

**DURHAM – CHAPEL HILL - CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****December 12, 2012
9:00 am****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. November 14, 2012 TAC Meeting Minutes
Attachment 5**

A copy of the November 14, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 14, 2012 TAC meeting.

**6. 2013 TCC and TAC Meeting Schedule
Attachment 6
Ellen Beckmann, LPA Staff**

The 2013 TCC and TAC meeting schedule is provided as Attachment 6.

TAC Action: Adopt the 2013 TCC and TAC Meeting Schedule.

ACTION ITEMS**7. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) (9:10-9:55)
Attachment 7, 7A
Andy Henry, LPA Staff
Yanping Zhang, LPA Staff**

The TAC released the Preferred Option for public comment at the October TAC meeting and held a public hearing at their November meeting. The TCC approved changes to the Preferred Option to draft the proposed 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP), and recommended TAC approval of the proposed plans. Attachment 7 is a presentation of the draft plans and schedules, and Attachment 7A is a report that includes socioeconomic data, projects lists, and maps.

The 2040 MTP will need to complete the air quality conformity process before being adopted, and the CTP will need to be presented and approved in its complete report format, which includes the classification of the various roadways.

TCC Recommendation: Recommend approval of the 2040 Metropolitan Transportation Plan (MTP) pending successful completion of the air quality conformity process, and recommend approval of the Comprehensive Transportation Plan (CTP).

TAC Action: Approve the 2040 Metropolitan Transportation Plan (MTP) pending successful completion of the air quality conformity process, and recommend approval of the Comprehensive Transportation Plan (CTP).

8. STPDA Schedule Changes – FY 2012-2018 Transportation Improvement Program Amendment #7 (9:55-10:05)

Attachment 8, 8A

Ellen Beckmann, LPA Staff

In November, the TAC received a report showing the current status of STPDA obligations. The TAC approved a TIP Amendment and corresponding database updates to move some funding for FY 2012 projects that were not obligated on time. Six projects were not included in the November agenda item. The TAC requested a response on the status of these six projects as soon as possible.

The City of Durham has put forth a recommendation for its two remaining FY 2012 projects. Attachment 8 describes their proposal which was endorsed by the TCC. Attachment 8A is a TIP Amendment that includes this proposal. The Towns of Chapel Hill and Carrboro have requested additional time to consider options for their remaining FY 2012 projects.

TCC Recommendation: That the TAC approve the STPDA programming changes requested by the City of Durham and approve the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #7”.

TAC Action: Approve the STPDA programming changes requested by the City of Durham and approve the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #7”.

9. Managed Lanes (10:05-10:20)

Attachment 9, 9A

Joe Milazzo, Regional Transportation Alliance

The Regional Transportation Alliance will provide a presentation on managed lanes, their application in other metropolitan areas, and options for their application in the Triangle area.

TAC Action: Receive presentation on managed lanes.

10. Election of 2013 TAC Officers (10:20-10:25)

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: Elect a TAC Chair and Vice-Chair for 2013.

REPORTS:**11. Report from the TAC Chair****Lydia Lavelle, TAC Chair**

TAC Action: Receive Report from TAC Chair

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

TAC Action: Receive Report from TCC Chair

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

The FY 2012 Year-End STPDA Obligation Report, the FY 2013 First Quarter Report, and the 2013-2014 Unified Planning Work Program Schedule are included in Attachment 13.

14. NCDOT Report**Attachment 14****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

15. Recent News Articles and Updates

Attachment [15](#)

Adjourn

Next meeting: January 9, 2013

Dates of Upcoming Transportation-Related Meetings:

You can now follow the DCHC MPO on Twitter 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
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	Pickett Road Closing - 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>Completed:</u> See 11/14/2012 TAC Agenda
11/14/2012	Provide recommendation for remaining FY 2012 STPDA projects	<u>In Progress:</u> See 12/12/2012 TAC Agenda.
11/14/2012	Provide update on MAP-21	<u>In Progress:</u> Scheduled for 1/9/2013 TAC Agenda.

41 **Adjustments to the Agenda**

42 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting and will
43 be discussed during the appropriate agenda item.

44 **Public Comments**

45 David Willauer with IEM stated there will be a hazardous material presentation for Wake
46 County tomorrow at 9:00 a.m. at the RDU Airport. Durham has several chemical sites near schools
47 and other developments. Mr. Willauer suggested IEM could provide a similar presentation for
48 Durham County.

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

50 The Directives to Staff are attached for review.

51 **CONSENT AGENDA:**

52 **October 10, 2012 TAC Meeting Minutes (Attachment 5)**

53 A motion was made by Mike Woodard and seconded by Alice Gordon to approve the
54 October 10, 2012 TAC Meeting Minutes with the following amendments by Ms. Gordon: "Page 1,
55 line 2, the date should be October 10, 2012, not October 12, 2012; page 7, lines 180 and 181 –
56 change the wording as follows: 'Alice Gordon wants to alert staff that the population and
57 employment figures for Orange County are a little high, per the Orange County Board of County
58 Commissioners'; page 9, line 215 – Add that Mark Chilton voted in opposition to the motion." The
59 motion carried unanimously.

60 **Public Involvement Policy (Attachments 6 and 6A)**

61 A motion was made by Mike Woodard and seconded by Alice Gordon to adopt the Public
62 Involvement Policy. The motion carried unanimously.

63 **ACTION ITEMS:**

64 **2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) –**
65 **Preferred Option – Public Hearing (Attachment 7)**

66
67 Andy Henry provided an introduction and update for the 2040 Metropolitan Transportation
68 Plan (MTP), Comprehensive Transportation Plan (CTP) – Preferred Option – Public Hearing, along
69 with the attachments. Mr. Henry stated an updated PowerPoint handout was provided at the
70 beginning of the meeting.

71 Ellen Reckhow asked why Durham’s growth rate decreased and Mr. Henry stated staff didn’t
72 change it, but he will check the information.

73 Chuck Watts, Jr. stated he thought we were trying to drive the growth to urban areas. Mark
74 Ahrendsen stated the model is doing this. Urban areas fill up in accordance with the adopted Land
75 Use Plans. Mr. Watts, Jr. stated staff needs to let the local boards know this.

76 Ellen Reckhow stated the Research Triangle Park’s new plan moves from 45,000 to 150,000
77 jobs potentially in the Research Triangle Park. John Hodges-Copple stated they met with Research
78 Triangle Park and have tried to incorporate their new plan into this document. Ms. Reckhow asked if
79 there are more land use changes that aren’t reflected. I-40 is over capacity, and Research Triangle
80 Park is looking at transit. This could be a big impact.

81 Bernadette Pelissier stated people are pushed out to the rural area, but employment is
82 concentrated in the municipalities. We have our Economic Development Districts not in urban areas.
83 Alice Gordon asked if any changes were made for Orange County and Andy Henry stated no. Ms.
84 Gordon asked why isn’t the growth in the Economic Development Districts. Mr. Henry stated the
85 growth in unincorporated Orange County is in the Economic Development Districts. Bernadette
86 Pelissier stated future growth may not follow past patterns. Mr. Henry stated staff made no changes
87 to the population and employment in Orange County. We need to reconsider the land use plans if
88 the model doesn’t reflect the desired land use patterns.

89 Chuck Watts, Jr. stated there is a mandate for higher densities. The more spread out the
90 growth, the more difficult it will be for NCDOT to address the traffic.

91 Andy Henry stated we are using different sales tax growth rates from what was assumed in
92 the county transit plans, and we will note the differences in the report. The annual rate can vary
93 significantly.

94 Chuck Watts, Jr. stated local staff is only looking out a few years and the economic experts
95 are looking long-term.

96 Alice Gordon stated the limiting factor on the growth may be water availability in Orange
97 County.

98 Andy Henry stated there is additional work in progress.

99 Lydia Lavelle opened the public hearing at 7:48 p.m.

100 Chris Selby, a resident, spoke regarding Farrington Road. Mr. Selby stated re-routing
101 Farrington Road to the Falconbridge grade separation loads traffic into the residential neighborhood.
102 It is inconsistent with the residential neighborhood in the NC 54 plan. Mr. Selby wants to pave
103 George King Road and create a NC 54 intersection and not bring Farrington Road extension to NC 54.

104 Alex Castro, Jr., Vice-Chair on the Orange County Board on Aging, spoke. The demographics
105 are changing as there are longer life-spans and the elderly population will be higher in the future.
106 How do seniors get to senior centers and health care facilities? Seniors are losing mobility and the
107 needs of seniors needs to be addressed.

108 Bonnie Hauser with Smart Transit for Orange County spoke. "We are a growing countywide
109 coalition that wants to help align transit with plans for land use plans, projected growth and
110 investments in economic development. This is a defining moment when we transition from a
111 university transit system to a serious commitment for transit to serve everyone. More than ever, our
112 planning has to be right and we feel that important questions need to be discussed.

113 (1) Clarify growth projects and commuter patterns:

- 114 • What are the projected population and number of commuters and how will commuting
115 patterns shift given changes in demographics, including growing number of commuters to
116 Mebane and Chatham, and aging of our population?
- 117 • How will transit align to changing land use plans and serve target areas for growth and
118 economic development?
- 119 • Should rapid transit to RTP, RDU, and Raleigh be revisited – given recent announcements to
120 redevelop RTP and pursue transit at Union Station?
- 121 • How do you plan to build ridership beyond university students and employees? With the
122 passage of the tax, transit is now a public service – and it may be time to move past a simple
123 hub and spoke system to a broad, convenient transit system that services the major transit
124 corridors including 15-501, MLK Blvd. up through Hillsborough and 54 West. This is
125 especially important as UNC decentralizes to include Carolina North and Healthcare
126 operations in 15-501 and in Hillsborough.
- 127 (2) What is the right technology given economics and trends?
- 128 • Is it possible to flip priorities and look first at BRT – at least for the next decade or so? This
129 allows focus in building ridership and revamping routes to our changing landscape. As you
130 know, BRT is not as fast as LRT, but it should be more than sufficient for our needs. Based on
131 FTA grants, BRT is increasing in popularity and LRT is waning – probably because it's cheaper
132 and more flexible – and can be integrated with a broader transit system. It also frees up
133 funds – so instead of paying for environmental and other studies that are needed for LRT – it
134 gives us the chance to move more aggressively toward building ridership and a true transit
135 community.
- 136 (3) Does our foundation system work for the future?

137 • Is it time to rationalize routes, schedules and transfers across all transit providers – and
138 introduce fares for public transportation? Even UNC charges fares and is now charging for
139 park and rides. Of course with smart cards and other technology there are many options to
140 bypass traditional fare collection.

141 (4) Do the economics work and are funds aligned to our priorities?

142 • At the last minute, Orange County agreed to give vehicle fees to CHT. This raises important
143 questions for the entire plan. First – does Durham want the same accommodation – since
144 they tried to do something similar last spring? For Orange – that’s a \$22 million cut to local
145 funds – what services will be cut to make this accommodation and what does it do to
146 matching grants? There are many possible interpretations – but to us – it supports the
147 argument that transit planning and funding should focus on bus, BRT and improving ridership
148 – rather than studies for LRT that’s part of a changing future.

149 We hope you will give these important issues your immediate attention and consider resetting
150 priorities to focus on bus transportation and BRT in order to improve ridership and move us from a
151 university-bus service to a full-fledged transit community.”

152 Geoffrey Daniel Geist, a resident of Chapel Hill in Orange County, spoke. “As a member of
153 the community that would be impacted by current and future transit projects, I would like to again
154 thank the MPO for your continued support for imparting more thorough environmental
155 considerations into how routes, for example, are chosen for all forms of transit. On a number of
156 occasions, numerous members of the community have focused on how transit can and should have
157 the least negative impact on our precious and irreplaceable natural resources. Because of the high
158 cost both to the pocket-book, not to mention our environment, this body along with other
159 representative bodies supported the C2 LRT route over the highly unpopular C1 proposal. C2 imparts
160 far less environmental damage to our wetlands, Significant Natural Heritage areas, not to mention

161 real threats to wildlife in the Little Creek area. Along these lines, we are grateful to this body in
162 shifting SWDD to reflect environmental realities: that a costly bridge and busy highway and
163 thoroughfare over and through the Little Creek area would pose long-term and devastating
164 consequences to the land, to wildlife, to our community. We have seen our community grow
165 significantly over the years. It is fast becoming one of the more desirable destinations nationwide to
166 live and to work, but also one that recognizes the importance of our environment and the central
167 role it plays in our daily lives. What will inform and enhance community support for future transit
168 growth now and into the future is a plan to balance, respect, and preserve the environment when
169 planning and implementing transit plans. Avoiding unnecessary damage to both people and the
170 planet will ensure a successful and viable transit future. As a member of this community, I represent
171 a significant number of individuals who are concerned about maintaining this balanced approach.
172 Don't get me wrong: This is not a zero-sum game. We can, should, and must preserve what's been
173 granted to us in addition to moving forward on needed transit projects. I strongly believe this is a
174 core value of this community and one worth preserving. The shift of SWDD to the east reflecting the
175 C2 route is in line with this approach, one that will do the least amount of damage to our
176 environment and one the community can be proud of. We thank members of this planning
177 organization for your previous decisions on shifting the LRT routing and look forward to it formally
178 adopting the similar path for SWDD as the best possible choice for a sound and responsive transit
179 plan."

180 Eric Teagarden, a citizen, thanked TAC members and staff for listening to the citizen
181 concerns.

182 Joe Milazzo with Regional Transportation Alliance offered congratulations on the
183 referendum. They support the East End Connector, I-40 widening, managed lanes, US 70 Freeway,
184 and US 70/Miami interchange. They support improving nodes before simply widening links.

185 Lydia Lavelle closed the public hearing at 8:06 p.m. Ms. Lavelle stated the public comments
186 will be referred to staff.

187 **FY 2014-2020 Draft Transportation Improvement Program – Public Hearing (Attachments 8 and**
188 **8A)**

189 Ellen Beckmann provided an introduction and update for the FY 2014-2020 Draft
190
191 Transportation Improvement Program – Public Hearing, along with the attachments.

192 Mike Woodard asked why no bicycle projects were funded and Chuck Watts, Jr. stated the
193 bicycle/pedestrian funds are limited and the interest has ballooned. It has been \$6-\$9 million for the
194 last few years. Mr. Watts, Jr. stated to let people know your concerns and benefits. Joey Hopkins
195 stated there are limited funding sources available. MAP-21 has more flexibility for funding. Chuck
196 Watts, Jr. stated they are looking at the revenue issue.

197 Lydia Lavelle opened and closed the public hearing at 8:17 p.m.

198 Mike Woodard asked if the TAC can receive a presentation on MAP-21 at a future meeting,
199 and Ellen Beckmann stated she will get a presentation scheduled.

200 **MPO Boundary and Organization (Attachments 9, 9A, 9B, 9C, and 9D)**

201 Ellen Beckmann provided an introduction and update for the MPO Boundary and
202 Organization, along with the attachments.

203 Alice Gordon stated we celebrate the collaboration by the organizations to have a mutually
204 agreeable boundary.

205 Mike Woodard stated Roxboro isn't that far away. Is it possible to revisit the Roxboro-Person
206 boundary, and Mark Ahrendsen stated it is certainly always possible to revisit.

207 A motion was made by Alice Gordon and seconded by Ellen Reckhow to approve the 2010
208 Durham Smoothed Urbanized Area; approve the DCHC MPO Metropolitan Planning Area; and
209 approve agreements with the Capital Area MPO and Burlington-Graham MPO regarding planning
210 boundaries. The motion carried unanimously.

211 Ellen Beckmann stated staff will revisit our MOA in the spring when the MTP calms down.

212 Alice Gordon wants a copy of the MPO MOA and the TAC Bylaws. Mike Woodard stated

213 there is a problem with the website because they can't access them. Staff will look into this.

214 **STPDA Schedule Changes – FY 2012-2018 Transportation Improvement Program (Amendment #6)**

215 Ellen Beckmann provided an introduction and update for the STPDA Schedule Changes – FY

216 2012-2018 Transportation Improvement Program, along with the attachment.

217 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the STPDA

218 schedule adjustments and approve the "Resolution to Modify the 2012-2018 Transportation

219 Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #6. The motion

220 carried unanimously. Lydia Lavelle requested a report on the remaining STPDA projects at the next

221 meeting.

222 **Election of 2013 TAC Officers – Nominating Committee (No Attachment)**

223 Lydia Lavelle asked Alice Gordon and Mike Woodard to be the nominating committee and to

224 report back to the TAC in December.

225 **Report from the TAC Chair**

226 Lydia Lavelle stated the sales tax passed.

227 **Report from the TCC Chair**

228 There was not a report from the TCC Chair.

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

230 The Report from Staff is attached for review.

231 **NCDOT Report (Attachment 15)**

232 Joey Hopkins provided an update on Division 5 projects. Mark Ahrendsen stated the

233 landscaping agreement for Hillandale Road is going to City Council Monday night.

234 Mike Mills provided an update on Division 7 projects. Alice Gordon thanked NCDOT for the
235 progress made on the Culbreth sidewalk project.

236 Julie Bollinger reminded everyone there will be a public involvement session for the Chatham
237 County CTP in Siler City tomorrow.

238 **Adjournment**

239 There being no further business before the Transportation Advisory Committee, a motion
240 was made by Alice Gordon and seconded by Mike Woodard to adjourn the meeting. The motion
241 carried unanimously.

DCHC MPO TAC/TCC Meeting Dates 2013

Durham City Hall, Committee Room

Transportation Advisory Committee
(TAC)

2nd Wednesday of the month, 9 am

9-Jan-13

13-Feb-13

13-Mar-13

10-Apr-13

8-May-13

12-June-13

No July TAC meeting

14-Aug-13

11-Sept-13

9-Oct-13

13-Nov-13

11-Dec-13

Technical Coordinating Committee
(TCC)

4th Wednesday of the month, 9 am

23-Jan-13

27-Feb-13

27-Mar-13

24-Apr-13

22-May-13

26-June-13

24-July-13

28-Aug-13

25-Sept-13

23-Oct-13

20-Nov-13*

18-Dec-13*

Tentative Joint TAC Meeting Dates (locations and times TBD)

29-May-13

30-Oct-13

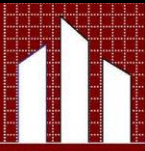
* One week earlier than usual (3rd Wednesday of the month) to avoid conflict with a holiday

TAC meetings are occasionally moved to 7 pm to accommodate public hearings.
Appropriate notice will be provided for schedule changes.

