strip mall shopping centers, jobs and homes.

U.S. 15-501, south of Chapel Hill, isn't designed to make the best use of transit either, Bonk said. Southern Village and Obey Creek, as proposed, are transit-friendly compact, mixed-use developments, but the Wal-Mart opening next year on the Chatham County line will be a traditional retail destination with a big parking lot. Further south, strip-mall shopping is starting to line the road to Pittsboro.

"(Southern Chapel Hill) is at a severe disadvantage primarily because there is a premium on parking that minimizes the need for transit, it's not surrounded by dense residential areas, and it's not designed to promote walking," Bonk said.

## **Commentary:**

### **Vote Yes: Plan offers us more choices**

THE CHAPEL HILL NEWS BY BERNADETTE PELISSIER PUBLISHED OCTOBER 20, 2012

Our region is the third most sprawling area in the country and is growing rapidly. We have a transit plan which will greatly increase mobility choices.

It will provide needed weekend and evening expansion of existing bus service. New bus service will include Mebane/Efland. Bus rapid transit on MLK will accommodate Carolina North by providing efficient transit on this corridor.

A train station in Hillsborough will connect Orange County residents with Charlotte or Washington, D.C. It will provide a stop for commuters who now have to go out of the county.

A 17.3 mile light rail system will operate in a dedicated right of way with 17 stops to provide frequent and efficient services between Orange and Durham counties. It will connect two major universities and hospitals, a type of connection deemed important nationwide.

Why do all citizens, urban and rural, need to invest in this multi-modal transportation plan by supporting the half-cent sales tax for transit?

- First, economic development, which accompanies increased public transit choices, benefits all of us. It will diversify our tax base thereby reducing pressure on residential property taxes. Economic development experts, without fail, report that transit infrastructure is vital for a positive business climate.

Stakeholders involved in developing an economic development strategy for this region know this. They have identified investment in a comprehensive multi-modal transportation infrastructure as a game-changer. The Chapel Hill-Carrboro Chamber of Commerce knows that business will thrive with transportation choices. Its board of directors

unanimously voted to support the sales tax for transit. There are some obvious economic benefits. The proposed Hillsborough train station is located on 20 acres owned by the town where there are already mixed-use plans.

- Second, this transit investment addresses our community value of social equity. Transit will make Orange County more affordable. The annual cost of transit is five to seven times lower than the cost to maintain and operate a vehicle for work purposes. It will also enhance quality of life. The younger generation wants to live in urban areas with transit choices. It will mitigate the negative impacts of sprawl by taking cars off the road. The average annual delay per driver increased from eight hours in 1982 to 35 hours in 2005.

- Lastly, investment in transit will improve the health of all citizens, those who use transit and those who do not, by reducing air pollution. We have too many “code red” days each summer alerting us to poor air quality. It will encourage sustainable land use in urban areas and thereby decrease pressures to develop farmland and environmentally sensitive areas.

Some feel that the plan is not perfect. Some say we only need buses. We already have buses that are not on time because of traffic congestion. Some say we will still have congestion. The transit plan is not meant to solve all our congestion problems. Some feel that we do not need light rail between Orange County and Durham County. Yet, the majority of Orange County citizens who leave Orange County for work go to Durham County and vice-versa. Some feel that light rail costs too much. What about the cost of new roads? How can buses operate efficiently within congested roadways?

Our transit plan reflects regional collaboration which began in 2007 with the Special Transit Advisory Committee. The community investment of a half-cent sales tax is how we can leverage federal and state dollars. I do not want to leverage these monies by increasing property taxes.

I urge all of you to “Flip for Transit.” Turn over your ballot and vote yes for the half-cent sales tax. Let’s get moving!!

**Bernadette Pelissier serves on the Orange County Board of Commissioners.**

## **N.C. 54 light-rail plan based on cost, riders, development**

THE CHAPEL HILL NEWS By Tammy Grubb, TGRUBB@NEWSOBSERVER.COM POSTED OCTOBER 23, 2012

CHAPEL HILL - Regional leaders weighed their options for more than 15 years before choosing N.C. 54 for a proposed light-rail corridor connecting Orange and Durham counties.

It isn't everyone's first choice.

U.S. 15-501 from Chapel Hill to Durham seems just as, if not more congested and already has the commercial and residential density necessary to support light rail, plan critics say.

A 2009 survey by the Orange County Comprehensive Transportation Plan steering committee found 20 percent of 491 respondents identified U.S. 15-501 as one of two county roadways that need improvement most. N.C. 86 was the top choice, with U.S. 70 Bypass and N.C. 54 the third and fourth choices, respectively.

In that same survey, 31 respondents said they use secondary roads to avoid U.S. 15-501 altogether.

Both U.S. 15-501 and N.C. 54 could benefit from multiple transportation options, leaders say. In the end they chose the latter based on three factors: cost, ridership and development potential.

Carrboro Alderwoman Lydia Lavelle, chairwoman of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transit Advisory Commission, said the U.S. 15-501 corridor has a number of challenges. Besides environmentally sensitive New Hope Creek, there is limited undeveloped land, raising questions about how to integrate rail stations and mixed-use projects, she said.

There's also the matter of where to build the rail line.