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

Draft Plans

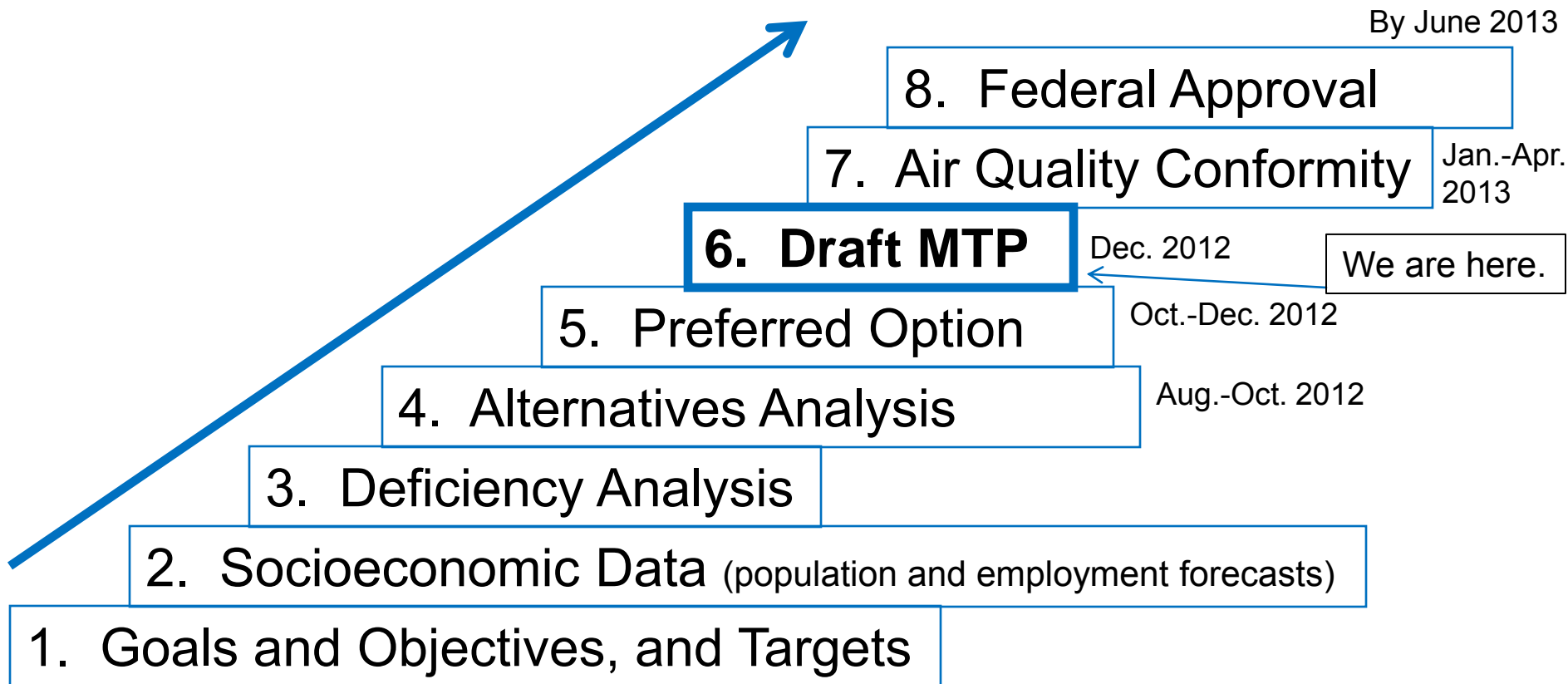
Transportation Advisory Committee
December 12, 2012

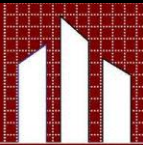


Presentation Outline

- Comments
- Highway
- Transit
- Financial Plan
- Congestion Maps
- Next steps

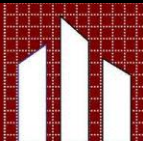
What is the 2040 MTP Process?





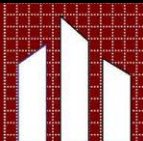
Preferred Option – Local Gov't Comments (Orange County and Carrboro)

- Orange -- Review population and employment forecasts, which appear to be too high
 - MPO response – Provided more detailed data to TCC and TAC; no change to forecasts
- Carrboro – model does not account for desire to change transportation habits and rising fuel costs
 - MPO response – Need longer, definitive trend to change travel behavior. However, given updated CAFE standards, model increases vehicle fuel costs to \$4.80/gallon by 2040.



Preferred Option – Local Gov't Comments (Chapel Hill)

- Accelerate MLK BRT project
 - MPO response – Based on Orange County transit plan; not enough funding results from higher sales tax assumption to advance the project
- Community concern about Fordham widening and superstreet (#73 and #240)
 - MPO response – Leave in MTP to help initiate study; involve public in feasibility study.

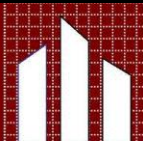


Preferred Option – Agency Comments (RTA)

- Regional Transportation Alliance (RTA)
 - Create US 70/Miami Blvd interchange project – MPO made change in draft.
 - Accelerate I-40 Managed Lanes (NC 147 to NC 86) to 2030 MTP, perhaps in concert with I-40 widening in TIP – MPO will wait for feasibility results.
 - More intersection, interchange and roundabouts instead of widenings, and create tool to discern effect of these nodal improvements

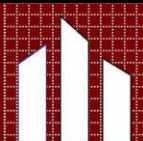
Preferred Option – Agency Comments (USACE)

- US Army Corps of Engineering (USACE)
 - 11 CTP projects cross USACE land; all projects are in southern Durham County and southeast Orange County.
 - USACE – utilize all practicable alternatives that eliminate need for USACE land
 - MPO response – state MPO intent in report to consider all alternatives in environmental assessment; this process is part of environmental assessment.



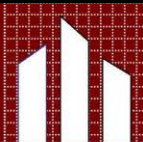
Preferred Option – Agency Comments (USACE)

- 2 CTP projects (SWDD and Scott King Rd) are new alignment
 - USACE – new alignment permit not considered unless “regional arterial or freeway.”
 - MPO response – state in report that MPO will consider all alternatives and alignments for these two projects in environmental assessment; discuss road classification during project development.
- 1 CTP project (Stagecoach Rd)
 - USACE – previous easement condition stated that no further right-of-way will be authorized for this roadway
 - MPO response – delete from CTP



Preferred Option – Agency Comments

- NC Wildlife Resource Commission, NC Natural Heritage Program, and NC Dept. of Cultural Resources
 - Over one-half of CTP projects affect (within 400 feet) wetlands, rare species, etc.
 - MPO response – MPO conducts closer analysis when proceeds to environmental assessment



Preferred Option -- Public Comments

- 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)
- Specific comments:
 - Support rail and bus transit.
 - Desire fewer multilane roads.
 - Support small-scale bikeway connectivity instead of inter-county routes. More sensitive, robust model.
 - Want 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.

Highway Projects – Draft 2040 MTP and CTP

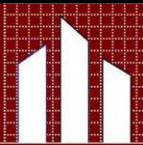
Same as Preferred Option except for...

ID	Project Description	Change
#116.1	US 70/Miami Blvd. interchange	Create separate project from US 70 freeway conversion (#116). Keeps both in <u>2030 MTP</u> but helps to move interchange forward in SPOT.
#45	I-40 Managed Lanes (Wake County to NC 147)	Advance project to <u>2030 MTP</u> to match CAMPO plan and anticipated feasibility study.
#48	I-85 (Orange Co)	Split project between <u>2030 and 2040</u> horizon to balance costs and revenues within horizon periods.
#242	Mt. Carmel Ch Rd; modernization	Shorten project length. Extends to Old Lystra Rd instead of Mangum Ct.
#243	Old Lystra Rd; modernization	Shorten project length. Extends to Sun Forest Way instead of US 15-501.

Highway Projects – Draft 2040 MTP and CTP (continued)

Same as Preferred Option except for...

ID	Project Description	Change
#202	Hopson Rd	Move to <u>2030</u> ; does not include railroad improvements.
#233	Roxboro Rd. (501 N) (from Goodwin Rd to Bywood Dr); add median	Add to <u>CTP</u> so that 501 N meets NCDOT policy requiring boulevards to have median.
#244	Angier/Glover Connector	Add to CTP; needed to accommodate railroad crossing.
#64	NC 147 Managed Lanes (Alston Ave to East End Connector)	Delete project from <u>CTP</u> . Inclusion creates 4-lane to 8-lane transition on NC 147 at Alston Ave.
#101	Stagecoach Rd	Delete project from <u>CTP</u> . Army Corps says ~”no additional right-of-way.” There is 60 feet of ROW.



Financial Plan

Highway, Bike and Pedestrian -- Changes

Cost Category (millions \$)	DCHC	TIP/'11 to '20	'21 to '30	'31 to '40	Pref Opt Tot	Change
Roadways - Total	\$ 3,203	\$ 420	\$ 1,447	\$ 1,336	3,237	(33)
<i>Roadways</i>	\$ 2,219	316	997	906	2,246	(27)
<i>Maintenance</i>	\$ 984	104	450	430	991	(6)
Other - Total	\$ 303	\$ 101	\$ 101	\$ 101	303	-
<i>Pedestrian/Bicycle</i>	\$ 180	60	60	60	180	-
<i>Transportation Demand Management</i>	\$ 30	10	10	10	30	-
<i>Intelligent Transportation Systems</i>	\$ 48	16	16	16	48	-
<i>Transportation System Management</i>	\$ 45	15	15	15	45	-
Cost Total	\$ 3,506	\$ 521	\$ 1,548	\$ 1,437	3,540	(33)

Revenue Category (millions \$)	DCHC	TIP/'11 to '20	'21 to '30	'31 to '30	DCHC	
Roadways, Bike & Ped - Total	\$ 3,573	\$ 509	\$ 1,517	\$ 1,547	3,550	23
<i>State and Federal Funding</i>	\$ 2,144	364	920	860	2,130	14
<i>Maintenance</i>	\$ 984	104	450	430	991	(6)
<i>Managed Lanes - toll road (70% of cost)</i>	\$ 244	-	76	168	244	-
<i>Private Funding</i>	\$ 96	6	36	54	81	15
<i>Local Funding- Highway</i>	\$ 60	20	20	20	60	-
<i>Local Funding- Bicycle/Pedestrian</i>	\$ 45	15	15	15	45	-
Revenue Total	\$ 3,573	\$ 509	\$ 1,517	\$ 1,547	3,550	23
Difference	\$ 67	\$ (12)	\$ (31)	\$ 110	11	56

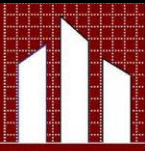
Almost identical to Preferred Option. A few changes...

Moved part of I-85 (Orange Co.) to 2040 horizon to help balance costs and revenues.

Added STP-DA and CMAQ funding (\$40m) to 2011-2020 horizon

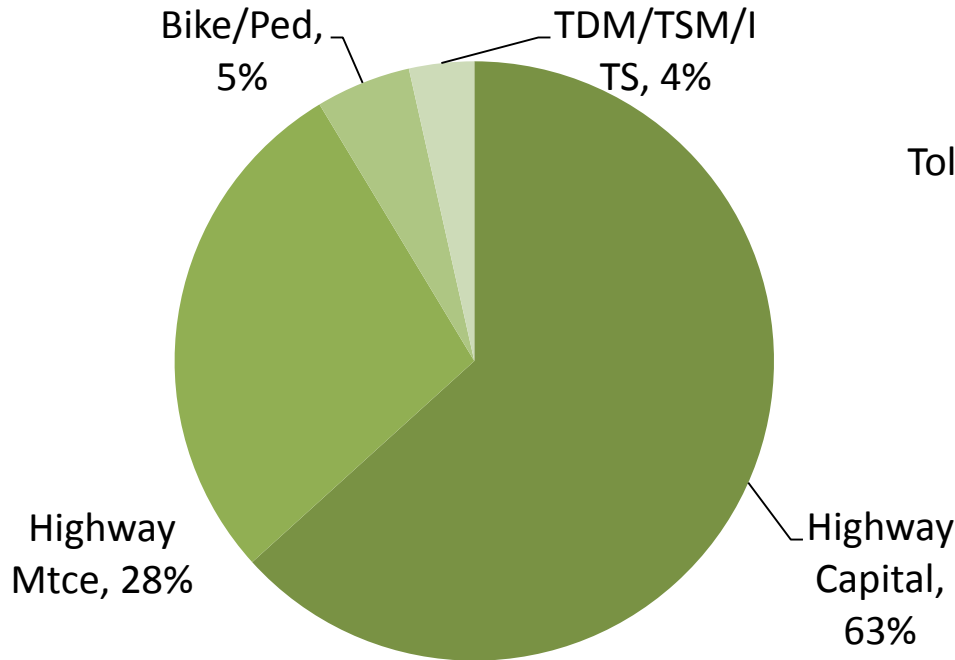
Moved part of I-40 managed lanes up to 2030 horizon.

These deficits are about 2% of total costs for their horizon period; seems to be within tolerance.

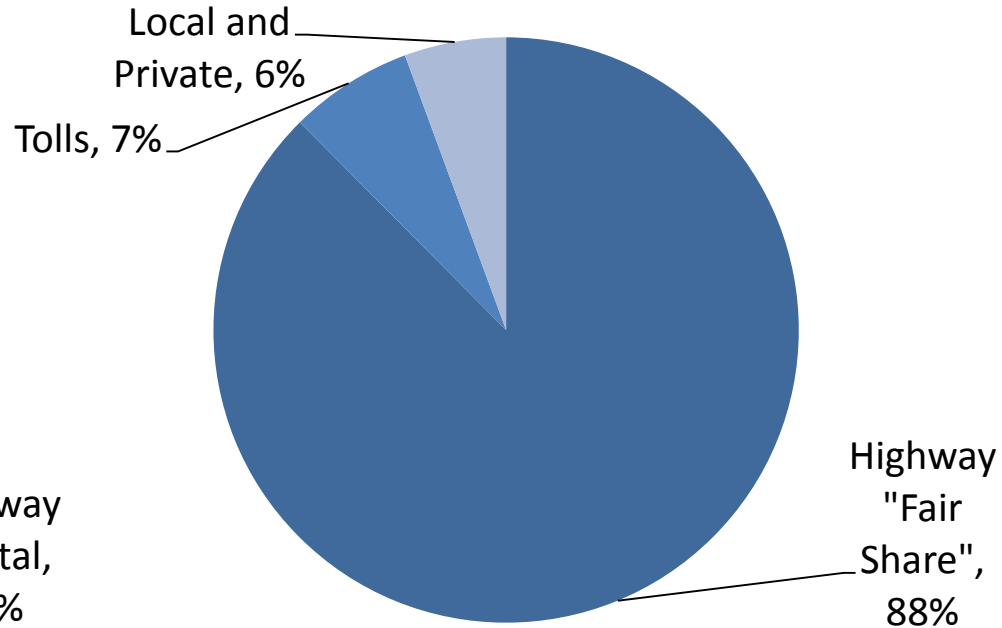


Financial Plan

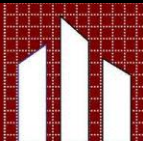
Highway, Bike and Pedestrian -- Proportions



Total Highway Costs =
\$3.51 billion



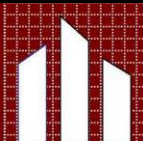
Total Highway Revenues =
\$3.57 billion



Transit Projects – Draft 2040 MTP and CTP

Same as Preferred Option...

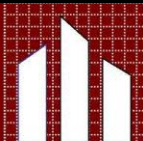
- Assume more optimistic sales tax growth rate after year 2015, 4.65% and 4.4% for Durham and Orange (transit investment plans assumed 3.5% and 3.6%)
- Assume state will provide match for rail transit capital outside of Mobility Fund
- Extend light rail transit from Alston Avenue to station at Briggs Avenue
- Cost increase for MLK Blvd BRT (increased by \$22 million, for a total of \$44 million)



Transit Projects – Draft 2040 MTP and CTP

Changes to Preferred Option...

- Move Fordham BRT to CTP
- Terminate NC54 Bus at Hamilton Rd in MTP
- Add trunk line bus in Chapel Hill (Gateway to downtown) in MTP
- Extend MLK BRT to P&R lot in MTP
- Extend CHT HS route in Carrboro in MTP
- Add two feeder bus lines to Briggs Ave station in MTP
- Add Triangle Transit and DATA routes to MTP and CTP



Financial Plan

-- Transit

Transit Expenditures (millions \$)	DCHC	% of Total	Durham	Orange
Existing Services	\$ 1,374	\$ 1	\$ 702	\$ 672
<i>Federal</i>	\$ 376	27%	181	195
<i>State</i>	\$ 235	17%	92	143
<i>Local</i>	\$ 628	46%	312	316
<i>Fares</i>	\$ 120	9%	112	8
<i>Other</i>	\$ 15	1%	5	10
New Services (county transit plans+)	\$ 2,667		\$ 2,096	\$ 571
<i>Federal Capital</i>	\$ 954	36%	746	208
<i>Federal Operations</i>	\$ 86	3%	67	19
<i>State Capital</i>	\$ 449	17%	355	94
<i>State Operations</i>	\$ 80	3%	54	26
<i>Sales Tax</i>	\$ 700	26%	552	148
<i>Vehicle Registration Fee</i>	\$ 69	3%	51	18
<i>Rental Tax</i>	\$ 47	2%	30	17
<i>Fares</i>	\$ 87	3%	76	11
<i>Bonds</i>	\$ 195	7%	165	30
Total Transit Expenditures	\$ 4,041		\$ 2,798	\$ 1,243

Existing Services includes current bus transit

New Services includes bus and transit investment plans plus Chapel Hill BRT on MLK, and Durham LRT extension.