Carrboro Mayor Mark Chilton, another TAC member, said they could have built it in the middle of U.S. 15-501, similar to Interstate 66 in Washington, D.C. However, it would have been more expensive and more complicated for people to board safely, he said.

Environmental concerns also exist in the wetlands along N.C. 54, but there's a route around them. The corridor also has large undeveloped tracts where homes, offices and businesses could grow around the light-rail stations, leaders said.

### **The bus comparison**

Some light-rail critics have suggested the transit plan should focus on both corridors using bus-rapid transit, which has lower start-ups costs and more flexibility.

Bus-rapid transit is cheaper to build, but personnel and vehicle costs are higher, Triangle Transit senior planner Patrick McDonough said. BRT – in which buses travel more often on dedicated routes – also attracts sprawl, because centralized mixed-use development doesn't grow around the stops like it tends to do around train stations. Moving riders to light rail also frees up buses for more neighborhoods, supporters said.

Transit officials said N.C. 54 generates some of Chapel Hill's highest bus ridership numbers.

The 17.3-mile N.C. 54 route links UNC and UNC Hospitals with Duke University and its medical center – both counties' biggest employers. While a future connection with Carrboro and Carolina North would be ideal, Lavelle said the line to UNC Hospitals is what Orange County can afford now.

Light-rail construction costs roughly \$80 million a mile, McDonough said.

### **Commuting patterns**

Commuting patterns showed a light rail line along U.S. 15-501 would not have addressed the county's biggest transit challenge – how to move university and health care workers, McDonough said.

According to available data, 39 percent of Orange County's 52,836 workers are employed in the county, he said. Another 26 percent work in Durham and 12.8 percent work in Wake County. They only fill 3.5 percent of Research Triangle Park jobs, he said.

"RTP improves the regional identity," McDonough said. "In actuality, people in Orange County earn much more of their salaries from Durham, Wake and UNC."

Triangle Transit runs two weekday bus routes between Chapel Hill, southern Durham and Research Triangle Park on the hour and every 30 minutes at peak times. About 11 passengers is normal, and Wake County routes also are underused, he said.

On the other hand, riders between UNC, Duke and Veterans Affairs hospitals are so full that people stand in the aisles, he said.

Congestion is not so easy to solve. Light-rail investments alone leave the N.C. 54 corridor severely congested in 25 years, according to last year's DCHC-MPO corridor study. The route already serves roughly 45,000 cars a day, and long-range transportation plans show it could grow to 70,000 cars daily by 2035.

Similar studies have not been done for the U.S. 15-501 corridor between Chapel Hill and Durham, McDonough said.

### **Boosting light rail**

Light rail combined with dense, mixed-use projects could have a bigger effect by encouraging more people to walk, bike or use public transportation for short trips, the study stated.

The bus is not as flexible if you want to run a quick errand or grab lunch, McDonough said. People also won't use the bus if parking is free or plentiful, he said. But living or working within walking or biking distance of light rail gives you more options.

Chapel Hill Mayor Mark Kleinschmidt said the town has been making land-use decisions based on future light-rail in the N.C. 54 corridor for more than a decade. East 54, Glen Lennox and Meadowmont, are ripe for light-rail hubs, officials say.

The university and UNC Health Care also are expanding through the corridor. UNC owns several hundred acres, including several parcels belonging to UNC Health Care affiliate, Health Systems Properties LLC. The health system also holds leases on 107,500 square feet of land at N.C. 54 and I-40, where it runs clinical and clinical research offices.

The U.S. Attorney's Office and the Army Corps of Engineers own another several hundred undeveloped acres as preservation lands.

Light-rail critics said they don't see how the limited amount of rail in Orange County will make a big difference. In any case, where the light rail is planned is mostly irrelevant. The real problem is cost.

"We expect federal money to support that as if that money is coming from Mars. We pay federal taxes, too, and I run into people every day concerned about that," said Bob Randall, chairman of the Orange County Republican Party. "At some point, there's going to be no way to get ourselves out of (debt)."

### **Tax just one piece of transit puzzle**

THE CHAPEL HILL NEWS BY TAMMY GRUBB, tgrubb@newsobserver.com Posted October 27, 2012

CHAPEL HILL - Getting voter approval of a half-cent sales tax is only the first step on a long road to bus and light-rail services.

For Triangle Transit officials, there will be multiple challenges: developing the Orange-Durham transit plan, handling sales tax and other revenues for local governments, and applying to state and federal agencies for three-quarters of the money necessary to make the light-rail portion of the \$1.4 billion plan a reality.

TT officials also will need to connect the dots of local transportation systems into a regional network. While Durham County has approved its plan and sales tax increase, and Orange County is getting its pieces into place, Wake

County hasn't finalize its plan or decided how to pay for it. Wake commissioners rejected a sales tax vote earlier this year.

Orange County voters are deciding now whether to pay the extra sales tax (5 cents on most \$10 purchases) to help build the proposed 17.3-mile light-rail line from UNC Hospitals in Chapel Hill to Alston Avenue in Durham. Over 15 years, light-rail construction and operations would consume 75 percent of \$661.1 million in local, state and federal dollars projected to be spent in Orange County.

The rest will fund smaller projects: improve existing bus services, add park-and-ride lots, build an Amtrak station in Hillsborough and launch bus-rapid transit on Martin Luther King Jr. Boulevard in Chapel Hill.