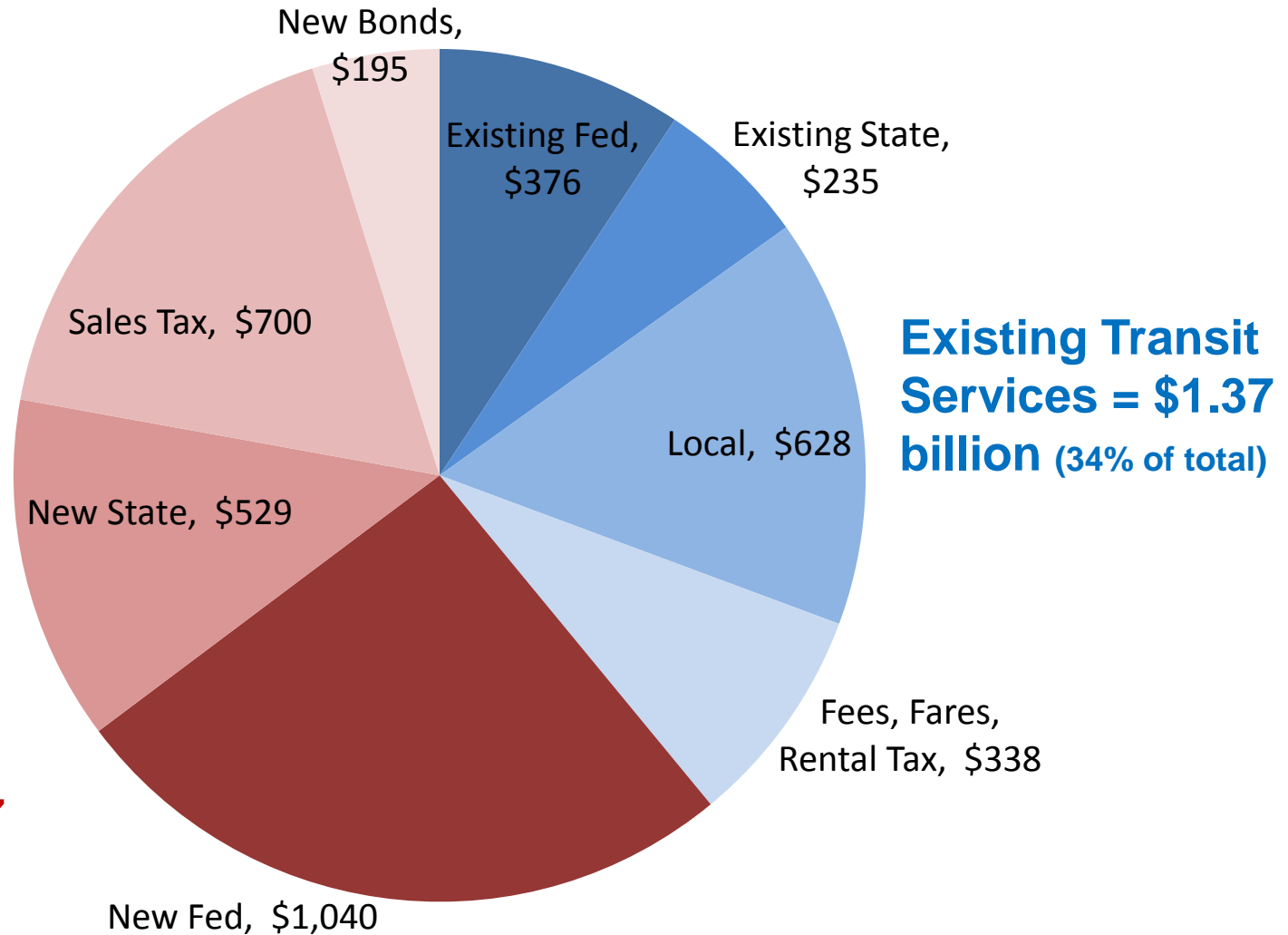
Durham = Total is 4x current expenditure.

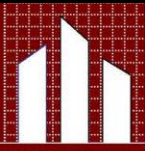
Orange = Total is 2x current expenditure.



Financial Plan

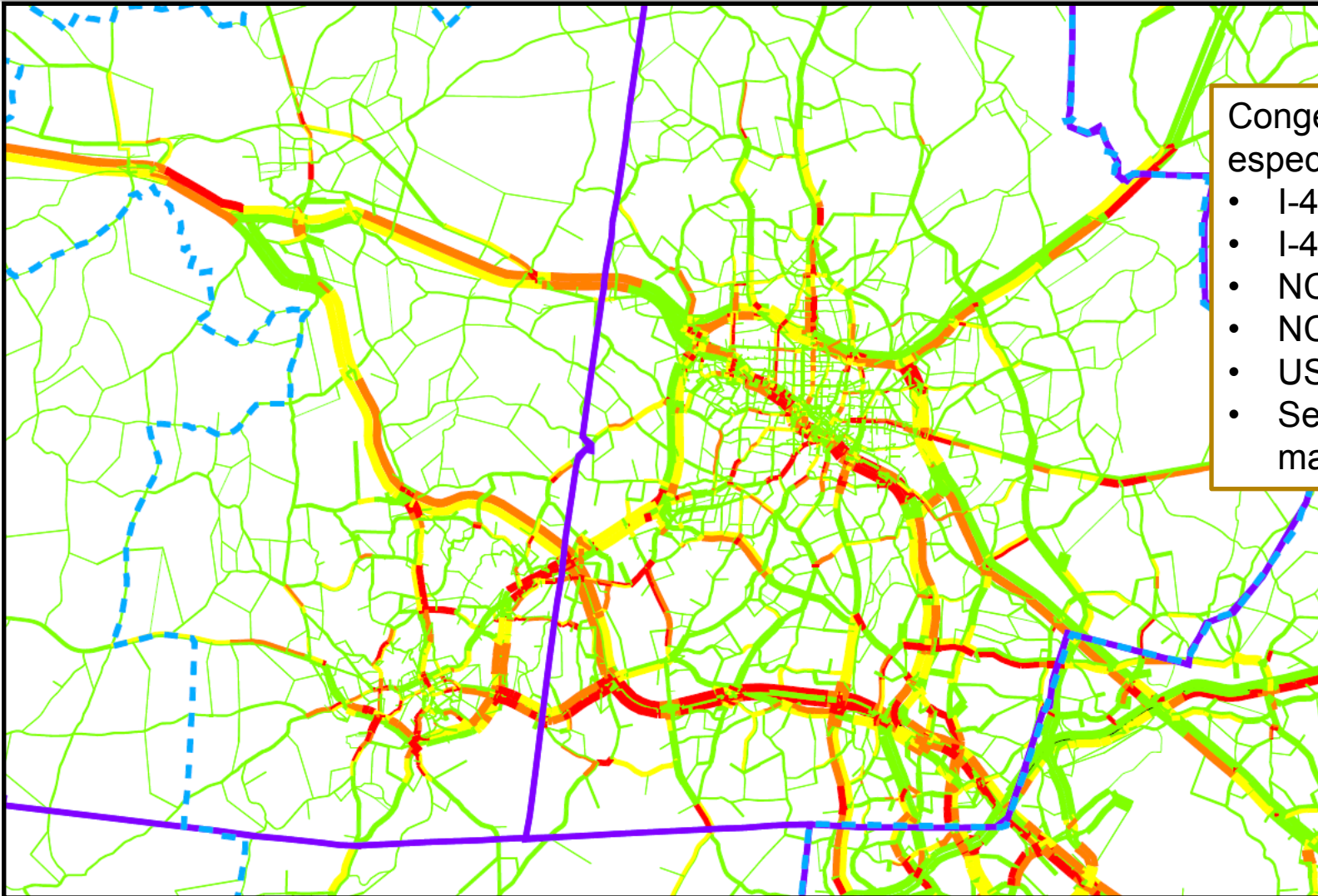
Transit -- Proportions





Performance Measures

2040 MTP – Congestion Map



Congestion persists,
especially:

- I-40
- I-40/I-85
- NC 147
- NC 54
- US 15-501
- Sections of many major arterials



2040 MTP

-- Next Steps

<u>Action</u>	<u>Completion</u>
Close public input period	December 12, 2012
Approve draft 2040 MTP for Air Quality process*	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

* Expect minor corrections to land use, modeling, project and financial data.



CTP

-- Next Steps

<u>Action</u>	<u>Completion</u>
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

* Might need to change some projects to coordinate with NCDOT and adjacent counties



Comments and Questions



**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

**2040 Metropolitan Transportation Plan
And
Comprehensive Transportation Plan**

Draft Plans

December 12, 2012

Direct Questions and Comments to:

Andy Henry
City of Durham -- Transportation Division
101 City Hall Plaza
Durham, NC 27701
(919) 560-4366
andrew.henry@durhamnc.gov

www.dchcmpo.org

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2040 MTP and CTP

Draft Plan – Public Comments

Public Comment Period and Process

The draft 2040 Metropolitan Transportation Plan (often called the Preferred Option) and draft Comprehensive Transportation Plan (CTP) were released on October 10, 2012 for a public comment period that will end at the Transportation Advisory Committee (TAC – the MPO policy board) meeting on December 12, 2012. This sixty-three day comment period exceeds the forty-two day comment period that the MPO public involvement policy requires.

The MPO notified the public through public notices in local newspapers, email list and public service announcements, and made all the documents available through the MPO Web site and at local libraries and government planning offices. The TAC conducted a public hearing at their November 14, 2012 meeting in which several citizens provided direct feedback to the TAC.

Compilation of Comments

The MPO posts all the public comments that have been received in a written form on the MPO Web site (www.dchcmpo.org) in the section called “Draft Long-Range Plans Released for Public Comment.” The following link may be used for directly accessing that page:

http://www.dchcmpo.org/index.php?option=com_content&task=view&id=96&Itemid=35

Summary of Comments – Agencies and Boards

Several elected bodies and some boards and commissions have conducted hearings and completed discussion on the draft plans. The summary below covers the most significant comments and resolutions received up to December 3, 2012, and provides an MPO response to the comment.

Orange County Board of Commissioners

- Comment – Review population and employment forecasts, which appear to be too high.
 - MPO response – Staff provided more detailed data to TCC and TAC; no change has been made to forecasts.

Carrboro Board of Aldermen

- Comment – Model does not account for desire to change transportation habits and rising fuel costs
 - MPO response – Need longer, definitive trend to change travel behavior in model. Given the expected increases in vehicle fuel efficiency based on recently updated Corporate Average Fuel Economy (CAFE) standards, the vehicle fuel costs effectively increase up to \$4.80 per gallon by 2040.

Chapel Hill Town Council

- Comment – Need to accelerate MLK BRT project.
 - MPO Response – Schedule is based on Orange County transit plan. There is not enough funding resulting from higher sales tax assumption to advance the project.
- Comment – There will be community concern about the Fordham Blvd. widening and superstreet (projects #73 and #240).
 - MPO response – It is best to leave the projects in MTP to help initiate a study of this corridor, and then involve the public in the study.

Regional Transportation Alliance (RTA)

- Comment – Recommend creating US 70/Miami Blvd interchange project.
 - MPO Response – Staff added interchange project to the draft MTP.
- Comment – Recommend accelerating I-40 Managed Lanes (NC 147 to NC 86) to 2030 MTP, perhaps to be constructed at same time as I-40 widening in TIP
 - MPO Response – It is best to consider this recommendation in an anticipated feasibility study. The addition of managed lanes to four-lane roadways is extremely rare.
- Comment – Need more intersection, interchange and roundabouts instead of widenings, and create tool to discern effect of these nodal improvements
 - MPO Response – MPO agrees, and has demonstrated this viewpoint, for example, in the NC 54 Corridor Study recommendation. The MPO Congestion Management Plan (CMP) will use analysis tools that are sensitive to nodal changes.

US Army Corps of Engineering (USACE)

- Comment – There are eleven CTP projects that cross USACE land (all these projects are in southern Durham County and southeast Orange County). Must utilize all practicable alternatives that eliminate need for USACE land.
 - MPO response – MPO will continue to consider all alternatives in environmental assessment stage of project development, and state this intent in the MTP and CTP reports.
- Comment -- Two CTP projects (Southwest Durham Dr and Scott King Rd) are new alignment, and the USACE does not consider new alignment permits unless the roadways are a “regional arterial or freeway.”
 - MPO response – MPO will continue to consider all alternatives in environmental assessment stage of project development, and state this intent in the MTP and CTP reports. The roadway classification can be discussed at that stage.
- Comment – The previous easement condition for Stagecoach Rd stated that no further right-of-way will be authorized for this roadway.
- MPO response – Delete this project from the CTP.

NC Department of Cultural Resources

- Comment -- Twenty-seven MTP/CTP projects might impact historic districts, landmarks, etc.
 - MPO response – MPO will continue to consider all alternatives in environmental assessment stage of project development, and state this intent in the MTP and CTP reports.

NC Wildlife Resource Commission and NC Natural Heritage Program

- Comment -- Over one-half of CTP projects affect (are within 400 feet of) wetlands, rare species, etc. (nine resources were catalogued).
 - MPO response – MPO will continue to consider all alternatives in environmental assessment stage of project development, and state this intent in the MTP and CTP reports.

Summary of Comments – Public

The public has provided comments by email and letters. The summary below covers the most significant comments received up to December 3, 2012.

- Almost all the comments requested that Southwest Durham Drive be deleted from the 2040 MTP or be connected to NC 54 via George King Road. The comments were mostly based on:
 - Environmental impacts to the Little Creek area; and,
 - Traffic impacts to the Meadowmont community and Rashkis Elementary School; and,
- One comment supported connecting Southwest Durham Drive to Meadowmont Lane based on the likely diversion of traffic away from NC 54, which is congested.
- Support for rail and bus transit.
- Support for fewer multilane roads.
- Support for small-scale bikeway connectivity instead of inter-county routes because the connectivity attracts more use than the inter-county routes.
- There needs to be a more sensitive, robust model.
- There is a need for express bus from major nodes to airport.
- Makes more sense to construct the NC54/Falconbridge grade separation at the same time that traffic is redirected to the new Farrington Rd/Falconbridge intersection.
- One comment showed disappointed that environmental stakeholders were not alerted for the September TAC public hearing.

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2040 MTP and CTP

Draft Plan – Land Use

Guide Totals

The following two tables depict the county-level population and employment guide totals used in the land use modeling for the draft plans. These are the same values that have been used throughout the MTP and CTP plan development process:

- Population -- The population forecast is from the North Carolina Office of State Budget and Management (OSBM) and is based on their May 2011 reporting.
- Employment – The employment forecast uses base data from the North Carolina Employment Security Commission and growth data from Woods and Poole Economics.

Population			
<i>--Guide Totals--</i>	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 ⁽¹⁾⁽²⁾	38,991	71,672	2.0%
Person County ⁽¹⁾	31,845	44,784	1.1%
Total	474,086	746,702	1.5%

Employment			
<i>--Guide Totals--</i>	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%
Total	284,063	459,026	1.6%

Land Use Assumptions

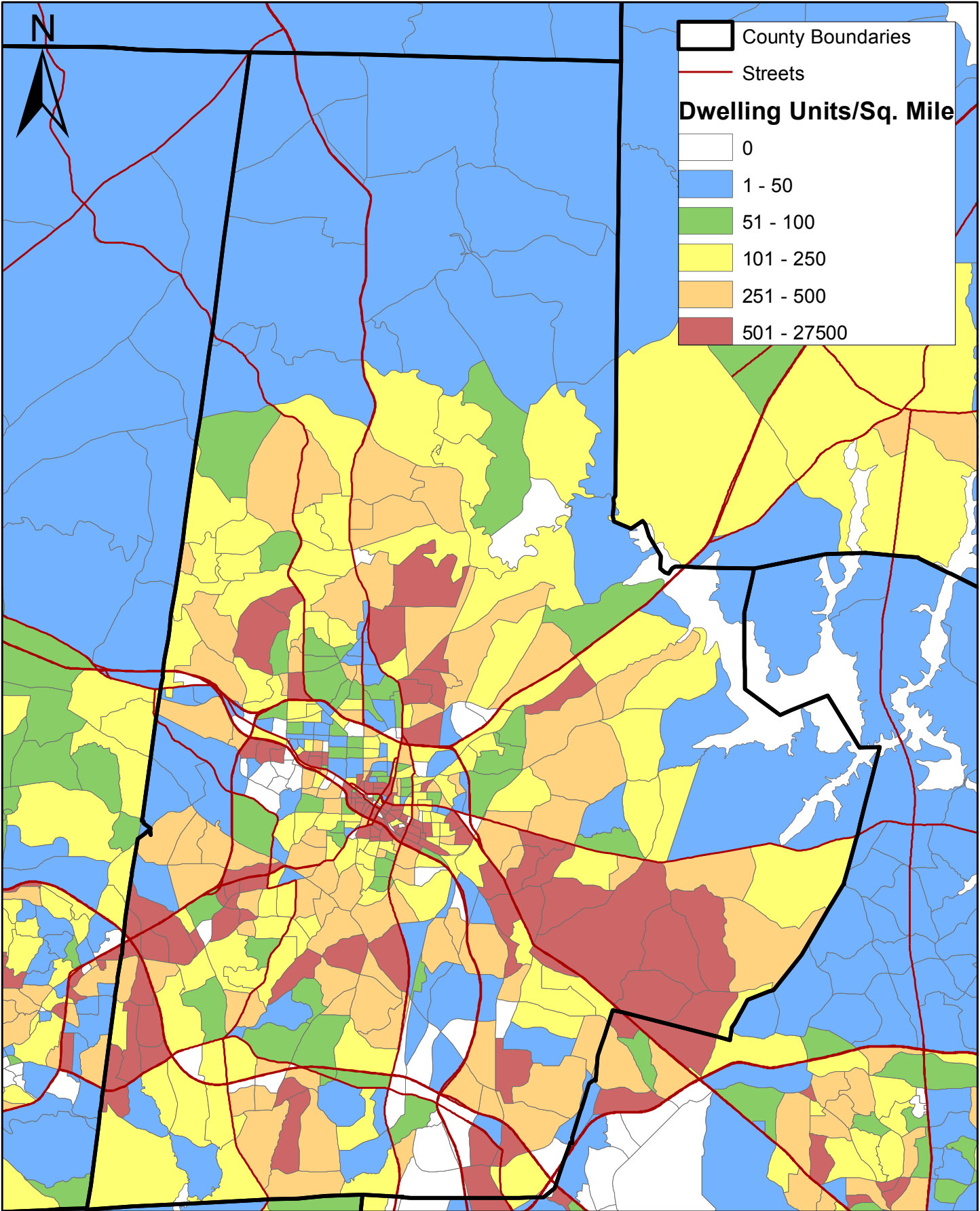
The DCHC MPO used the Community Visualization land use modeling process to create several different land use scenarios for the Alternatives Analysis. The MPO chose to use the All-in-Transit scenario for the Preferred Option and will use that same scenario for the draft plans, as well. The key distinguishing features of the All-in-Transit scenario include:

- Transit Oriented Development -- There is relatively more dense and mixed-use transit oriented development (TOD) around future rail transit stations. It should be noted that the population and employment growth around the stations is not expected to exceed the levels permitted by future land use plans, especially given the intention of Durham City/County Planning to change the land use plans around the rail transit stations to the form-based plans recently adopted for the downtown and Ninth Street areas.
- Residential Mix -- The mix of single-family and multi-family residential will be slightly adjusted to more closely follow the well-established trend to multi-family dwelling units and the assumptions of peer cities that were surveyed.