Many questions remain:

#### **What happens if the sales tax referendum fails or state or federal funding does not come through as hoped?**

There is not enough local money to create a significant transportation network, leaders say. If the sales tax fails, the counties, Triangle Transit and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization would draft a new plan focused on buses instead of light rail. If there are no state or federal funds, a new plan also would be created using available funds, including a \$10 vehicle registration fee increase (\$3 for Triangle Transit and \$7 for Orange County).

#### **How would the transit plan affect Hillsborough and Orange County?**

Regardless of whether light rail gets built, Orange County Commissioners Chairwoman Bernadette Pelissier and Craig Benedict, the county's director of planning and inspections, said rural areas would benefit from "activity nodes," where riders catch the bus at park-and-ride lots, and businesses grow around them to serve residents' needs. White Cross on N.C. 54 west of Carrboro is a good example of where a park-and-ride could work because it already has several businesses, Benedict said.

#### **How would the transit plan affect Chapel Hill and Carrboro?**

Carrboro Mayor Mark Chilton said the town is focused on local transportation services, although it could get a stop on Triangle Transit's regional express bus route to Durham. By 2040, there could be a push to extend the light-rail line across campus to downtown Chapel Hill and Carrboro, then up to Carolina North and Eubanks Road, Chilton and Alderwoman Lydia Lavelle said. Chapel Hill's 2020 Comprehensive Plan calls for directing most residential and commercial development to one of six transportation nodes.

#### **Would this plan solve Orange County transportation issues?**

Short answer: No.

The plan focuses on university and hospital traffic, because that's where the jobs and the demand are, officials said. The benefit to rural areas is that putting more people on buses and trains will relieve congested roads closer to the towns, they said.

Orange County Commissioner Earl McKee disagrees. The plan is backward, because it puts the light rail development ahead of more robust bus service, which could serve a larger portion of the county, he said. The rail line also sends the most economic benefit to Durham, because that's where most of the stations are, he said.

"If you're dependent on public transportation, if you would like to have more robust transportation, you need to vote against this plan," he said.

Bonnie Hauser, president of the rural grassroots group Orange County Voice, added the plan doesn't sufficiently address out-of-county commuters from:

- Alamance: According to 2010 Census data, roughly 6,000 Alamance County residents work in Orange County, 3,700 in Durham and about 3,600 in Wake County. The transit plan includes a Mebane-Hillsborough-Durham express bus, and Burlington residents could take the train to Hillsborough to catch buses.

However, many commuters drive into Orange County each day on the heavily congested N.C. 54 corridor west of Carrboro, which is not included in the plan.

- Chatham: The 2010 Census indicates roughly 3,700 Chatham residents work in Chapel Hill, and nearly 2,000 residents work in Durham. Local leaders said the Chatham County commissioners are no longer receptive to regional plans. Chatham Commissioner Pam Stewart, who serves on the DCHC-MPO, did not return a call seeking comment.

## **Contract spells out partners' roles**

THE CHAPEL HILL NEWS BY TAMMY GRUBB, TGRUBB@NEWSOBSERVER.COM POSTED OCTOBER 27, 2012

CHAPEL HILL - A contract signed this fall – the Interlocal Implementation Agreement – lays out the roles and responsibilities for building the Orange County part of the regional bus and rail system.

While Triangle Transit will manage the regional plan, it will share responsibility with the Orange County commissioners and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization for deciding how the Orange County portion of the plan could be changed or revised. Big changes will take a unanimous vote; smaller changes will be handled by the county, DCHC-MPO and Triangle Transit managers.

Each partner will have two representatives, who will review the Orange County plan's progress every four years and adjust it to reflect changing circumstances. After eight years, the group will revise the transit plan if state or federal funding isn't available for the light-rail system. Light-rail construction tentatively could start in 2020 with a launch date in 2026.

### **Sharing revenue**

The contract also spells out how each transit agency – Triangle Transit, Chapel Hill Transit and Orange Public Transportation – will share available revenue.

Each must use its existing resources to maintain the same level of funding that paid for local services in August 2009 and file an annual report explaining its services, ridership and spending. Triangle Transit must submit an annual regional report Nov. 1.

However, a last-minute change gives local agencies flexibility in extreme circumstances, such as a sudden increase in fuel costs or if UNC reduced its support for some CHT routes.

The change allows an agency to ask the group to use new tax and fee revenues to cover existing services. How much would depend on the agency's percentage of local expenses and the previous year's vehicle fee revenues.

In 2016, for example, the \$7 increase in local vehicle registration fees could generate roughly \$800,000. CHT's share of that year's expenses would be roughly 92 percent – its expenses divided by the sum of those expenses and OPT's expenses. That means CHT could request up to \$736,000 to support existing services.

The change in the plan appears to contradict state legislation that allowed Triangle governments to seek the sales tax and vehicle registration fee increase. That legislation states local transit agencies must continue current funding and use the new money only for added services.

Gulley said the plan does not violate the state's rule against supplanting – or replacing – current funding, because the agencies can't pay less than they did in 2009. But it's better to limit new services in hard times rather than cut an agency's core services, he said.

Orange County Commissioner Steve Yuhasz disagrees and said the change removes a lot of protections for Orange County residents. It will divert funding from regional transportation to local systems, primarily Chapel Hill Transit, he said.

"We don't know enough about what the cost will be long-term," Yuhasz said. "I don't see any assurances that state and federal will come through with the funding required for the plan."

## **Transit plan's rural impact debatable**

THE CHAPEL HILL NEWS BY TAMMY GRUBB, TGRUBB@NEWSOBSERVER.COM POSTED OCTOBER 30, 2012

CHAPEL HILL - There's no doubt that the \$1.4 billion bus and rail plan offers Orange County's rural residents some benefits.

The question for rural voters is whether it's worth spending \$661.1 million in local, state and federal money to support the local part of a regional plan.

There are direct and indirect benefits, from an Amtrak station in Hillsborough to expanded bus services and less future congestion, supporters say.

Others are skeptical, especially about the proposed 17.3-mile light-rail line from southern Chapel Hill to Durham. It doesn't serve enough people, recognize changing commuter patterns and wastes money that could improve bus service countywide, they said.

Commissioners Chairwoman Bernadette Pelissier said the community will lose out on an important investment if voters reject a half-cent sales tax (five cents on a \$10 purchase) to help pay for the plan.

One indirect benefit of the plan would be removing more cars from already congested suburban and urban roads, she said. The plan also would corral development and create incentives to preserve the county's farmland, an important part of its economy, she said.

More directly, the plan would expand Hillsborough's in-town bus service and create a Mebane-Hillsborough-Durham express bus linked to the existing Hillsborough-Chapel Hill 420 bus route. It also would pay for the long-planned Amtrak station, helping residents who commute now to Burlington and Durham stations.

Rick Brewer, a Friends of Orange Transit member, drives from Hillsborough to Burlington every day to catch the train to Greensboro. He is cautious about the sales tax and thinks the money should be used prudently, but he's also trying to see the big picture, Brewer said. The transit plan could make Orange County more competitive in attracting businesses, too, he said.

"I'm convinced this gets us there for the short term and the long term," Brewer said.

But Commissioner Steve Yuhasz said he worries the indefinite sales tax supports a flawed plan.

"It will continue on all sales in Orange County forever, and I don't think that this plan will provide any kind of long-term benefit for all of Orange County," he said.

He and Commissioner Earl McKee also question the value of investing light rail, since Durham would see the most economic benefit along its roughly 13-mile portion of the line. Bus service now with the potential for light rail in the future makes more sense, McKee said.

One thing everyone agrees on is the county can't afford to build a significant transit network on its own right now.

Providing public transportation, especially for rural residents, has always been a challenge, Planning Director Craig Benedict said. People use bus and rail more often when it's convenient and retail, restaurants and businesses are nearby, he said.

McKee said demand might grow if park-and-ride lots are built at the Northern Human Services Center in Cedar Grove, near U.S. 70-Interstate 85 in Efland and in White Cross, but the plan doesn't meet those needs. Even if the sales tax fails, transit improvements will happen, he said. Local leaders would decide what services the county really needs "to address local transportation needs in a holistic way" and how quickly they can be done, he said.

Yuhasz said he doesn't think there's enough demand in the county's northern rural areas.

"We don't have that density and never will have the density to support bus service," he said.

## Night-time bus connects downtown Durham, Raleigh

The Herald-Sun By Laura Oleniacz Posted: 10/31/2012 6:19 PM

DURHAM – A new Durham-based bus company is working to connect downtown Durham and downtown Raleigh on Thursday, Friday and Saturday nights with a night-time shuttle service.

The Bridge Bus' co-owners John Parks and his wife, Molly Parks, Durham residents, started the company out of frustration that they might be missing out on activities in Raleigh because of the distance of the drive, according to a news release.

"The Triangle has kind of exploded in growth in the last little bit, here in the last five years, especially in Durham with the opening of tons of new restaurants and bars, and there's really a reason for folks to come to Durham, (for) Raleigh folks to come to Durham, and obviously vice versa," Parks said.

The service has stops in Durham on Rigsbee Avenue near Fullsteam Brewery and Motorco Music Hall, as well as on Main Street near Brightleaf Square. The stops in Raleigh are in the Glenwood South area on North Street beside the Hibernian Pub, and at Moore Square in front of Tir Na Nog Irish pub and restaurant and The Pour House.

Trips leave from Durham for Raleigh at 6 p.m., 10:10 p.m. and 1:10 a.m. From Raleigh to Durham, trips leave at 6:40 p.m. and 10:40 p.m., and then at 1:40 a.m.

The cost is \$9 one way, and \$16 round-trip, according to the news release, which the owners say is less expensive than a cab ride.

They're selling tickets through their website, and say that a person can buy a ticket with his or her smart phone, and use their device for the confirmation without having to print out a ticket.

John Parks said they bought a former activity bus from a dealer outside of Goldsboro. He said their first weekend, which was this past weekend, saw about 30 riders.

"Last weekend, there were more Durham folks going to Raleigh than the other way around," said Parks, who moved to Durham about three years ago, and previously worked as an advertising representative for the Independent Weekly.

Brad Schulz, a spokesman for the Triangle Transit Authority, said that Saturday service would end in both directions by 8 p.m. There is more service on Monday through Friday, Schulz said in an email.