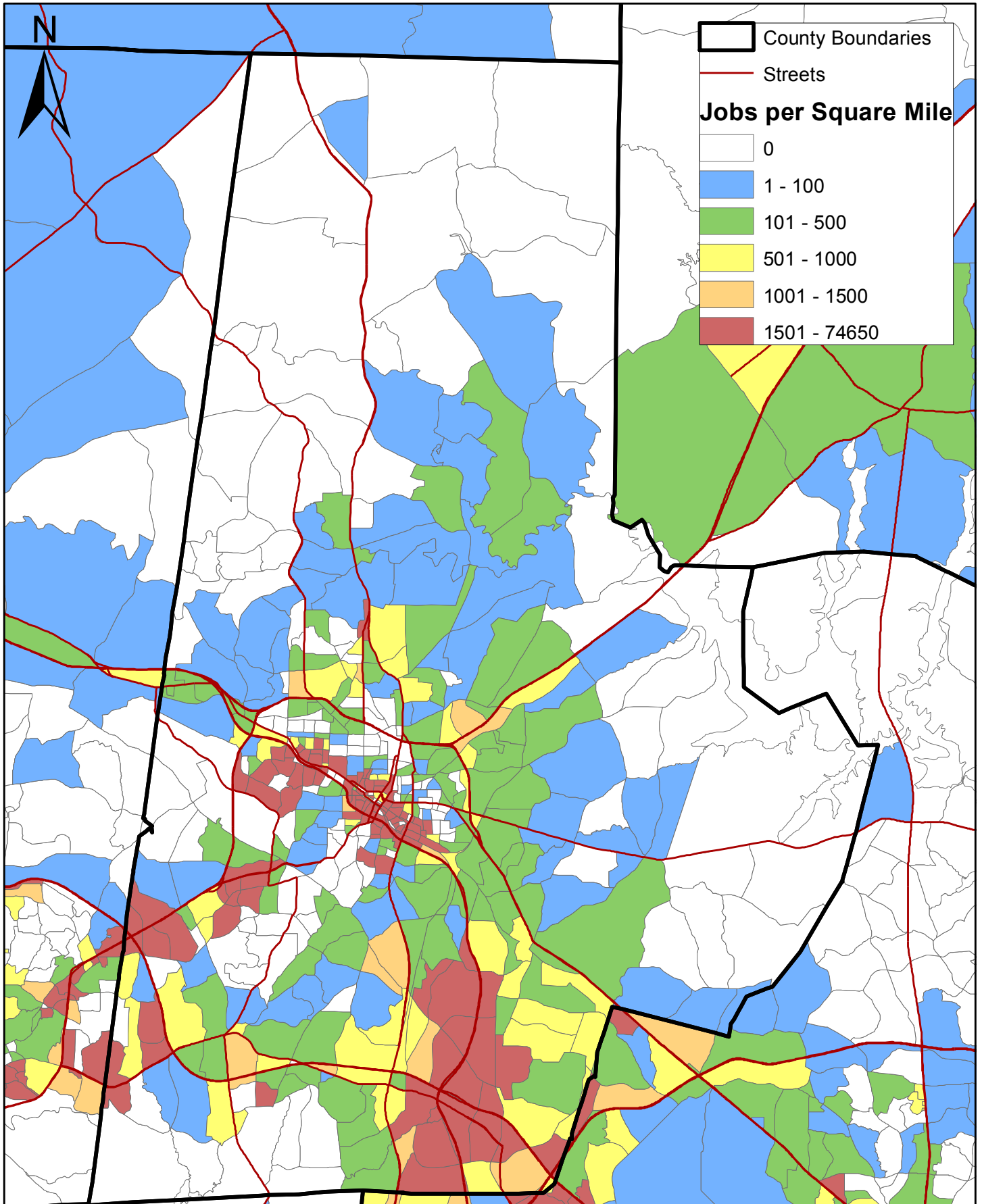
Socioeconomic Data Maps

The six maps on the following pages display the growth distribution of dwelling units and employment from 2011 through 2040. The maps show the per-mile density of the distribution.

Draft Plan -- Dwelling Unit Growth 2010 - 2040

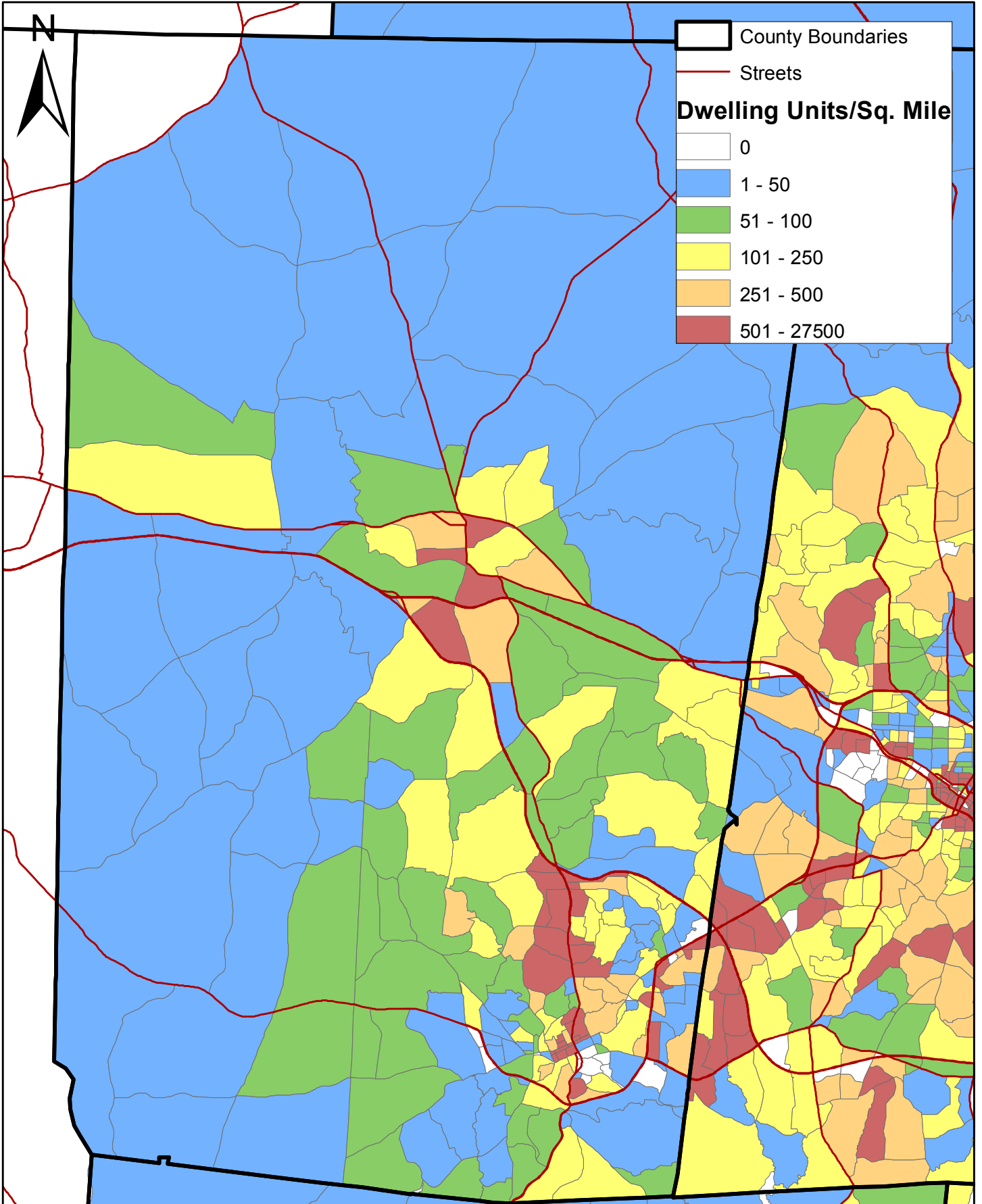


Draft Plan -- Employment Growth 2010 - 2040

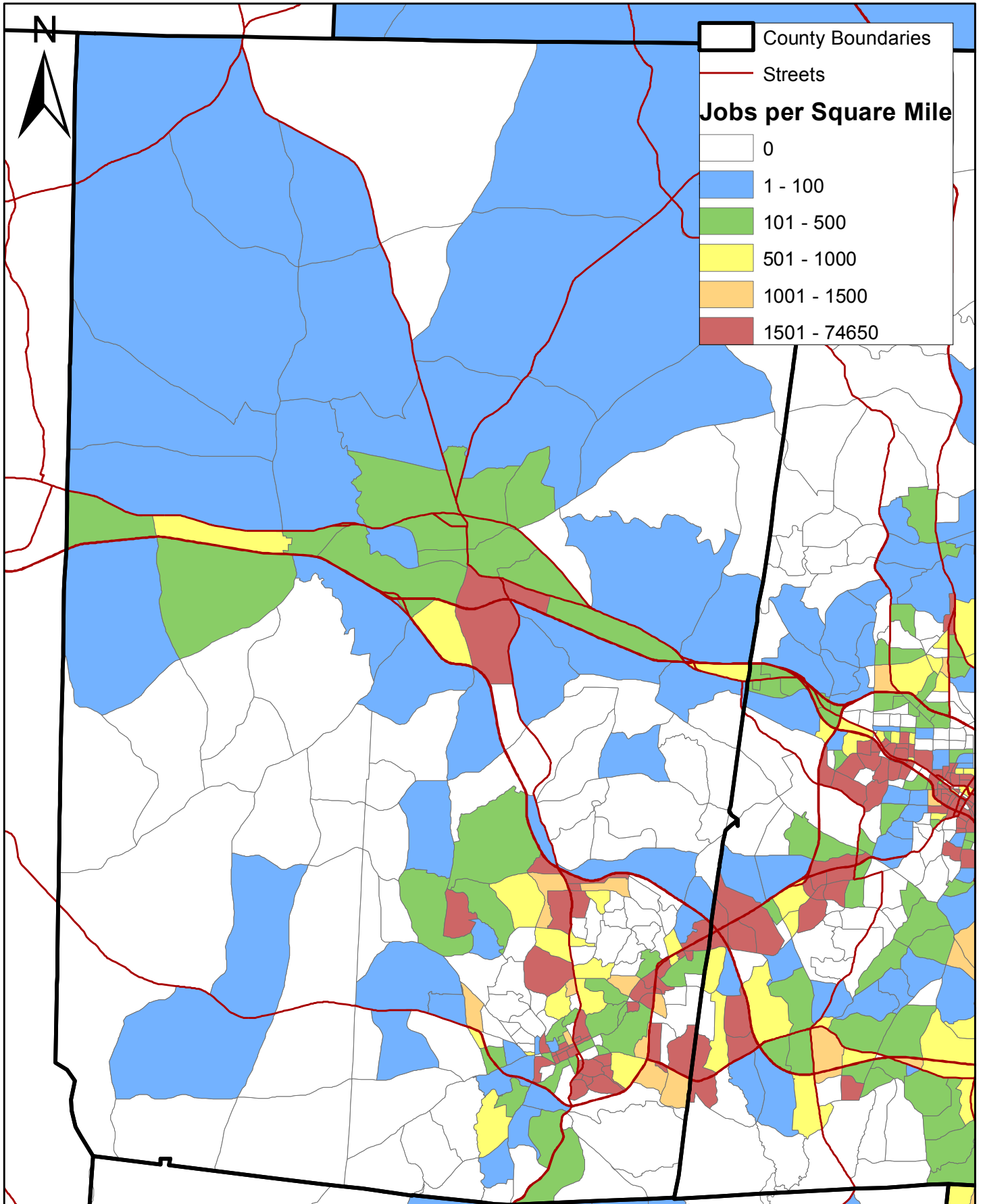


November 30, 2010

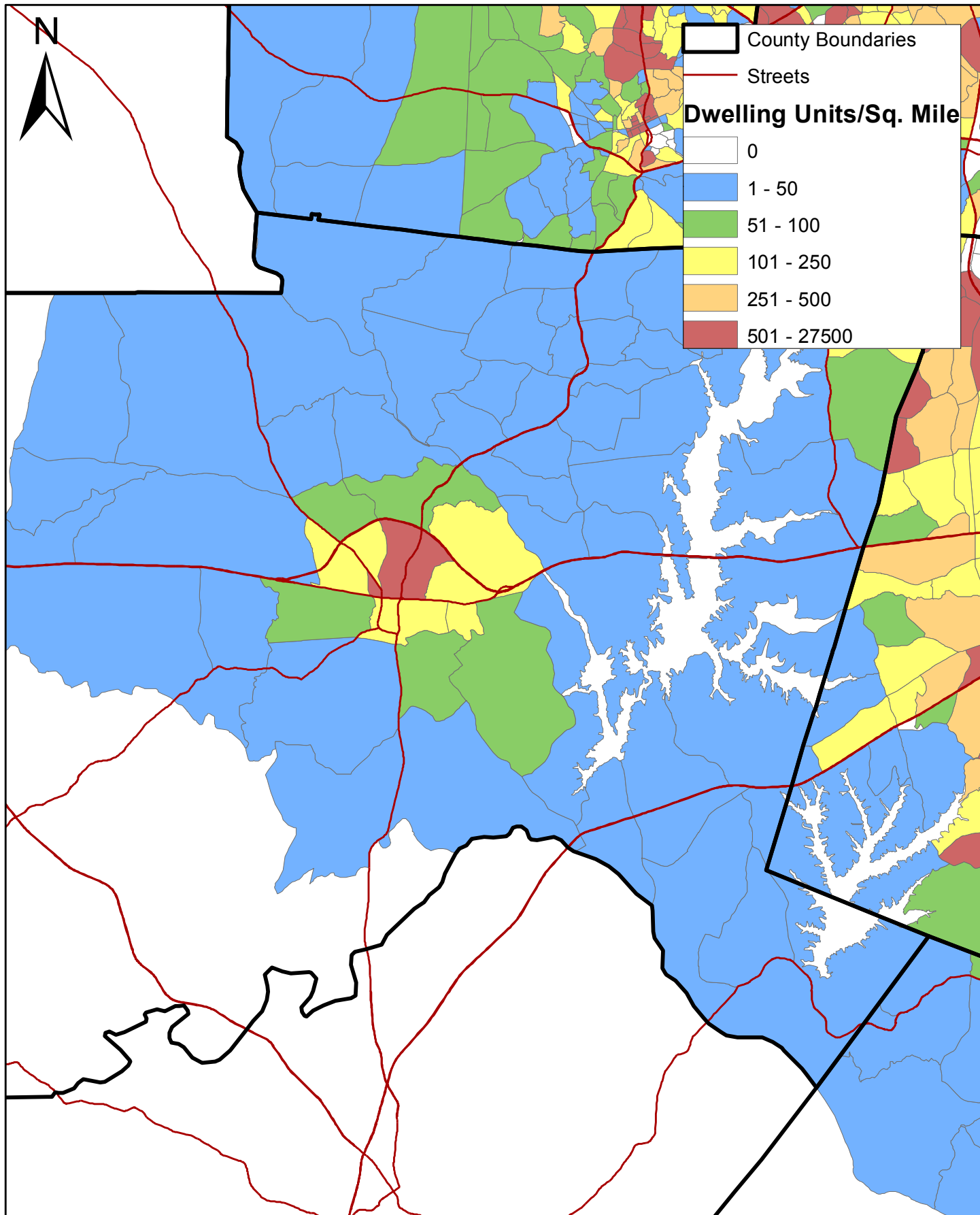
Draft Plan -- Dwelling Unit Growth 2010 - 2040



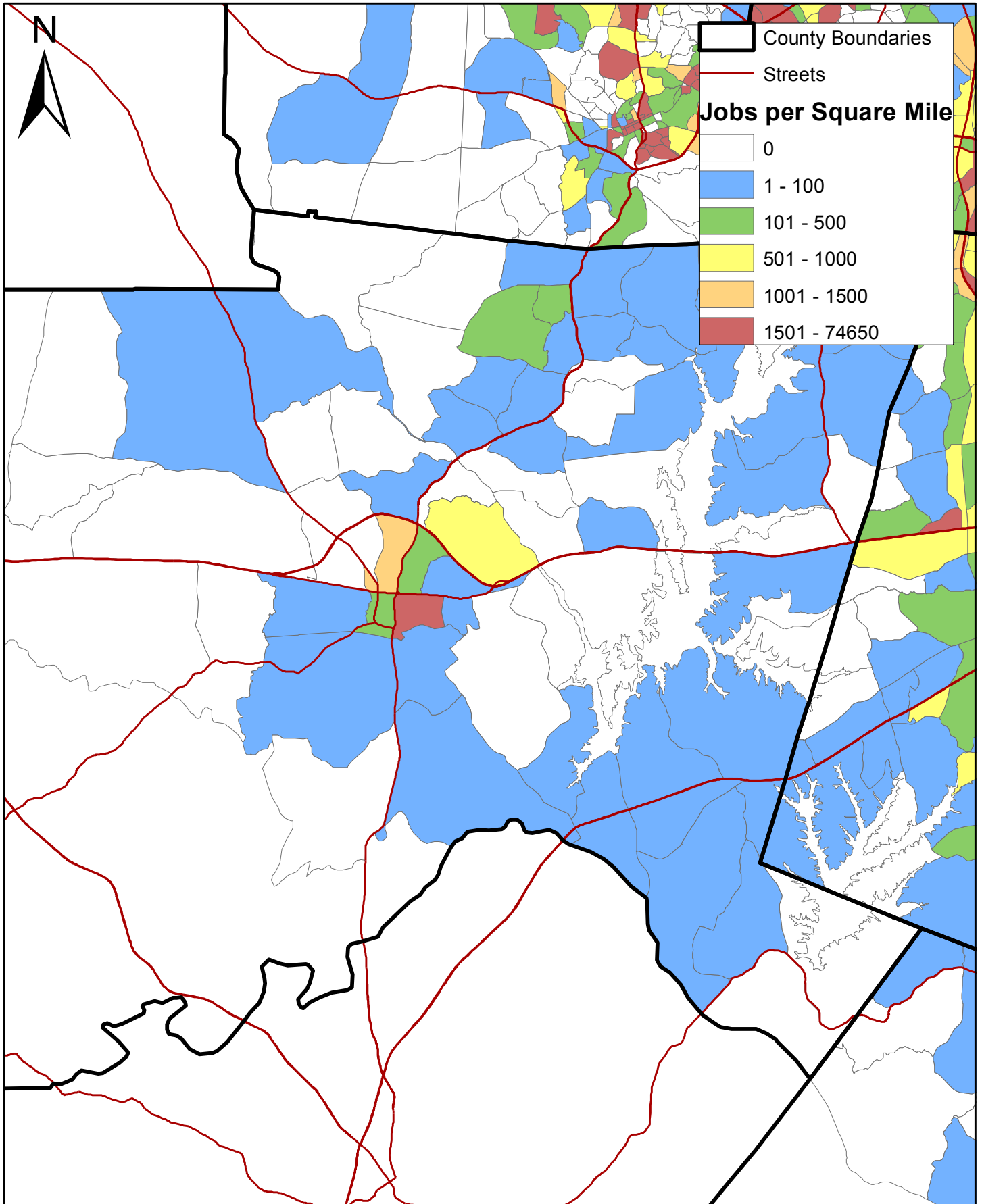
Draft Plan -- Employment Growth 2010 - 2040



Draft Plan -- Dwelling Unit Growth 2010 - 2040



Draft Plan -- Employment Growth 2010 - 2040



2040 MTP and CTP

Draft Plan – Highway Projects

Changes for Draft Plans

The following table lists the changes made to the highway projects in the Preferred Option to create the draft plans.

ID	Project Description	Change
#116.1	US 70/Miami Blvd. interchange	Create separate project from US 70 freeway conversion (#116). Keeps both in <u>2030 MTP</u> but helps to move interchange forward in SPOT.
#45	I-40 Managed Lanes (Wake County to NC 147)	Advance project to <u>2030 MTP</u> to match CAMPO plan and anticipated feasibility study.
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#244	Angier/Glover Connector	Add to CTP; needed to accommodate railroad crossing.
#64	NC 147 Managed Lanes (Alston Ave to East End Connector)	Delete project from CTP. Inclusion creates 4-lane to 8-lane transition on NC 147 at Alston Ave.
#101	Stagecoach Rd	Delete project from CTP. Army Corps says ~"no additional right-of-way." There is 60 feet of ROW.