For evening service between the two cities, a TTA rider would take a bus from the Durham Station to the Regional Transit Center near the Research Triangle Park. The rider would then have to transfer to another route to downtown Raleigh that would stop on Hillsborough Street near Moore Square.

There has been an increase in night-time service for the two routes. Route 700 from the Durham Station to the Regional Transit Center went from 32 riders a night in fiscal year 2011 to 48 in fiscal year 2012.

Route 100 from the Regional Transit Center to downtown Raleigh went from 36 in fiscal year 2011 to 72 in fiscal year 2012, Schulz said.

Nick Hawthorne-Johnson, a Durham resident and the co-owner of the commercial kitchen The Cookery, was a rider on the bus on its maiden voyage weekend. He said he's willing to pay for the convenience of getting to downtown Raleigh in the same time it would take to drive.

"Because Raleigh has such a great night life scene, they have such wonderful restaurants and great bars, and there's no practical way to go out for dinner and an evening on the town in Raleigh, and then come home," he said. "So if you

want to go out and have dinner and have a few drinks, and not (drive), you either have to stay in Raleigh, or have a (designated driver).”

He called it a “cool, funky old retro bus” whose owner plays “cool music” on the ride. He said he met some people on the ride to Raleigh when they went on Saturday.

“I love the restaurants in Durham, but it’s an exciting new world that’s opened up to us now because we can just hop on the Bridge Bus to Raleigh...,” he said.

## **Road Worrier: Orange and RTP have something to tell Wake County about transit**

The News and Observer By Bruce Siceoff Published in Traffic Monday November 5, 2012

Wake County commuters, here are two things to ponder during the crush of rush hour this week.

On Tuesday, Orange County voters will decide whether to start taxing themselves to pay for big new bus and rail transit investments.

And on Friday, Research Triangle Park leaders will start rolling out a master plan intended, among other things, to free the pastoral park from its quaint, near-total dependence on the almighty automobile.

The master plan sets new priorities for 21st century growth in a sprawling, spread-out employment center designed – in the 1950s – for workers who drive alone each day to their labs and offices.

“One of the knocks on the park has been how dispersed it is, how transit-unfriendly it is,” says David King, general manager of Triangle Transit, the regional bus and planning agency.

Early previews indicate that RTP is ready to change. The master plan will focus a dense mix of pedestrian-friendly development around transit hubs planned for a combination of commuter trains from across the region, circulator shuttles within the park, and a direct line to the airport.

Why does this matter at the eastern end of the Triangle? The RTP rethink and the Orange referendum might help Wake County focus its own thinking about taxes, public transportation and reliance on that almighty auto.

Durham County voters approved a half-cent sales tax for local and regional transit a year ago – but the county commissioners opted not to start collecting the tax, yet. They’ll be ready to go if the transit tax wins Tuesday in Orange, as polls predict it will.

After that happens, shoppers in Orange and Durham counties can expect to pay the new sales tax – a nickel on every \$10 purchase – beginning as soon as April 2013.

Both the Orange and Durham transit plans, patterned on a strategy that won solid voter endorsement in Charlotte, start by spending new tax money quickly to beef up local and regional bus service. Orange transit tax revenues also will help build a new Amtrak station – the Triangle’s fourth – in Hillsborough.

And Orange and Durham will start working together on a 17-mile light-rail line for trains that would run every 10 minutes during rush hour, and 20 minutes at other times, from UNC-Chapel Hill to Duke University and downtown Durham.

Wake County has been ambivalent about its own, equally ambitious transit plan.

It features an even greater expansion of bus service in the first few years after voters agree to pay for it – greater, because bus service is weaker now across Wake than in Orange and Durham counties. Wake has more catching up to do.

Wake's plan also includes, some years in the future, a Cary-to-North Raleigh light-rail line that would depend on state and federal funding.

Polls have pegged Wake voter support as lukewarm, in the 51 percent range, on the transit tax. The county commissioners have not said when they will decide whether to let voters consider the half-cent sales tax.

A shared highlight of the Wake and Durham plans is a 37-mile track for weekday commuter trains that would run at rush hour and midday between Durham and Garner – with stops in RTP, Cary and Raleigh. Starting next summer, when the state Department of Transportation creates epic traffic jams around a three-year rebuild of Raleigh's southern Beltline, those trains will seem awfully appealing to thousands of commuters.

Durham voters have agreed to start paying for those commuter trains. RTP leaders have included them in their new master plan. And the business and government tenants at RTP also have signaled their wish to help pay for Wake and Durham transit improvements, in a special property tax that would generate as much as \$3 million a year.

Of course, Wake doesn't have to go along.

### **Will Wake listen?**

With a population approaching double the combined numbers of Durham and Orange, fast-growing Wake County is big enough that it can perhaps afford to go its own way – opting either to join the Triangle's transit upgrade or to sit it out.

Harvey Schmitt, president of the pro-transit Greater Raleigh Chamber of Commerce, speaks cautiously of his hope that Wake leaders will give a listen to the rest of the Triangle.

"As the region embraces transit, assuming a favorable vote in Chapel Hill, it expands the conversation into the eastern part of the Triangle, and that's a good thing," Schmitt said. "I think that, from a practical standpoint, Wake County is going to go through its process and make its decisions based on what we believe is in our collective best interest."