Highway Project List and Maps

The list of highway projects in the 2040 MTP and CTP begins on the next page, and is followed by corresponding CTP maps.

2040 MTP and CTP

Draft -- Roadway Project List

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Regionally Significant	Exempt from AQ	Funding Source	AQ Year
2020 MTP												
30*	Hillandale Rd.	I-85	Carver	2	4	0.7	Widening	\$ 1,950,000	No	No	State/Fed	2012
59	Miami Blvd.	Methodist Dr.	Angier Ave	2	5	0.72	Widening	(budget before 2012)	No	No	State/Fed	2012
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	1.00	New Location	\$ 10,110,000	No	No	Local	2014
15	East End Connector (EEC)	NC 147	US 70 E; NC 98	0	4	2.50	New Location	\$ 153,981,250	Yes	No	State/Fed	2018
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	New Location	\$ 2,231,819	No	No	Private	2020
43	I-40	US 15-501	NC 86	4	6	4.10	Widening	\$ 43,457,093	Yes	No	State/Fed	2019
44	I-40	NC 86	I-85	4	6	7.32	Widening	\$ 46,342,907	Yes	No	State/Fed	2019
70.4	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	New Location	\$ 1,600,000	No	Yes	State/Fed	2014
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	New Location	\$ 567,876	No	No	Private	2020
75	NC 55 (Alston Ave)	NC 147	NC 98	2	4	1.00	Widening	\$ 31,024,000	No	No	State/Fed	2016
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	New Location	\$ 3,407,255	No	No	Private	2020
92.1	Roxboro/Latta/Infinity (intersection)	Latta Rd.	Infinity Rd.	4	6	0.50	Intersection	\$ 4,100,000	Yes	No	State/Fed	2014
97	Smith Level Rd	Rock Haven Rd	NC 54 bypass	2	3	0.60	Widening	\$ 8,199,000	No	No	State/Fed	2014
98*	South Columbia St	NC 54	Manning Dr	2	2	0.70	Modernization	\$ 4,850,000	No	Yes	State/Fed	2013
1	T W Alexander Dr	Cornwallis Rd	NC 147	2	4	1.00	Widening	\$ 4,450,000	No	No	State/Fed	2012
119	Weaver Dairy Rd	NC 86	Erwin Rd	2	3	2.80	Widening	(budget before 2012)	No	No	State/Fed	2013
Total Costs for 2012 to 2020								\$316,271,200				
* Some costs for this project were budgeted before the plan fiscal years.												
2030 MTP												
40	Carolina North network	Carolina North Campus		0	2	0.82	New Location	\$ 6,397,359	No	No	Private	2030
232	Corcoran St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	\$ 25,000,000	No	Yes	State/Fed	2030
12	Cornwallis Rd	NC 55	Alexander Dr	2	4	1.07	Widening	\$ 10,346,536	No	No	State/Fed	2030
17	Estes Dr	NC 86	Seawell School Rd	2	2	0.71	Modernization	\$ 3,123,567	No	No	State/Fed	2030
17.1	Estes Dr	Seawell School Rd	Greensboro Rd	2	2	0.93	Modernization	\$ 4,091,433	No	No	State/Fed	2030
241	Estes Dr	MLK Blvd	E Franklin Street	2	2	1.36	Modernization	\$ 5,134,237	No	No	State/Fed	2030
200	Eubanks Rd	Old NC 86	Millhouse Rd.	2	2	2.64	Modernization	\$ 6,800,273	No	No	State/Fed	2030
222	Eubanks Rd	Millhouse Rd	NC 86	2	4	0.80	Widening	\$ 7,735,728	No	No	Private	2030
201	Farrington Rd (realignment)	NC 54	Wendell Rd	0	2	0.85	New Location	\$ 6,631,409	No	No	Private	2030
23	Fayetteville Rd	Woodcroft Pkwy	Cornwallis Rd	2	4	2.31	Widening	\$ 21,314,000	No	No	State/Fed	2030
73	Fordham Blvd (bypass)	NC 54	US 15-501	4	6	2.12	Widening	\$ 25,180,578	Yes	No	State/Fed	2030
240	Fordham Blvd (superstreet)	NC 54	Franklin Street	4	4	2.08	Superstreet	\$ 16,596,984	No	No	State/Fed	2030
204	Fordham Blvd/NC 54 (interchange)	US 15-501	NC 54	4	4	0.30	Interchange	\$ 17,300,000	No	Yes	State/Fed	2030
24.11	Garrett Rd	NC 751	Old Durham Rd	2	2	2.10	Modernization	\$ 20,570,004	No	No	State/Fed	2030
35	Homestead Rd	High School Rd	NC 86	2	2	1.70	Modernization	\$ 9,102,000	No	No	State/Fed	2030
36	Homestead Rd	Old NC 86	High School Rd	2	2	1.47	Modernization	\$ 9,691,637	No	No	State/Fed	2030
202	Hopson Rd	Davis Dr	NC 54	2	4	0.67	Widening	\$ 4,286,000	No	No	Private	2030
203	I-40/NC 54 (interchange)	I-40	NC 54	6	7	0.35	Interchange	(part of #69.1)	No	Yes	State/Fed	2030
45	I-40 Managed Lanes	Wake County Line	NC 147	0	2	3.85	Widening	\$ 108,254,238	Yes	No	State/Fed	2030
48	I-85	Orange Grove Rd	Lawrence Rd	4	6	2.70	Widening	\$ 113,772,450	Yes	No	State/Fed	2030

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2040 MTP and CTP

Draft -- Roadway Project List

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Regionally Significant	Exempt from AQ	Funding Source	AQ Year
49	I-85	US 70	Red Mill Rd	4	6	3.50	Widening	\$ 102,515,000	Yes	No	State/Fed	2030
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	2.77	Modernization	\$ 18,316,754	No	No	State/Fed	2030
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	0.68	New Location	\$ 4,763,788	No	No	Private	2030
231	N Mangum St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	\$ 25,000,000	No	Yes	State/Fed	2030
69.1	NC 54	I-40 Interchange	NC 751	2	4	1.24	Widening	\$ 18,895,238	No	No	State/Fed	2030
69.2	NC 54	NC 751	Fayetteville	2	4	1.72	Widening	\$ 26,209,524	No	No	State/Fed	2030
69.3	NC 54	Fayetteville	Barbee	2	4	1.04	Widening	\$ 15,847,619	No	No	State/Fed	2030
69.4	NC 54	Barbee	NC 55	2	4	1.25	Widening	\$ 19,047,619	No	No	State/Fed	2030
70	NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	1.66	Widening	\$ 27,000,000	Yes	No	State/Fed	2030
70.1	NC 54 (superstreet) (west)	Meadowmont Dr	Barbee Chapel Rd	6	6	0.20	Superstreet	\$ 4,300,000	Yes	No	State/Fed	2030
70.2	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	0	6	0.10	Grade Separation	\$ 6,500,000	No	Yes	State/Fed	2030
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	Widening	\$ 10,589,000	No	No	State/Fed	2030
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	New Location	\$ 4,950,000	No	No	State/Fed	2030
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	6	3.75	Widening	\$ 28,480,000	Yes	No	State/Fed	2030
94	Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	1.10	New Location	\$ 20,489,000	No	No	State/Fed	2030
106	SW Durham Dr	15-501	Mt Moriah Rd	0	2	0.35	New Location	\$ 3,245,929	No	No	Private	2030
116	US 70 (freeway conversion)	Lynn Rd (Durham Co.)	Aviation Pkwy Ext (Wake Co)	4	6	4.11	Freeway	\$ 202,300,000	Yes	No	State/Fed	2030
116.1	US 70/Miami Blvd (interchange)	US 70	Miami Blvd.	4	6	0.30	Interchange	\$ 35,100,000	Yes	Yes	State/Fed	2030
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	New Location	\$ 2,504,002	No	No	Private	2030
Total Costs for 2021 to 2030								\$ 997,381,905				
2040 MTP												
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	Widening	\$ 18,426,000	No	No	State/Fed	2040
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	2.18	New Location	\$ 17,007,613	No	No	Private	2040
45.2	I-40 Managed Lanes	NC 147	US 15-501	0	2	8.55	Widening	\$ 240,408,762	Yes	No	State/Fed	2040
48.1	I-85	Lawrence Rd	the Durham Co line	4	6	4.80	Widening	\$ 100,892,550	Yes	No	State/Fed	2040
206	I-85/US 70 Connector (add access)	I-85	US 70	4	4	0.41	Add Access	\$ 2,446,000	Yes	Yes	State/Fed	2040
53	Leesville Rd Ext	Northern Parkway	US 70/Page Rd Ext	0	4	0.81	New Location	\$ 6,319,343	No	No	Private	2040
242	Mt Carmel Ch Rd	US 15-501	Old Lystra Rd	2	2	0.67	Modernization	\$ 2,529,367	No	No	State/Fed	2040
64.13	NC 147 (general purpose widening)	East End Conn	I-40	4	6	2.63	Widening	\$ 21,385,332	Yes	No	State/Fed	2040
70.3	NC 54 (superstreet) (west)	Burning Tree	Meadowmont Dr	6	6	0.55	Superstreet	\$ 4,900,000	Yes	No	State/Fed	2040
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	Widening	\$ 11,915,000	No	No	State/Fed	2040
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	2.68	Widening	\$ 24,027,443	No	No	State/Fed	2040
81.1	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	2	4	5.94	Widening	\$ 57,437,780	Yes	No	State/Fed	2040
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	New Location	\$ 71,731,296	Yes	No	State/Fed	2040
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	New Location	\$ 66,693,606	Yes	No	State/Fed	2040
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	2	2	5.38	Modernization	\$ 27,903,123	No	No	State/Fed	2040
243	Old Lystra Rd	Mt Carmel Ch Rd	Sun Forest Way	2	2	2.51	Modernization	\$ 9,475,687	No	No	State/Fed	2040
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	Widening	\$ 7,735,728	No	No	State/Fed	2040
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	Widening	\$ 16,438,422	No	No	State/Fed	2040
89	Olive Branch Rd Ext	NC 98	Wake County Line	0	2	2.22	New Location	\$ 17,319,680	No	No	Private	2040

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2040 MTP and CTP Draft -- Roadway Project List

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Regionally Significant	Exempt from AQ	Funding Source	AQ Year
106.1	SW Durham Dr	US 15-501	Mt Moriah Rd	2	4	0.35	Widening	\$ 3,922,805	No	No	State/Fed	2040
104	SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	2	4	0.62	Widening	\$ 5,995,189	No	No	State/Fed	2040
230	SW Durham Dr	I-40	NC 54	0	2	2.02	New Location	\$ 13,051,404	No	No	Private	2040
113	US 15-501 (Freeway conversion)	US 15-501 Bypass	I-40	6	6	2.39	Freeway	\$ 138,677,000	Yes	No	State/Fed	2040
114	US 15-501 Bypass	Pickett Rd	Cameron Blvd	4	6	1.98	Widening	\$ 19,693,090	Yes	No	State/Fed	2040
Total Costs for 2031 to 2040								\$ 906,332,220				
Comprehensive Transportation Plan												
5	Alston Ave Ext	Holloway St	Old Oxford/Roxboro	0	2	3.50	New Location	\$ 27,305,801	No	No	State/Fed	2050
244	Angier/Glover Connector	Ellis Rd	Wrenn Rd	0	2	1.98	New Location	\$ 11,487,556	No	No	State/Fed	2050
5.3	Barbee Chapel Rd	NC 54	Farrington Mill Rd	2	4	1.60	Widening	\$ 13,750,642	No	No	State/Fed	2050
8.2	Carpenter Fletcher	Woodcroft Pewit Ext	NC 55	2	4	0.60	Widening	\$ 5,156,491	No	No	State/Fed	2050
13.11	Cornwallis Rd Ext	Miami Blvd	Chin Page Rd	0	2	0.54	New Location	\$ 4,212,895	No	No	Private	2050
14.1	Duke St (North)	I-85	N Roxboro split	4	6	2.30	Widening	\$ 37,887,819	Yes	No	State/Fed	2050
15.1	East End Connector	NC 147	US 70	4	6	1.00	Widening	\$ 8,131,305	Yes	No	State/Fed	2050
205	Erwin Rd	NC 751	US 15-501	2	2	5.66	Modernization	\$ 22,977,000	No	No	State/Fed	2050
19	Farrington Mill Rd	Jack Bennett Rd	Durham Co line	2	2	2.42	Modernization	\$ 6,753,425	No	No	State/Fed	2050
20	Farrington Mill Rd	Barbee Chapel Rd	Chatham Co line	2	2	2.04	Modernization	\$ 5,684,339	No	No	State/Fed	2050
21	Farrington Rd	Barbee Chapel Rd	Stagecoach Rd	2	4	0.40	Widening	\$ 1,120,891	No	No	State/Fed	2050
211	Fordham Blvd (superstreet)	Sage Rd	E Lakeview Dr	4	4	0.65	Superstreet	\$ 2,178,000	Yes	No	State/Fed	2050
24.12	Garrett Rd	Old Durham Rd	US 15-501	2	2	1.00	Modernization	\$ 5,186,454	No	No	State/Fed	2050
27	Glover Rd (incl. interchange)	Glover Rd/NC 147 interch	Angier	2	4	0.64	Widening	\$ 18,289,000	No	No	State/Fed	2050
28.11	Glover Rd	Angier	US 70	0	2	0.59	New Location	\$ 4,602,978	No	No	State/Fed	2050
31	Hillandale Rd	Carver	Horton Rd	2	4	1.74	Widening	\$ 16,825,208	No	No	State/Fed	2050
39	Horton Rd	Duke St	Hillandale Rd	2	2	1.90	Modernization	\$ 18,372,354	No	No	State/Fed	2050
45.1	I-40 Managed Lanes	US 15-501	NC 86	6	8	4.20	Widening	\$ 63,000,000	Yes	No	State/Fed	2050
49.1	I-85 Managed Lanes	US 70	Red Mill Rd	6	8	5.68	Widening	\$ 85,201,705	Yes	No	State/Fed	2050
49.2	I-85	Red Mill Rd	Durham/Granville co. line	6	8	1.20	Widening	\$ 18,000,000	Yes	No	State/Fed	2050
52	Latta Rd	Guess Rd	Roxboro Rd	2	2	1.20	Modernization	\$ 11,603,592	No	No	State/Fed	2050
57	Lynn Rd Ext	US 70	Existing Lynn Rd	0	2	1.09	New Location	\$ 8,503,807	No	No	Private	2050
207	Lystra Rd	US 15-501	Jack Bennet Rd	2	2	4.55	Modernization	\$ 10,300,000	No	No	State/Fed	2050
60	Midland Terrace	NC 98	Geer St	0	2	1.80	New Location	\$ 14,042,984	No	No	Private	2050
61	Midland Terrace	Dearborn	Old Oxford Rd/Hamlin Rd	0	2	0.95	New Location	\$ 7,411,575	No	No	Private	2050
63	MLK Pkwy/NC 55 (interchange)	NC 55	Cornwallis Rd connector	0	4	0.49	Interchange	\$ 30,267,000	Yes	No	State/Fed	2050
64.11	NC 147 General purpose widening	Alston Ave	East End Connector	4	6	1.84	Widening	\$ 28,698,063	No	No	State/Fed	2050
64	NC 147 Managed Lanes	Alston Ave	East End Connector	6	8	1.84	Widening	\$ 36,800,000	Yes	No	State/Fed	2050
65	NC 147 Managed Lanes	East End Conn	I-40	6	8	4.78	Widening	\$ 95,541,667	Yes	No	State/Fed	2050
208	NC 54/Barbee Ch Rd (interchange)	NC 54	Barbee Chapel Rd	0	2	0.20	Interchange	\$ 9,200,000	No	No	State/Fed	2050
209	NC 54/Falconbridge (interchange)	NC 54	Falconbridge Rd	0	4	0.20	Interchange	\$ 9,800,000	No	No	State/Fed	2050
76	NC 751	US 64 (MAB)	O'Kelly Ch. Rd	2	4	6.26	Widening	\$ 35,550,690	No	No	State/Fed	2050
80	NC 86	Old NC 10	US 70 Business	2	4	0.90	Widening	\$ 7,000,714	No	No	State/Fed	2050