Planners say that, if Wake voters approved a transit tax in the fall of 2013, those rush hour trains could start rolling through Durham, RTP and Raleigh by 2020 or so. That's too late, alas, to offer relief from the upcoming awfulness on Raleigh's southern Beltline.

But cheer up: DOT has big plans that will snarl other parts of the Beltline and Interstate 40 for years to come, and well into the next decade.

## **Orange County approves transit sales tax**

The Herald Sun By Gregory Childress November 7, 2012

CHAPEL HILL – Orange County voters on Tuesday approved a half-cent sales tax supporters say will greatly improve transit service throughout the county.

The sales tax is expected to generate about \$5 million a year with the revenue going toward new buses, improved bus service, an Amtrak station in Hillsborough and a proposed light rail connection from UNC to downtown Durham.

"That's fantastic news," said Chapel Hill Mayor Mark Kleinschmidt. "It doesn't surprise me."

Nearly 59 percent of the county's 71,070 voters marked their ballots in favor of the tax while 41 percent voted against it. The final but unofficial tally showed 41,592 voters in favor of the tax and 29,155 voters against it.

Sixty-eight percent of Orange County's eligible voters cast ballots in Tuesday's election.

Durham voters approved a half-cent sales tax last year to expand its transit operation and pay for its portion of the

light rail proposal.

Wake County would be the third partner, but has not yet put a sales tax referendum before its voters.

David King, general manager of Triangle Transit, said Triangle Transit is pleased that Orange County voted to approve the sales tax.

"With today's vote of confidence, two of the three counties served by Triangle Transit are moving forward with expanding their bus networks locally and regionally and beginning work on a light rail connection between Chapel Hill and downtown Durham," King said. "By a substantial majority in both Durham and Orange counties, people have decided to invest local money to provide more transit options for our growing region."

Clymer Cease, chairman of the Regional Transportation Alliance, a business coalition that works for regional transportation solutions, said Orange County's approval of the sales tax is good news for the Triangle.

"I think that's terrific," Cease said. "It shows we have strong support in Orange County – Wake [County] is next – and builds momentum for the region."

Supporters of the tax said improved transit service will become an economic engine for the region and a recruiting tool for top employers and talent.

"I think folks all throughout Orange County will benefit from the expanded service this will provide," Kleinschmidt said.

He said Orange County residents have always understood the importance of a quality transit system, and that Tuesday's approval of the tax will help to "move the county forward."

But those opposed to the tax, namely the Orange County Republican Party, contend that the light rail proposal is too expensive and that such projects rarely produce the outcomes supporters tout.

Stephen Xavier, spokesman for the Orange County Republican Party, said opponents of the tax were disappointed about the passage of the tax, particularly because a portion of the revenue will go to support a costly light rail system.

"Our main concern has been the cost," Xavier said.

Citing an analysis by the John Locke Foundation on light rail, Xavier said of the 33 major cities with light rail, only six carry more than one percent of the total motorized passenger miles and 22 carry less than one-half of 1 percent.

"It's billions wasted and the trains are empty," Xavier said. "That's our big concern."

The sales tax approved Tuesday is the second in a row for Orange County.

After rejecting a sales tax increase in 2010, Orange County voters approved a quarter-cent sales tax last year earmarked for schools and economic development.

The referendum was approved with 60.67 percent of the vote in favor and 39.33 percent against.

The sales tax approved in 2011 was expected to raise about \$2.5 million a year for the county. County Commissioners have agreed that 50 percent of the revenue would be split between the county's two school systems and the other half would go toward economic development.

## North Carolina Votes for Change

The John Locke Foundation By John Hood November 7, 2012

RALEIGH — For all the time, energy, and money spent on federal campaigns over the past two years, American voters decided not to make any significant changes. They reelected President Barack Obama, albeit with many fewer votes than in 2008. They kept Democrats in control of the U.S. Senate and Republicans in control of the U.S. House.

Essentially, after watching the fractious political debate about debt, taxes, health care, and economic policy over the

past two years, voters pushed the replay button. Whether they will like the national show better the second time is unclear.

But here in North Carolina, the electoral outcome is completely different. As I had previously predicted, the state's Republican Party has just delivered its best performance in modern history. For the first time since 1988, voters have elected a Republican governor (Pat McCrory) and lieutenant governor (Dan Forrest). McCrory's share of the vote fell only slightly below the record for a GOP gubernatorial candidate, Jim Martin's 55.1 percent reelection victory in 1988.

After winning majorities in both houses of the General Assembly in 2010 for the first time since Reconstruction, the GOP didn't just retain control this year. They expanded their numbers significantly, to 32-18 in the state senate and 77-43 in the state house, thanks to favorable redistricting, better candidate recruitment and fundraising, and the statewide turnout effort for Romney and McCrory. The same factors also delivered a solid 9-4 Republican majority in the congressional delegation, up from a 6-7 deficit right now. And in an officially nonpartisan race that is in fact very partisan, Republican Paul Newby retained his post on the North Carolina Supreme Court, thus maintaining GOP control of that critical institution.

Across most of the nation, Republicans and conservatives are despondent. They waged a massive effort to convince the American electorate to turn the president out. It fell far short. The GOP also fumbled its opportunity to win control of the U.S. Senate – thanks to another round of poor candidate choices, just as in 2010, plus a solid turnout for the top of the Democratic ticket in states such as Wisconsin.