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2040 MTP and CTP

Draft -- Roadway Project List

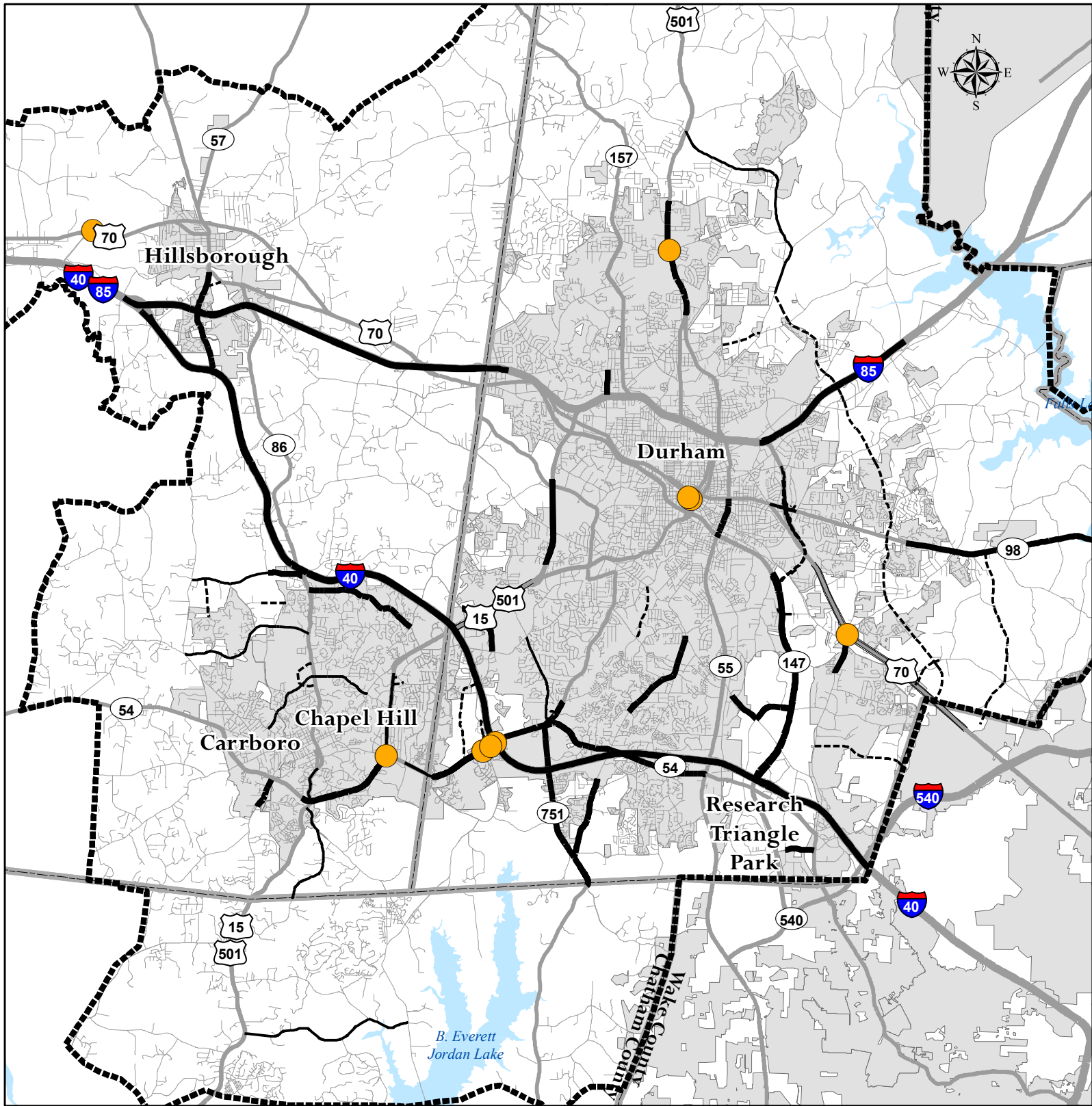
Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Regionally Significant	Exempt from AQ	Funding Source	AQ Year
81	NC 86	US 70 Bypass	NC 57	2	4	0.42	Widening	\$ 3,267,000	No	No	State/Fed	2050
85.2	O'Kelly Chapel Rd	NC 751	Wake Co. line	2	2	2.90	Modernization	\$ 11,460,314	No	No	State/Fed	2050
88	Old Oxford Rd	Roxboro Rd	Northern Durham Parkway	2	4	2.51	Widening	\$ 24,270,847	No	No	State/Fed	2050
90	Page Rd	I-40	Page Rd Ext	2	4	3.27	Widening	\$ 31,619,788	No	No	State/Fed	2050
91	Riddle Rd Ext	Ellis Rd	NC 147	0	2	0.49	New Location	\$ 3,822,812	No	No	Private	2050
233	Roxboro Rd (501N)	Goodwin Rd	Bywood Dr	4	4	1.05	Modernization	\$ 2,371,641	Yes	Yes	State/Fed	2050
94.1	Roxboro St South	Summit	E. Lakewood	2	2	1.50	Modernization	\$ 12,891,227	Yes	No	State/Fed	2050
95.11	Scott King Rd	Grandale Dr	Hopson Rd	0	2	1.30	New Location	\$ 10,142,155	No	No	State/Fed	2050
210	Seawell School Rd	Estes Dr	Homestead Rd	2	2	1.91	Modernization	\$ 7,548,000	No	No	State/Fed	2050
96.1	Sherron Rd	S Mineral Springs Rd	NC 98	2	4	2.83	Widening	\$ 27,365,138	No	No	State/Fed	2050
101	Stagecoach Rd	Farrington Rd	NC 751	2	4	1.96	Widening	\$ 18,070,177	No	No	State/Fed	2050
2.1	T W Alexander Dr	NC 147	Miami Blvd	4	6	0.70	Widening	\$ 11,531,075	No	No	State/Fed	2050
4	T W Alexander Dr	NC 54	Cornwallis Rd	2	4	1.89	Widening	\$ 32,389,388	No	No	State/Fed	2050
107.1	T W Alexander Dr	Miami Blvd	US 70	4	6	3.40	Widening	\$ 39,771,235	Yes	No	State/Fed	2050
117	US 70 Bypass	NC 86	I-85 (exit 170)	2	4	7.80	Widening	\$ 21,857,378	No	No	State/Fed	2050
120	Western Bypass	US 70	NC 86	0	2	2.60	New Location	\$ 14,300,897	No	No	State/Fed	2050
121.1	Western Bypass	NC 86	Stroud Creek Rd	0	2	0.30	New Location	\$ 1,650,103	No	No	State/Fed	2050
123	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	2	4	0.27	Widening	\$ 2,320,421	No	No	Private	2050
Total Costs for years beyond 2040								\$ 902,623,373				

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Durham Chapel Hill Carrboro Metropolitan Planning Organization

TAC 12/12/12 Attachment 7A

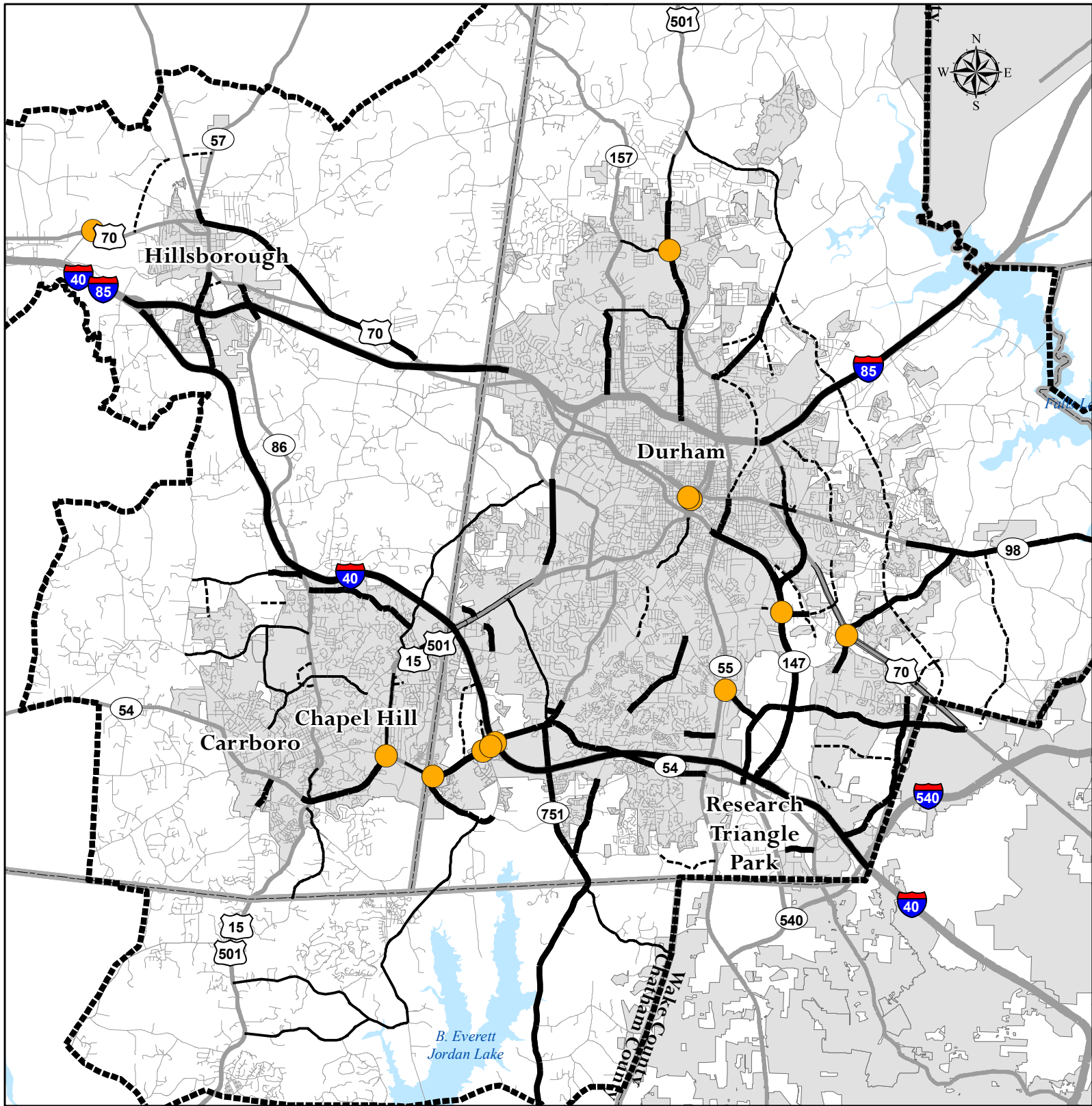
Roadway Improvements in Metropolitan Transportation Plan



Durham Chapel Hill Carrboro Metropolitan Planning Organization

TAC 12/12/12 Attachment 7A

Roadway Improvements in Comprehensive Transportation Plan



	MPO Boundary	CTP Highway Projects	
	County Boundaries		Modernization/Superstreet
	Municipal Boundaries		Widening
	Lakes		New Location
	Interchange/Grade Separation		Freeway Conversion

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2040 MTP and CTP

Draft Plans – Transit Projects

Changes to Preferred Option

The following transit changes have been made to the Preferred Option to produce the draft plans:

- Move Fordham bus rapid transit to CTP; this service appeared to directly compete with the light rail transit in travel demand modeling.
- Terminate NC54 Bus at Hamilton Rd in MTP; this service appeared to directly compete with the light rail transit in travel demand modeling.
- Add trunk line bus in Chapel Hill (Gateway to downtown) in MTP.
- Extend MLK bus rapid transit to the park-and-ride lot in MTP.
- Extend the Chapel Hill Transit HS route in Carrboro in MTP.
- Add two feeder bus lines to the Briggs Ave station in MTP.
- Add Triangle Transit and DATA routes to MTP and CTP.

County Transit Plans

The draft plans include the transit services identified in the *Durham County Bus and Rail Investment Plan* (approved June 2011) and the *Draft Bus and Rail Investment Plan in Orange County*:

1. Light Rail Transit from Alston Avenue in Durham to UNC-Chapel Hill – operating by 2026; this operations start year is later than the *Investment Plan* because the sales tax collection has been delayed and recently understood limitations on federal grant funding payments.
2. Regional Rail Transit from West Main Street in Durham to Greenfield Parkway in Garner – operating by 2024; this operations start year is later than the *Investment Plan* because of sales tax collection has been delayed, especially in Wake County (estimated sales tax collection to start in 2016 in Wake County).
3. Bus service improvements totaling 77,000 and 40,950 annual hours in Durham and Orange counties, respectively.
4. Transit capital projects such as park-and-ride lots, neighborhood transit centers and other transit amenities in Durham County, and MLK bus lanes and bus rapid transit service, the Hillsborough rail station and similar transit amenities in Orange County.

To produce the draft 2040 MTP, there are two notable additions to the transit services in the *Investment Plans*:

1. The light rail transit system in the City of Durham will be extended 0.7 miles to a station near NC 147 and Briggs Avenue. This service will be financed by assuming a higher growth in the sales tax than that in the *Investment Plan*.
2. Two DATA and two Triangle Transit bus routes were added to the 2040 MTP. This service will be financed by assuming a higher growth in the sales tax than that in the *Investment Plan*.

Comprehensive Transportation Plan

In addition to the services described above for the 2040 MTP, the following transit services will be included in the CTP:

1. Light Rail Transit extended from UNC-Chapel Hill through Carrboro to Eubanks Road.
2. Light Rail Transit extended from Alston Ave/Briggs Ave. through the RTP to Wake County.
3. Commuter Rail Transit extended from West Main Street in Durham through Hillsborough to Mebane.
4. DATA and Triangle Transit bus routes were added.

Transit Tables and Maps

The table on the next page lists the bus, rail and bus rapid transit services in the draft 2040 MTP. A few notes for understanding the table include:

- Headway is the number of minutes between buses on a route so a lower headway values indicates more frequent service;
- The peak is generally from 6am to 7pm, and off-peak are the hours outside these peak periods.

Maps of the Preferred Option and CTP transit services follow the table.

12/4/2012

Draft 2040 MTP Bus and Rail Transit

No.	Route Name	Mode	Peak Headway	Off-Peak Headway	Line_No
1	Light Rail eastbound (Durham Co. to Orange Co.)	Light Rail	10	20	DT010
2	Light Rail westbound (Durham Co. to Orange Co.)	Light Rail	10	20	DT009
3	Regional Rail eastbound (Durham Co. to Wake Co.)	Regional Rail	30	60	WT306
4	Regional Rail westbound (Durham Co. to Wake Co.)	Regional Rail	30	60	WT306
5	CHT 54 Local EB	Local	10	20	OT001
6	CHT 54 Local WB	Local	10	20	OT002
7	CHT A NB:Weiner-MLKBlvd	Local	33	43	202
8	CHT A SB:MLKBlvd-Weiner	Local	32	43	201
9	CHT A2 SB:MLKBlvd-Rosemary	Local	38.8	0	246
10	CHT BRT NB	Express/Shuttle	5	10	OT003
11	CHT BRT SB	Express/Shuttle	5	10	OT004
12	CHT Circ Gateway Shuttle NB	Local	15	30	CTP026
13	CHT Circ Gateway Shuttle SB	Local	15	30	CTP027
14	CHT Circ Jones Ferry EB	Local	15	30	CTP028
15	CHT Circ Jones Ferry WB	Local	15	30	CTP029
16	CHT Circ University Mall EB	Local	15	30	CTP030
17	CHT Circ University Mall WB	Local	15	30	CTP031
18	CHT Circ Witfield-Mt Moriah EB	Local	15	30	CTP032
19	CHT Circ Witfield-Mt Moriah WB	Local	15	30	CTP033
20	CHT CL IB: WaldenGrnfls-UNCHosp	Local	20	60	208
21	CHT CL OB: UNCHosp-WaldenGrnfls	Local	20	60	207
22	CHT CM IB:FamPrac-JonesFerry	Local	47	49	205
23	CHT CM OB:JonesFerry-FamPrac	Local	46	49	206
24	CHT CPX IB:UNC-CarborroP&R	Express/Shuttle	19	0	210
25	CHT CPX OB:CarrboroP&R-UNC	Express/Shuttle	18	0	209
26	CHT CW IB:Pittsboro-JonesFerry	Local	36	55	204
27	CHT CW OB:JonesFerry-Pittsboro	Local	30	60	203
28	CHT D IB:Providence-SmithLevel	Local	15	60	212
29	CHT D OB:SmithLevel-Providence	Local	15	60	211
30	CHT DX IB:Providence-SmithLevel	Express/Shuttle	45	0	252
31	CHT DX OB:SmithLevel-Providence	Express/Shuttle	43.3	0	251
32	CHT F IB:ColonyWoods-McDougle	Local	32	52.5	215
33	CHT F OB:McDougle-ColonyWoods	Local	32.5	59	216
34	CHT G IB:Briarcliff-BookerCreek	Local	33	40	218
35	CHT G OB:BookerCreek-Briarcliff	Local	34	42	217
36	CHT Gateway-CN EB	Local	15	30	1000
37	CHT Gateway-CN WB	Local	15	30	1001
38	CHT HS IB:VarsityTheater-Hghsch	Local	30	60	220
39	CHT HS OB:Hghsch-VarsityTheater	Local	30	60	219

NB=northbound SB=southbound
 EB=eastbound WB=westbound
 Circ=circulator 0=no service
 BRT=bus rapid transit

CHT=Chapel Hill Transit
 TT=Triangle Transit
 OPT=Orange Public Transit
 DATA=Durham Area Transit Authority

12/4/2012

Draft 2040 MTP Bus and Rail Transit

No.	Route Name	Mode	Peak Headway	Off-Peak Headway	Line_No
40	CHT J IB:SGreensboro-RockCrkApt	Local	15	18.3	224
41	CHT J OB:RockCrkApt-SGreensboro	Local	15	18.3	223
42	CHT JFX IB:Pittsboro-JonesFerry	Express/Shuttle	16.4	0	226
43	CHT JFX OB:JonesFerry-Pittsboro	Express/Shuttle	17.5	0	225
44	CHT N IB:EstsParkApt-FamilyPract	Local	25	50	230
45	CHT N OB:FamilyPract-EstsPrkApt	Local	25	45	229
46	CHT NUX IB:UNCHosp-PR Lot	Local	20	32	234
47	CHT NUX OB: PRLot-UNCHosp	Local	20	33.3	233
48	CHT PX IB:Pittsboro-UNCHosp	Local	30	0	249
49	CHT PX OB:UNCHosp-Pittsboro	Local	30	0	250
50	CHT RU IB:Columbia-FamilyPract	Local	16.4	15	242
51	CHT RU OB:FamilyPract-Columbia	Local	16.2	15	241
52	CHT T IB:UNCHosp-ECHHghSch	Local	30.8	41.7	238
53	CHT T OB:ECHHghSch-UNCHosp	Local	32.1	36.1	237
54	CHT Trunkline EB	Local	10	20	604
55	CHT Trunkline WB	Local	10	20	603
56	CHT U IB:BowlesDr-FranklinSt	Local	15	15	240
57	CHT U OB:FranklinSt-BowlesDr	Local	15	15	239
58	CHT V IB:Meadowmont-SVillage	Local	39.4	66.5	244
59	CHT V OB:SVillage-Meadowmont	Local	38.3	67.5	243
60	DATA 10A-8 IB:NewHpCmn-DrhmTech	Local	30	30	414
61	DATA 10B-8 IB:Pickett-DrhmTech	Local	30	30	416
62	DATA 11-9A IB:Bennett-Horton	Local	60	60	418
63	DATA 11-9B IB:N Roxboro-Bennett	Local	60	60	447
64	DATA 12 IB:TTATerm-Downtown	Local	60	60	420
65	DATA 12 OB:Downtown-TTATerm	Local	60	60	419
66	DATA 12A-14 OB: Dtn-NC 54-Sthpt	Local	60	60	434
67	DATA 14-12A IB: Sthpt-NC 54-Dtn	Local	60	60	435
68	DATA 15 IB:Briercreek-Downtown	Local	60	60	425
69	DATA 15 OB:Downtown-Briercreek	Local	60	60	424
70	DATA 16 IB:MineralSprng-Downtown	Local	60	60	426
71	DATA 16 OB:Downtown-MineralSprng	Local	60	60	427
72	DATA 16B IB:Chandler-Downtown	Local	60	60	436
73	DATA 16B OB:Downtown-Chandler	Local	60	60	437
74	DATA 1A-3 OB:HillIndal-Pnt-MdInd	Local	60	60	403
75	DATA 1B-3 OB:HillIndal-Gues-MdInd	Local	60	60	401
76	DATA 1C IB: Northgate Mall	Local	30	30	443
77	DATA 1C OB: Northgate Mall	Local	30	30	442
78	DATA 2A-4 IB:Angier-Horton	Local	60	60	406

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 BRT=bus rapid transit

CHT=Chapel Hill Transit
 TT=Triangle Transit
 OPT=Orange Public Transit
 DATA=Durham Area Transit Authority

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Draft 2040 MTP Bus and Rail Transit

No.	Route Name	Mode	Peak Headway	Off-Peak Headway	Line_No
79	DATA 2B-4 IB: N Miami-Roxboro	Local	60	60	431
80	DATA 30 IB: DUMC-Durham Reg	Local	30	30	439
81	DATA 30 OB: DUMC-Durham Reg	Local	30	30	438
82	DATA 3-1A IB:MdInd-Pnt-HillIndal	Local	60	60	404
83	DATA 3-1B IB:MdInd-Gues-HillIndal	Local	60	60	402
84	DATA 386 NB: Person-Durham	Local	30	60	DT001
85	DATA 386 SB: Person-Durham	Local	30	60	DT002
86	DATA 4 IB: Roxboro	Local	30	30	444
87	DATA 4 OB: Roxboro	Local	30	30	445
88	DATA 413 Meb-Durham EB	Local	30	60	DT003
89	DATA 413 Meb-Durham WB	Local	30	60	DT004
90	DATA 4-2A OB:Horton-Angier	Local	60	60	405
91	DATA 4-2B OB: Roxboro-N Miami	Local	60	60	430
92	DATA 52 IB: Southpoint-DUMC	Local	30	30	441
93	DATA 52 OB: DUMC-Southpoint	Local	30	30	440
94	DATA 5-6A OB:Emerald-Cnstitutn	Local	60	60	408
95	DATA 5-6B OB: Emerald-Neal	Local	60	60	409
96	DATA 6A-5 IB:Cnstitutn-Emerald	Local	60	60	407
97	DATA 6B-5 IB: Neal-Emerald	Local	60	60	410
98	DATA 7A IB:Southpointe-Downtown	Local	30	30	412
99	DATA 7A OB:Downtown-Southpointe	Local	30	30	411
100	DATA 7B IB: Cecil-Fayette	Local	30	30	433
101	DATA 7B OB: Fayette-Cecil	Local	30	30	432
102	DATA 8-10A OB:DrhmTech-NewHpCmn	Local	30	30	413
103	DATA 8-10B OB:DrhmTech-Pickett	Local	30	30	415
104	DATA 9A-11 OB:Horton-Bennett	Local	60	60	417
105	DATA 9B-11 OB:N Roxboro-Bennett	Local	60	60	446
106	DATA Circ Briggs NB	Local	30	60	MPT102
107	DATA Circ Briggs SB	Local	30	60	MTP103
108	DATA Circ Cheek Road NB	Local	30	60	CTP034
109	DATA Circ Cheek Road SB	Local	30	60	CTP035
110	DATA Circ Garret Rd NB1	Local	30	60	CTP036
111	DATA Circ Garret Rd SB1	Local	30	60	CTP037
112	DATA Circ Lumley Rd IB	Local	30	60	MTP101
113	DATA Circ Lumley Rd OB	Local	30	60	MTP100
114	DATA Circ NCCU-Keene NB	Local	30	60	CTP038
115	DATA Circ NCCU-Keene SB	Local	30	60	CTP039
116	DATA Circ Old Oxford-BTwn NB	Local	30	60	CTP040
117	DATA Circ Old Oxford-BTwn SB	Local	30	60	CTP041

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Draft 2040 MTP Bus and Rail Transit

No.	Route Name	Mode	Peak Headway	Off-Peak Headway	Line_No
118	DATA Circ Roxboro-Btown NB	Local	30	60	CTP042
119	DATA Circ Roxboro-Btown SB	Local	30	60	CTP043
120	DATA Circ Twin Lakes EB	Local	30	60	CTP044
121	DATA Circ Twin Lakes WB	Local	30	60	CTP045
122	DATA Duke-Southpoint NB	Local	30	60	DT005
123	DATA Duke-Southpoint SB	Local	30	60	DT006
124	DATA Riverside-Downtown NB	Local	30	60	DT007
125	DATA Riverside-Downtown SB	Local	30	60	DT008
126	DATA Treyburn-Durham Reg NB	Local	15	15	
127	DATA Treyburn-Durham Reg SB	Local	15	15	
128	DATA: Club Blvd-Duke Hosp EB	Local	15	15	
129	DATA: Club Blvd-Duke Hosp WB	Local	15	15	
130	DATA: MLK-South Square EB	Local	15	15	
131	DATA: MLK-South Square WB	Local	15	15	
132	DATA: Woodcroft-Carp Flet EB	Local	15	15	
133	DATA: Woodcroft-Carp Flet WB	Local	15	15	
134	DUKE C1 IB:WestCampus-EastCampus	Local	5	5	602
135	DUKE C1 OB:EastCampus-WestCampus	Local	5	5	601
136	DUKE C2 IB:EastCampus-WestCampus	Local	10	10	604
137	DUKE C2 OB:WestCampus-EastCampus	Local	10	10	603
138	DUKE C3 IB:EastCampus-ScienceDr	Local	15	15	606
139	DUKE C3 OB:ScienceDr-EastCampus	Local	15	15	605
140	DUKE H1 IB:Entry11-PG3	Local	10	20	608
141	DUKE H1 OB:PG3-Entry11	Local	10	20	607
142	DUKE H3 IB:HillsbghRd-HospNorth	Local	12.5	20	612
143	DUKE H3 OB:HospNorth-HillsbghRd	Local	12.5	20	611
144	DUKE H5 IB:HookPlaza-BroadSt	Local	15	15	614
145	DUKE H5 OB:BroadSt-HookPlaza	Local	15	15	613
146	DUKE H6 IB:Entry11-LaSalleStLot	Local	20	0	616
147	DUKE H6 OB: LaSalleStLot-Entry11	Local	20	0	615
148	DUKE LaSalle Loop	Local	30	30	625
149	DUKE PR1 IB:Entry11-BassettDr	Local	24	24	618
150	DUKE PR1 OB:BassettDr-Entry11	Local	24	24	617
151	OPT Hillsb Circ	Local	60	0	163
152	TT 100 EB: Ral-RTC	Express/Shuttle	15	60	WT118
153	TT 100 WB: Ral-RTC	Express/Shuttle	15	60	WT119
154	TT 311 Apex-RTC NB	Express/Shuttle	30	0	164
155	TT 311 Apex-RTC SB	Express/Shuttle	30	0	165
156	TT 311 NB: Apex-RTP	Express/Shuttle	30	0	WT122

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12/4/2012

Draft 2040 MTP Bus and Rail Transit

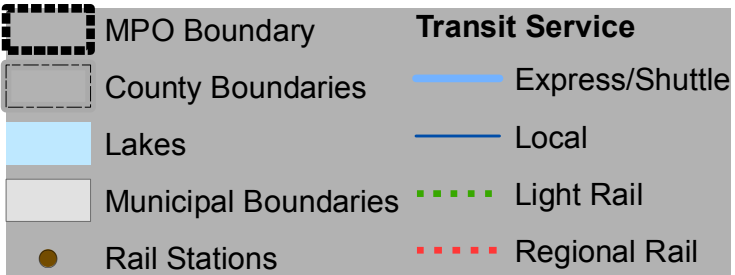
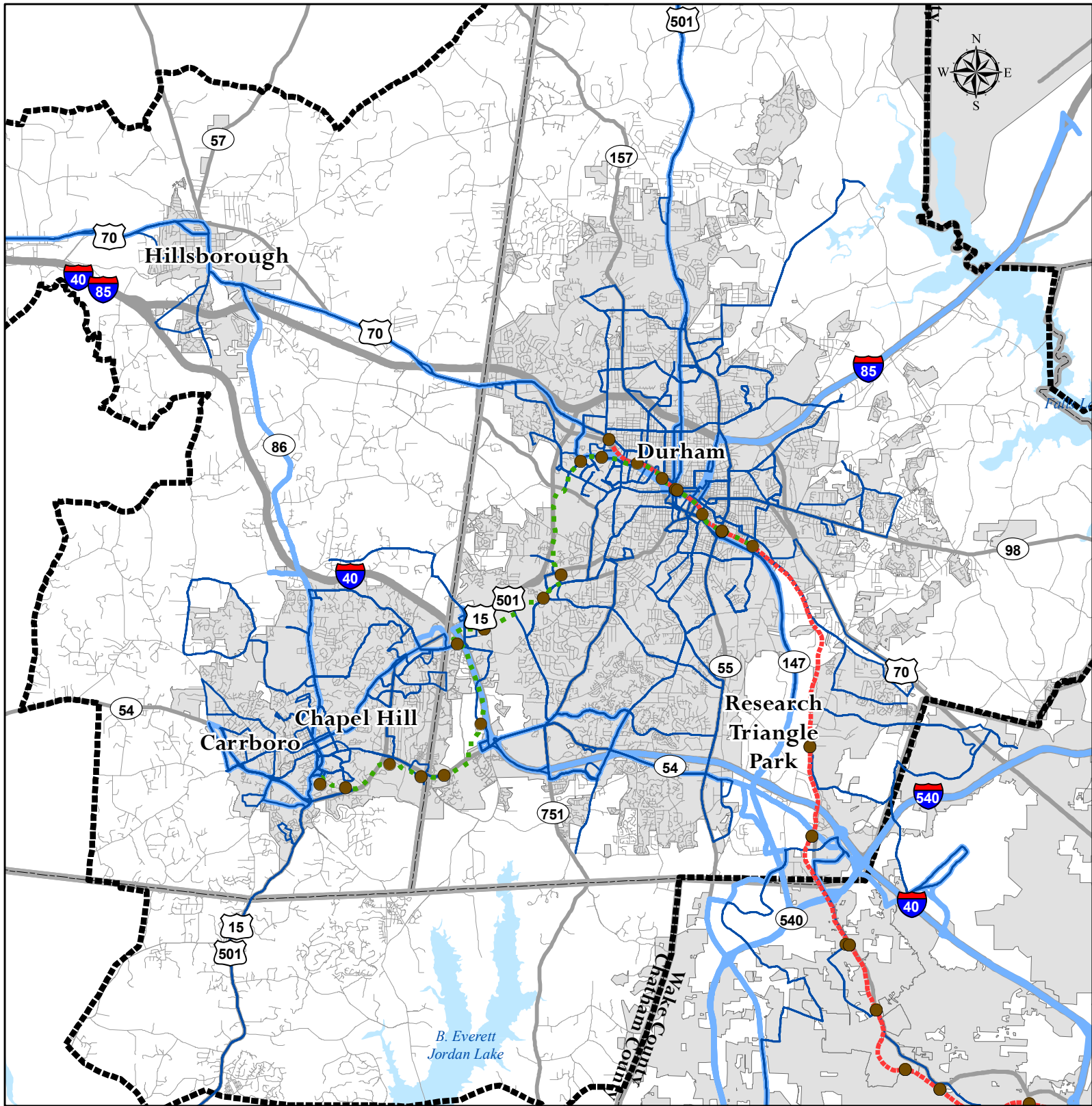
No.	Route Name	Mode	Peak Headway	Off-Peak Headway	Line_No
157	TT 311 SB: Apex-RTP	Express/Shuttle	30	0	WT123
158	TT 311b NB: HS-RTP	Express/Shuttle	30	0	WT120
159	TT 311b SB: HS-RTP	Express/Shuttle	30	0	WT121
160	TT 420 NB: Hillsborough	Express/Shuttle	30	0	162
161	TT 420 SB: Hillsborough	Express/Shuttle	30	0	161
162	TT 800 EB: ChHill-SthPnt-RTC	Express/Shuttle	30	0	172
163	TT 800 WB: RTC-SthPnt-ChHill	Express/Shuttle	30	0	174
164	TT 800md EB: ChHill-SthPnt-RTC	Express/Shuttle	0	60	173
165	TT 800md WB: RTC-SthPnt-ChHill	Express/Shuttle	0	60	175
166	TT 805 EB: ChHill-WdCrft-RTC	Express/Shuttle	30	0	176
167	TT 805 WB: RTC-WdCrft-ChHill	Express/Shuttle	30	0	178
168	TT Circ Research Triangle EB	Local	30	60	CTP046
169	TT Circ Research Triangle WB	Local	30	60	CTP047
170	TT Circ Southport EB	Local	30	60	CTP048
171	TT Circ Southport WB	Local	30	60	CTP049
172	TT CRX EB: Ral-ChHill Com	Express/Shuttle	30	0	WT108
173	TT CRX WB: Ral-ChHill Com	Express/Shuttle	30	0	WT109
174	TT MDX EB	Express/Shuttle	60	0	WT136
175	TT MDX WB	Express/Shuttle	60	0	WT137
176	TT Purple NB	Express/Shuttle	15	0	WT116
177	TT Purple SB	Express/Shuttle	15	0	WT117
178	TT RDX NB: Rgmnt-Duke-Durh	Express/Shuttle	60	0	WT138
179	TT RDX SB: Durh-Duke-Rgmnt	Express/Shuttle	60	0	WT139
180	TT Red EB	Express/Shuttle	30	60	WT128
181	TT Red WB	Express/Shuttle	30	60	WT129
182	TT Redb EB	Express/Shuttle	30	60	WT130
183	TT Redb WB	Express/Shuttle	30	60	WT131
184	TT: Butner-Durham Exp NB	Express/Shuttle	15	0	N/A
185	TT: Butner-Durham Exp SB	Express/Shuttle	15	0	N/A
186	TT: New Hope-RTP Exp EB	Express/Shuttle	15	0	N/A
187	TT: New Hope-RTP Exp WB	Express/Shuttle	15	0	N/A
CTP Transit Service are the same as the MTP except for the addition of:					
	* Light Rail Transit extension from UNC-CH through Carrboro to Eubanks Road;				
	* Light Rail Transit extension from Briggs Ave through RTP to Wake County;				
	* Commuter Rail extension from west Durham through Hillsborough to Mebane; and,				
	* Several DATA route additions and service improvements.				

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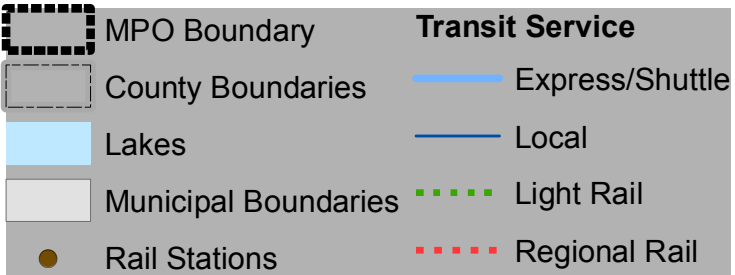
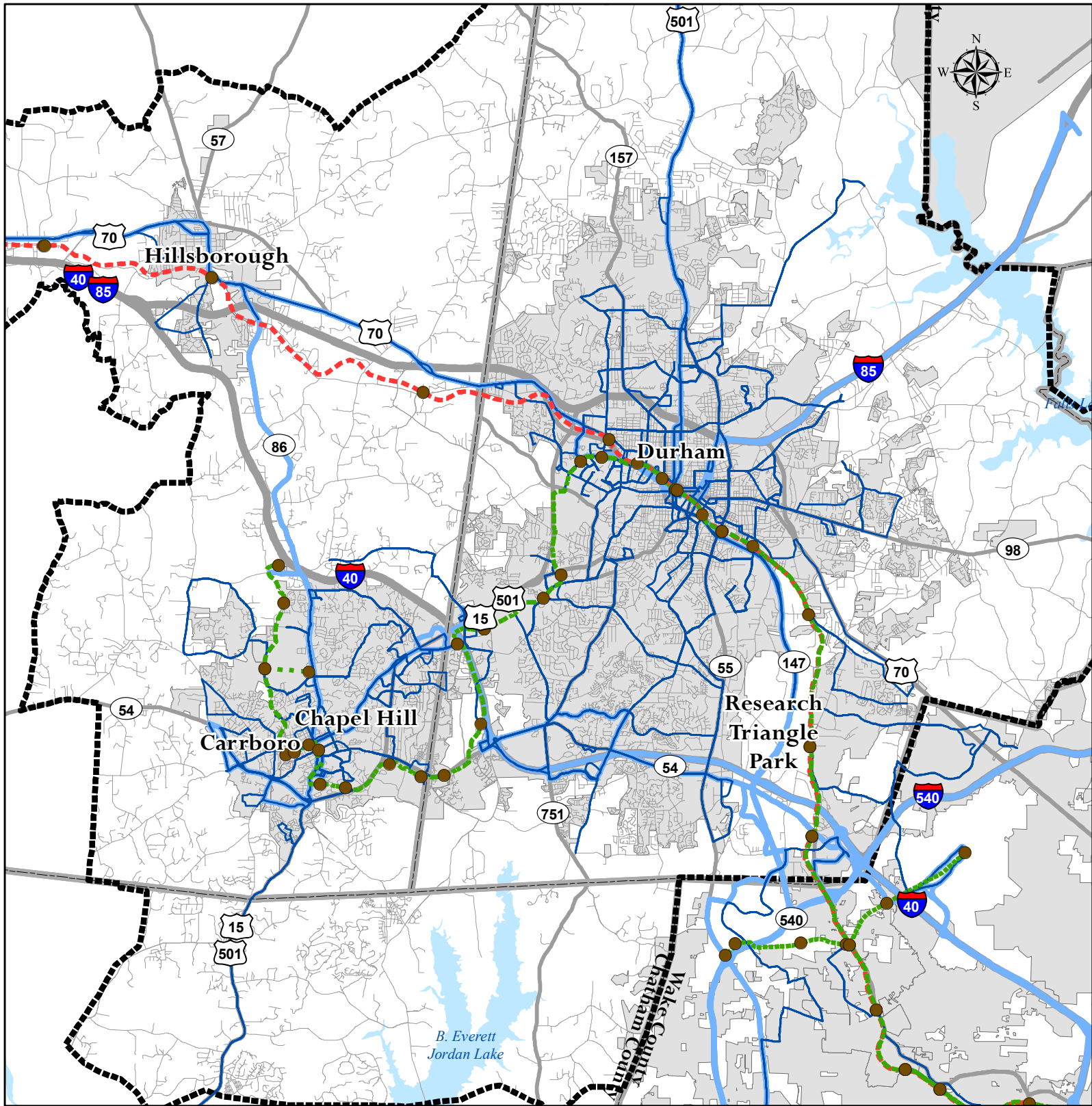
Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Metropolitan Transportation Plan

TAC 12/12/12 Attachment 7A



Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Comprehensive Transportation Plan

TAC 12/12/12 Attachment 7A



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2040 MTP and CTP

Draft Plans – Bicycle and Pedestrian Projects

2040 Metropolitan Transportation Plan

The 2040 MTP includes the Durham-Chapel Hill-Carrboro MPO Regional Bicycle Routes. Regional bicycle routes have several characteristics, as follows:

- Provide links between major destinations and between urban centers.
- Facilitate primarily utilitarian bicycle trips, though the routes can also serve recreational cycling.
- Serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

Regional bicycle routes are corridors in need of improved bicycle facilities. The identified routes are primarily on-road, but off-road routes are also identified. The regional routes will be evaluated from time-to-time, including future updates of the metropolitan transportation plan.