In the Tar Heel State, the sentiment is rather different. Although disappointed with the national results, Republicans delivered North Carolina to Romney. They are poised to implement conservative reforms on taxes, education, and other issues. It's too early to know how the results in all of the local races around the state, but it is at least conceivable that the GOP may break the current 50-50 tie in control of county commissions, opening up additional opportunities for conservatives to shape public policy on issues such as taxes and transportation.

While most of the media attention in the Paul Newby-Jimmy Ervin race focused on the potential effects on state redistricting litigation, the policy implications of the Supreme Court race were far broader than that. If Republican lawmakers enact more school-choice options for parents, further reforms of the state's regulatory system, or a photo-ID requirement to vote, liberals will surely litigate these changes. With justices of conservative leanings still constituting a majority on the state's highest court, the plaintiffs are unlikely to get the judicial intervention they desire.

The bottom line here is that while the nation decided to ratify the status quo, North Carolina opted for change. I'm not surprised. Our unemployment rate has been among the highest in the nation for years. A combination of economic woes and poor management has produced both short-term budget deficits and long-term fiscal liabilities. Our education system, while showing signs of improvement in some areas, is not yet competitive with the best systems in America and the developed world. Our transportation system is plagued by maintenance problems and clogged by some of the most congested urban interstates in the country.

Pat McCrory and GOP lawmakers asked North Carolina voters for the job of taking on these daunting challenges. The voters said yes. Now Gov.-elect McCrory and a greatly expanded Republican majority will have to deliver.

## 8 Urban Policy Ideas for Obama's 2nd Term

The Atlantic Cities By Emily Badger and Sommer Mathis November 7, 2012

America's cities may not have been a focus of this year's presidential campaign, but the economy certainly was. And all the evidence we have is that our urban areas, where some 80 percent of us live, are the true drivers of our economy. If the next president wants to find a way to jump start innovation and entrepreneurship, consumer spending, the housing market, and yes, the creation of jobs, focusing on policy areas that strengthen America's cities is a no-brainer, regardless of party affiliation. (Or at least, it should be.)

And so below you'll find eight of our favorite federal urban policy ideas, gathered in advance of Tuesday's election results, that we now hope someone on President Obama's team will print out and tape to their forehead. Heck, why

stop there: you can do it, too! [NOTE: This has been updated slightly since it first posted Tuesday evening, to reflect the results of the election]

**Reform and cap the home mortgage interest deduction and spend the savings on low-income housing.**

Currently, the federal government funnels about \$35 billion a year in housing aid to families making more than \$200,000 a year through the widely popular but counterproductive home mortgage interest deduction. Yonah Freemark and Lawrence Vale made a strong argument for creatively restructuring this housing aid in a recent *New York Times* op-ed:

The National Low Income Housing Coalition (N.L.I.H.C.), working with Representative Keith Ellison, Democrat of Minnesota, and more than 350 organizations nationwide, suggests **reforming the deduction** by converting it to a credit, capping eligible mortgages at \$500,000 and using the proceeds to finance the **National Housing Trust Fund**.

This is a good idea: it would increase the number of middle-income families qualified for homeowners' aid but reduce expenditures over all by cutting spending for the wealthy. Were about \$30 billion in saved funds redirected to the poor, as the coalition proposes, federal funding for affordable housing could be almost doubled with no change in the deficit.

**Raise the gas tax by 15 cents a gallon.** This recommendation comes from the bipartisan Simpson-Bowles debt reduction commission. The gas tax, currently at 18.4 cents a gallon, feeds the Highway Trust Fund that pays for road infrastructure and mass transit across the country. The fund is on its way to insolvency, though (an ironic byproduct of the fact that we have more fuel-efficient cars and hybrids on the road today). In the long term, most experts agree that we need to move away from the gas tax toward some kind of user fee to fund transportation infrastructure, but in the meantime, nearly doubling it is our best bet. This will be wildly unpopular (with politicians and drivers). We should do it anyway. A slightly smaller hike of 10 cents has been projected to cost U.S. households on average about \$9 a month.

**Create a national infrastructure bank.** Transportation is not the only infrastructure we're bad at funding. The same applies to bridges, ports, waterways and energy systems. These projects are often funded by Washington according to earmarks, not actual significance. A new national infrastructure bank with an independent board could finance only those projects with the greatest regional or national value, leveraging private capital to pay for projects normally funded entirely with public money. This approach, similar to one that's been used in Europe, Asia and Latin America, would also re-frame infrastructure as an investment rather than an expense.

**Reform the Federal Railroad Administration and enable regional high-speed rail funding.** There's wide agreement that European-style high-speed rail would make the most sense here in the U.S. in the Northeast corridor and along the California coast. But neither will come to fruition until their two main obstacles are removed: the puzzle of how to ensure dedicated funding for them, and the dysfunctional Federal Railroad Administration.

On funding, we like former Interior Secretary Bruce Babbitt's idea of copying the strategies behind the original Interstate Highway Act of 1956, which owed its passage to "a lot of discussion, brokering, setting goals" with governors, as Babbitt puts it. Via *Better Cities & Towns*:

The biggest difficulty, he indicated, is that high-speed rail requires a dedicated form of financing. Would the country as a whole be willing to pay for a system serving seven or so states? That's highly unlikely, said Babbitt. "There are 43 states that will say no to an earmarked tax."

The way to overcome that obstacle is by establishing a gasoline tax that would be paid by residents of the Northeast corridor states, he argued. "That's the lesson of the Interstate Highway Act. We need to get back to dedicated user fees. It should be focused on regional users."

As for the FRA, thanks to our friends at *Market Urbanism* for tweeting this link (<http://www.ebbc.org/rail/fra.html>) to us earlier, which includes a brutal recap (written five years ago) of the agency policies that led to the debacle that is Amtrak's Acela service. We'll let Eric McCaughrin of the East Bay Bicycle Coalition remind us of all the gory details:

Amtrak's botched attempt at a high-speed train is a good case study in the problems caused by the FRA. As originally designed, the Acela was supposed to provide high-speed rail service on the Northeast Corridor (NEC) between Boston, New York, and Washington DC with speeds as high as 150 mph.

In order to procure the world's best off-the-shelf train for the least amount of money, Amtrak decided to buy an existing design from a European or Japanese manufacturer, who have decades of experience building and operating high-speed trains. The winner of this competition was a consortium of Bombardier and Alstom (the French TGV builder).

Then, in 1999 with Acela planning fully underway, the FRA pulled the rug out by issuing regulations for high-speed rail service requiring trains to withstand 800,000 pounds force without deformation. The 800,000 figure is an arbitrary number dating back to the 1920s; this mandate has since been increased to 1 million pounds.

The buffering requirement confounded Bombardier. Train weight is of crucial importance as it affects the amount of track wear, noise, and energy costs. To meet the buffering regulation, the train would have to be significantly bulked-up. The result was a highspeed train nearly twice as heavy as its European counterparts. As such, the Acela has been described variously as a tank-on-wheels and a bank-vault-on-wheels. Indeed, an overweight train like Acela would be banned from the European high speed rail network.

**Deploy social impact bonds.** While we're at it looking for novel funding schemes, this one would help pay for social programs that serve, for instance, foster children, criminal offenders, the mentally ill or drug addicts. These are the types of initiatives that tend to get hit first with budget cuts. But social impact bonds, already tried in Britain, could connect private investment to public good to keep such programs alive. John Roman and Jeffrey Butts at the Urban Institute explain how it worked in Britain here:

A social investment bank called Social Finance issued a 5-million pound bond to finance services for 3,000 recently released prisoners. Private investors, including community foundations and other charitable organizations, purchased the bond with the promise that if recidivism among the returning prisoners was reduced by 7.5 percent, they would receive a 7.5 percent return on their investment after six years, paid by the government. Even larger reductions in recidivism would result in greater returns.

Why would investors buy such bonds? Private donors, charities, and charitable foundations whose mission is to do good work and improve communities are betting that the profits they earn will allow them to do even more good work and more community development than they otherwise could. If the program flops, they are no worse off than if they had invested directly through grants.

**Make “location efficiency” a thing and use it in federal policy.** The Center for Neighborhood Technology popularized this idea with its Housing + Transportation Index measuring the two interrelated costs of living. Often, if you have a cheap house in the suburbs, you spend a lot on gas, while a more expensive apartment in a walkable neighborhood can come with dramatically lower transportation costs. This tradeoff speaks to location efficiency: How close is your home to the places you need to go – to your job, your grocery store and your favorite pub? Walkable neighborhoods are "location-efficient;" suburban subdivisions are not.

Under the Obama Administration, the Department of Housing and Urban Development has begun to take a greater interest in this concept. Imagine if the federal government created a clear and unified definition for "location efficiency" and then used it as a metric to determine which local projects merited federal grants or other support. What if you could qualify for a larger federally backed mortgage on a "location-efficient" home?

**Reform elections so they aren't as chaotic as they were today.** Seriously, why in America in 2012 should it take several hours of waiting in line to cast a simple ballot?

Some solid ideas to solve this, via our *Atlantic* colleague Andrew Cohen:

Congress ought to pass a "Voters' Rights Act," which guarantees a mail-in option and ensures significant early-voting hours for 10 days before a federal election. That would give working people -- you know, the real "middle class" -- four full days over two weekends to cast their ballot. Congress also ought to expand the scope of the Voting Rights Act, the venerable civil-rights statute, to force local election officials everywhere in America (and not just in Southern jurisdictions) to justify restrictions on voting rights.

And the next president, whoever he is, ought to quickly empanel another Commission on Federal Election Reform to investigate these partisan state schemes and recommend ways to achieve meaningful reform. Former Supreme Court Justice Sandra Day O'Connor should head that commission. And former U.S. Attorney Patrick Fitzgerald should head up its investigative functions.

**Invest in protecting our largest coastal cities from rising sea levels:** The next president should do anything he can to reduce the carbon emissions that are contributing to global climate change. But the tragic truth is that even if America does everything possible to combat rising sea levels, sea levels are still going to rise. If Superstorm Sandy taught us anything, it's that we're well past due on discussing serious infrastructure solutions to this looming problem. Let's get started right away, while the political climate is primed. In the case of New York, here's five possibilities worth considering.