In planning the regional bicycle routes, eleven specific zones of connections were targeted. The following listing shows the identified regional routes within each zone of connection:

Connections between Carrboro and Chapel Hill

- Homestead Road
- Homestead Road / Weaver Dairy Road
- Morgan Creek Trail (off-road) / Columbia Street
- Bolin Creek Trail (off-road)

Connections between Carrboro-Chapel Hill and Hillsborough

- Greensboro Street / Hillsborough Road / Old NC 86
- Columbia Street / NC 86
- Bolin Creek Trail (off-road) / Old NC 86

Connections between Carrboro-Chapel Hill and Chatham County

- Smith Level Road / US 15-501
- US 15-501
- NCDOT Mountains-to-Sea Bicycle Route (see description below)

Connections between Durham and Chatham County

- Roxboro Road / Hope Valley Road / NC 751
- American Tobacco Trail (off-road)

Connections between Durham and Hillsborough

- Morreene Road / Neal Road / Bennett Memorial Road / Old NC 10 / NC 86

- Cornwallis Road / Erwin Road / NC 751 / Old NC 10 / NC 86

Connections between Durham and Carrboro-Chapel Hill

- Cornwallis Road / Erwin Road
- Pickett Road / Erwin Road
- University Drive / Old Durham-Chapel Hill Road
- Old Durham-Chapel Hill Road / Farrington Road / Ephesus Church Road

Connections between Carrboro-Chapel Hill and Research Triangle Park

- NC 54
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / Massey Chapel Road / Barbee Road / NC 54
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / Fayetteville Road / Scott King Road / Grandale Road / Sedwick Road
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / O'Kelly Chapel Road
- NC 54 / Hope Valley Road / Woodcroft Parkway / Carpenter Fletcher Road

Connections between Durham and Research Triangle Park

- Martin Luther King Jr. Parkway / Cornwallis Road
- American Tobacco Trail / Cornwallis Road / Miami Boulevard / Davis Drive
- Cornwallis Road / Alston Avenue
- Northeast Creek Parkway / Briggs Avenue

Connections between Treyburn-North Durham and Durham

- Northern Durham Parkway / Miami Boulevard
- North-South Greenway (off-road) / Milton Road / Tom Wilkinson Road / US 501
- Midland Terrace / Lynn Road / Miami Boulevard

Connections between Treyburn-North Durham and Hillsborough

- Northern Durham Parkway / St. Mary's Road

Connections between Research Triangle Park and Briar Creek area (Wake County)

- Chin Page Road
- T.W. Alexander Drive

Other Regional Connections

- NCDOT Mountains-to-Sea Bicycle Route in Orange and Chatham counties (uses Old Greensboro Highway, Jones Ferry Road, Greensboro Street, Smith Level Road, Culbreth Road, Mount Carmel Church Road, and Farrington Road)

In addition to the Regional Bicycle Routes, the 2040 MTP also includes a fiscally constrained list of bicycle and pedestrian projects in each of the jurisdictions that make up the DCHC MPO. Those bicycle and pedestrian projects which are considered the highest priority in each jurisdiction are funded through the MTP.

Comprehensive Transportation Plan

In addition to the bicycle and pedestrian projects described above for the 2040 MTP, there are several hundred bicycle and pedestrian projects included in the CTP. Local governments have identified and adopted these projects as part of a local plan. For the sake of brevity, these projects are not listed in this document but are available on the MPO Web site – see the “CTP Bicycle and Pedestrian Projects” document on the *Draft Long-Range Plans Released for Public Comment Web* page. Or, use the following link:

http://www.dchcmpo.org/index.php?option=com_content&task=view&id=96&Itemid=35

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2040 MTP and CTP

Financial Plan

Highways, Bicycle and Pedestrian

The table on the next page displays the costs and revenues for highway, bicycle, pedestrian and all other modal projects except for transit. The values are broken out by the three main threshold years of 2020, 2030 and 2040. The overall revenues exceed costs by \$67 million. Although costs exceeds revenues in the 2020 and 2030 horizon years by \$12 million and \$31 million, respectively, these values are less than 3% of the total costs for each horizon year and thus assumed to be within a tolerance level.

The key assumptions for this data include:

- Traditional Funding -- The largest source of funding is called “traditional funding.” This includes state and federal transportation funding, and is calculated using the statewide totals from the financial model of the North Carolina Department of Transportation (NCDOT) and assuming an approximately 5% share of those totals based on the MPO’s share of the state population.
- Maintenance – Based on maintenance spending history and the current NCDOT plan, 33% of the total highway funding is expected to be used for maintenance.
- Toll Roads – Based on the experience of other areas, the I-40 managed lane project is expected to cover 70% of its costs through toll revenues.

Financial Plan – Highways, Bicycle, Pedestrian and Other

Cost Category (millions \$)		DCHC	TIP/'11 to '20	'21 to '30	'31 to '40
Roadways - Total		\$ 3,203	\$ 420	\$ 1,447	\$ 1,336
	<i>Roadways</i>	\$ 2,219	316	997	906
	<i>Maintenance</i>	\$ 984	104	450	430
Other - Total		\$ 303	\$ 101	\$ 101	\$ 101
	<i>Pedestrian/Bicycle</i>	\$ 180	60	60	60
	<i>Transportation Demand Management</i>	\$ 30	10	10	10
	<i>Intelligent Transportation Systems</i>	\$ 48	16	16	16
	<i>Transportation System Management</i>	\$ 45	15	15	15
Cost Total		\$ 3,506	\$ 521	\$ 1,548	\$ 1,437
Revenue Category (millions \$)		DCHC	TIP/'11 to '20	'21 to '30	'31 to '30
Roadways, Bike & Ped - Total		\$ 3,573	\$ 509	\$ 1,517	\$ 1,547
	<i>State and Federal Funding</i>	\$ 2,144	364	920	860
	<i>Maintenance</i>	\$ 984	104	450	430
	<i>Managed Lanes - toll road (70% of cost)</i>	\$ 244	-	76	168
	<i>Private Funding</i>	\$ 96	6	36	54
	<i>Local Funding- Highway</i>	\$ 60	20	20	20
	<i>Local Funding- Bicycle/Pedestrian</i>	\$ 45	15	15	15
Revenue Total		\$ 3,573	\$ 509	\$ 1,517	\$ 1,547
Difference		\$ 67	\$ (12)	\$ (31)	\$ 110

Transit

Existing Services and County Plans

The table on the next page displays the expenditures for bus transit, light rail, regional rail, bus rapid transit and other transit related projects. The table is broken out by:

- Existing Expenditures – This category includes the current bus services.
- New Services – This category includes the services in the county bus and rail transit investment plans:
 - Light rail transit from Durham to UNC-CH;
 - Regional rail from Durham to eastern Wake County;
 - Additional bus service of 77,000 and 40,950 annual hours in Durham and Orange counties;
 - Transit capital projects such as park-and-ride lots and neighborhood transit centers.

Additional Transit Services

In addition to the services in the county bus and rail transit investment plans, the New Services category includes:

- An extension of the light rail system from Alston Avenue to a station near Briggs Avenue (total capital cost is \$44 million);
- A cost increase for the MLK Boulevard bus rapid transit, which is included in the draft Bus and Rail Investment Plan for Orange County (total capital cost increase is \$22 million); and,
- Four additional transit routes in Durham County.

Additional Transit Revenues – Assuming faster growth rates

These additional transit services are financed by assuming faster growth rates for the sales taxes than those in the county plans. The county plans assumed growth rates of 3.5% and 3.6% in Durham and Orange counties, respectively, for the year 2015 and beyond. Economic consultants recently recommended higher growth rates to Triangle Transit for use in the New Starts application. An average of those recommended rates, 4.65% and 4.4% in Durham and Orange, respectively was used in the transit revenue model for the Preferred Option. Triangle Transit did not use these higher rates in the New Starts application because an adjustment could not be made in time to meet the application deadline. However, Triangle Transit did use rates that exceeded those in the county plans but were not as high as those assumed in the Preferred Option.

The additional transit services noted above cannot be financed without assuming the higher sales tax growth rates.

Financial Plan – Highways, Bicycle, Pedestrian and Other

Transit Expenditures (millions \$)	DCHC	% of Total	Durham	Orange
Existing Services	\$ 1,374	\$ 1	\$ 702	\$ 672
<i>Federal</i>	\$ 376	27%	181	195
<i>State</i>	\$ 235	17%	92	143
<i>Local</i>	\$ 628	46%	312	316
<i>Fares</i>	\$ 120	9%	112	8
<i>Other</i>	\$ 15	1%	5	10
New Services (county transit plans+)	\$ 2,667		\$ 2,096	\$ 571
<i>Federal Capital</i>	\$ 954	36%	746	208
<i>Federal Operations</i>	\$ 86	3%	67	19
<i>State Capital</i>	\$ 449	17%	355	94
<i>State Operations</i>	\$ 80	3%	54	26
<i>Sales Tax</i>	\$ 700	26%	552	148
<i>Vehicle Registration Fee</i>	\$ 69	3%	51	18
<i>Rental Tax</i>	\$ 47	2%	30	17
<i>Fares</i>	\$ 87	3%	76	11
<i>Bonds</i>	\$ 195	7%	165	30
Total Transit Expenditures	\$ 4,041		\$ 2,798	\$ 1,243
+ Includes \$22million for MLK Blvd BRT cost increase, and \$44 million for LRT extension. These can only be financed by assuming 4.65% and 4.4% sales tax growth rates in Durham and Orange.				

State Transit Contribution

The North Carolina General Assembly recently changed policies governing transit funding. The legislature basically stopped large gap funding for transit projects and requires those funding requests to compete in the state Mobility Fund. If the MPO adhered to that policy in its long-range planning, the state and federal funding available in the Roadway Revenues (as shown in the roadway section above) would need to be reduced by over \$400 million and projects valued at that amount would need to be removed from the 2040 MTP. In other words, the state capital match would need to be taken from the traditional highway revenues source.

For purposes of long-range planning, the TCC recommends the MPO assumes that the state legislature or NCDOT will provide the state transit capital match and it will not be pulled from the Mobility Fund (e.g., traditional revenue sources). There are two main reasons for this recommendation. The Charlotte Blue Line received approximately \$107 million and \$267 million in state transit capital for the original project and the extension – this is a total of \$374 million. Although the Blue Line received this funding before the legislature changes, similar support could be possible for the Triangle region. In addition, the rail transit projects have not ranked very well in the NCDOT ranking system, which is called SPOT. The Durham-Wake County commuter rail project was ranked #33 of 95 projects in the most recent SPOT ranking, which is well short of the funding cut-off.

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2040 MTP and CTP

Draft Plans – Performance Measures

Purpose of Performance Measures

Performance Measures provide a general indicator from a variety of perspectives such as mobility, travel time, congestion, mode choice, and air quality. The measures are not specific to a particular roadway or travel corridor but instead cover the entire transportation system, and therefore are useful for comparing the overall efficiency and effectiveness of the draft 2040 MTP with the 2010 and no build scenarios. Most of the data used for calculating the Performance Measures comes from the Triangle Regional Model (TRM), which is a travel demand model that forecasts future travel statistics based on a set of assumptions concerning the highway network, transit service and other transportation facilities.

Presentation of Performance Measures

The following table presents all the Performance Measures for the 2010, 2040 E+C (i.e., no build scenario), and the draft 2040 MTP. The table includes two comparisons that use the percent change as a measure. The percent change from the 2010 to the E+C no build scenario shows the degradation of the transportation system effectiveness as travel times and delays increase and speeds decrease when the population and employment rise without commensurate transportation improvements. The percent change from the E+C no build to the draft 2040 MTP shows the travel improvements to be experienced from implementing the highway, transit and other transportation improvements in the draft 2040 MTP.

Draft 2040 MTP
Performance Measures

	2010	E+C	Draft 2040 MTP	2010 to 2040 E+C % Change	2040 E+C to 2040 MTP % Change
1 Performance Measures					
1.1 Total Vehicle Miles Traveled (VMT-daily)					
1.1.1 All Facility+Centroid Connectors	13,217,550	21,281,636	21,187,774	61%	0%
1.1.2 All Facility (no Centroid Connectors)	12,430,435	19,842,072	19,818,971	60%	0%
1.2 Total Vehicle Hours Traveled (VHT-daily)					
1.2.1 All Facility+C Connectors	312,669	614,488	547,367	97%	-11%
1.2.2 All Facility (no C Connectors)	260,012	517,982	455,576	99%	-12%
1.3 Average Speed by Facility (miles/hour)					
1.3.1 - Freeway	63	55	59	-13%	7%
1.3.2 - Arterial	42	37	39	-10%	5%
1.3.3 - All Facility	53	46	49	-13%	8%
1.4 Peak Average Speed by Facility (miles/hour)					
1.4.1 - Freeway	62	52	57	-16%	9%
1.4.2 - Arterial	41	35	37	-14%	7%
1.4.3 - All Facility	51	43	47	-16%	10%
1.5 Daily Average Travel Length - All Person Trips					
1.5.1 - Travel Time	14.0	15.4	14.4	10%	-6%
1.5.2 - Travel Distance	6.3	5.9	6.1	-6%	3%
1.6 Daily Average Travel Length - Work Trips					
1.6.1 - Travel Time	17.7	19.4	18.1	10%	-7%
1.6.2 - Travel Distance - Work Trips	9.1	8.0	8.5	-11%	6%
1.7 Peak Average Travel Length - All Person Trips					
1.7.1 - Peak Travel Time	14.8	16.7	15.38	13%	-8%
1.7.2 - Peak Travel Distance	6.7	6.1	6.43	-9%	5%
1.8 Daily Average Travel Length - All CV Trips					
1.8.1 - Travel Time	15.0	17.2	15.7	14%	-8%
1.8.2 - Travel Distance	8.3	8.5	8.5	3%	-1%
1.9 Daily Average Travel Length - Truck Trips					

Draft 2040 MTP
Performance Measures

	2010	E+C	Draft 2040 MTP	2010 to 2040 E+C % Change	2040 E+C to 2040 MTP % Change
1.9.1 - Travel Time	15.3	17.4	16.1	14%	-8%
1.9.2 - Travel Distance	8.5	8.8	8.7	3%	0%
1.1 Hours of Delay (daily)	27,446	139,455	81,030	408%	-42%
1.10.1 Truck Hours of Delay (daily)	1,086	4,742	2,846	337%	-40%
1.11 Percent of VMT experiencing congestion - All Day					
1.11.1 - Freeway	2%	17%	7%	906%	-60%
1.11.2 - Arterial	3%	15%	7%	339%	-54%
1.11.3 - All Facility	2%	14%	6%	585%	-57%
1.12 Percent of VMT experiencing congestion - Peak					
1.12.1 - Freeway	3%	31%	12%	923%	-61%
1.12.2 - Arterial	5%	23%	11%	354%	-53%
1.12.3 - All Facility	3%	23%	10%	632%	-56%
1.12.4 - Designated truck routes	5%	17%	8%	232%	-55%
1.12.5 - Facilities w/bus routes	4%	20%	7%	426%	-67%
2 Mode Share Measures					
2.1 All Trips - Daily					
2.1.1 - Drive alone (single occupant vehicle -SOV)	864,965	1,535,469	1,512,617	78%	-1%
2.1.2 - Carpool (Share ride)	683,083	1,184,575	1,164,428	73%	-2%
2.1.3 - Bus	50,579	71,588	71,009	42%	-1%
2.1.4 - Rail	-	-	24,929		
2.1.5 - Non-Motorized (Bike and Walk)	176,554	281,839	325,784	60%	16%
2.2 Work Trips - Daily					
2.2.1 - Drive alone (single occupant vehicle -SOV)	270,716	473,750	467,578	75%	-1%
2.2.2 - Carpool (Share ride)	35,360	61,545	60,893	74%	-1%
2.2.3 - Bus	12,852	19,080	21,629	48%	13%
2.2.4 - Rail	-	-	8,696		
2.2.5 - Non-Motorized (Bike and Walk)	16,343	25,102	30,094	54%	20%
2.3 All Trips - Peak Hours					

Draft 2040 MTP
Performance Measures

		2010	E+C	Draft 2040 MTP	2010 to 2040 E+C % Change	2040 E+C to 2040 MTP % Change
2.3.1	- Drive alone (single occupant vehicle -SOV)	483,159	845,886	840,972	75%	-1%
2.3.2	- Carpool (Share ride)	411,958	704,589	698,998	71%	-1%
2.3.3	- Bus	25,416	34,741	35,374	37%	2%
2.3.4	- Rail	-	-	14,199		
2.3.5	- Non-Motorized (Bike and Walk)	101,821	165,869	184,385	63%	11%
3 Transit Measures						
3.1	Transit Ridership by Prod. Ends	Total	Total	Total		
3.1.1	- TTA (Including Rail)	5,362	8,853	58,381	65%	559%
3.1.2	- CAT	16,639	22,957	42,512	38%	85%
3.1.3	- CHT	26,788	38,460	45,237	44%	18%
3.1.4	- DATA	17,637	25,924	28,214	47%	9%
3.1.5	- NCSU	12,147	21,332	15,598	76%	-27%
3.1.6	- DUKE	14,007	17,358	16,213	24%	-7%
3.1.7	- OPT	N/A	N/A	N/A		
3.1.8	- CARY	1,412	2,136	14,159	51%	563%
3.1.9	Total	93,992	137,020	220,314	46%	61%
3.2.1	Regional Rail (Durham-Wake)	N/A	N/A	11,741		
3.2.3	Light Rail (Durham-Orange)	N/A	N/A	16,824		
3.2.5	Light Rail (Wake)	N/A	N/A	22,162		
3.3	Total Rail Ridership	N/A	N/A	50,727		
4 Demographics Measures						
4.1	Population	403,494	632,102	633,120	57%	0%
4.2	Employment	261,566	427,876	428,399	64%	0%
4.3	Total Daily Person Trips	1,775,182	3,073,472	3,098,768	73%	1%
4.3.1	Work Person Trips	335,271	579,478	588,892	73%	2%
4.4	Total Daily CV Trips	137,279	211,324	211,138	54%	0%
4.4.1	Daily Truck Trips	57,715	85,991	85,486	49%	-1%
5	Other Measures					

Draft 2040 MTP
Performance Measures

	2010	E+C	Draft 2040 MTP	2010 to 2040 E+C % Change	2040 E+C to 2040 MTP % Change
5.1 Lane Miles	2,472	2,548	2,791	3%	10%

Travel time is in minutes, and travel distance is in miles.

CV = Commercial vehicles (which includes large and small trucks and vans).

Trucks = Subset of CV that includes only large trucks.

Transit ridership is higher than transit trips because transfers are counted multiple times in ridership numbers.

Average Speed (1.3 and 1.4), Percent of Congested VMT (1.11 and 1.12) and Hours of Delay (1.10) calculations do not include local streets or centroid connectors (which often represent local streets in modeling networks)

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2040 MTP and CTP Draft Plans – Travel Time

Purpose of Travel Time Measure

This measure calculates and compares the travel time between key activity centers in the Triangle for the afternoon peak period, which occurs from 3:30pm to 7:30pm. These centers attract a significant portion of the travel demand in the region and therefore the most important travel corridors are between these centers. The six activity centers include:

- Downtown Durham;
- Carrboro/Chapel Hill;
- Downtown Hillsborough;
- Research Triangle Park;
- Pittsboro; and,
- Downtown Raleigh.

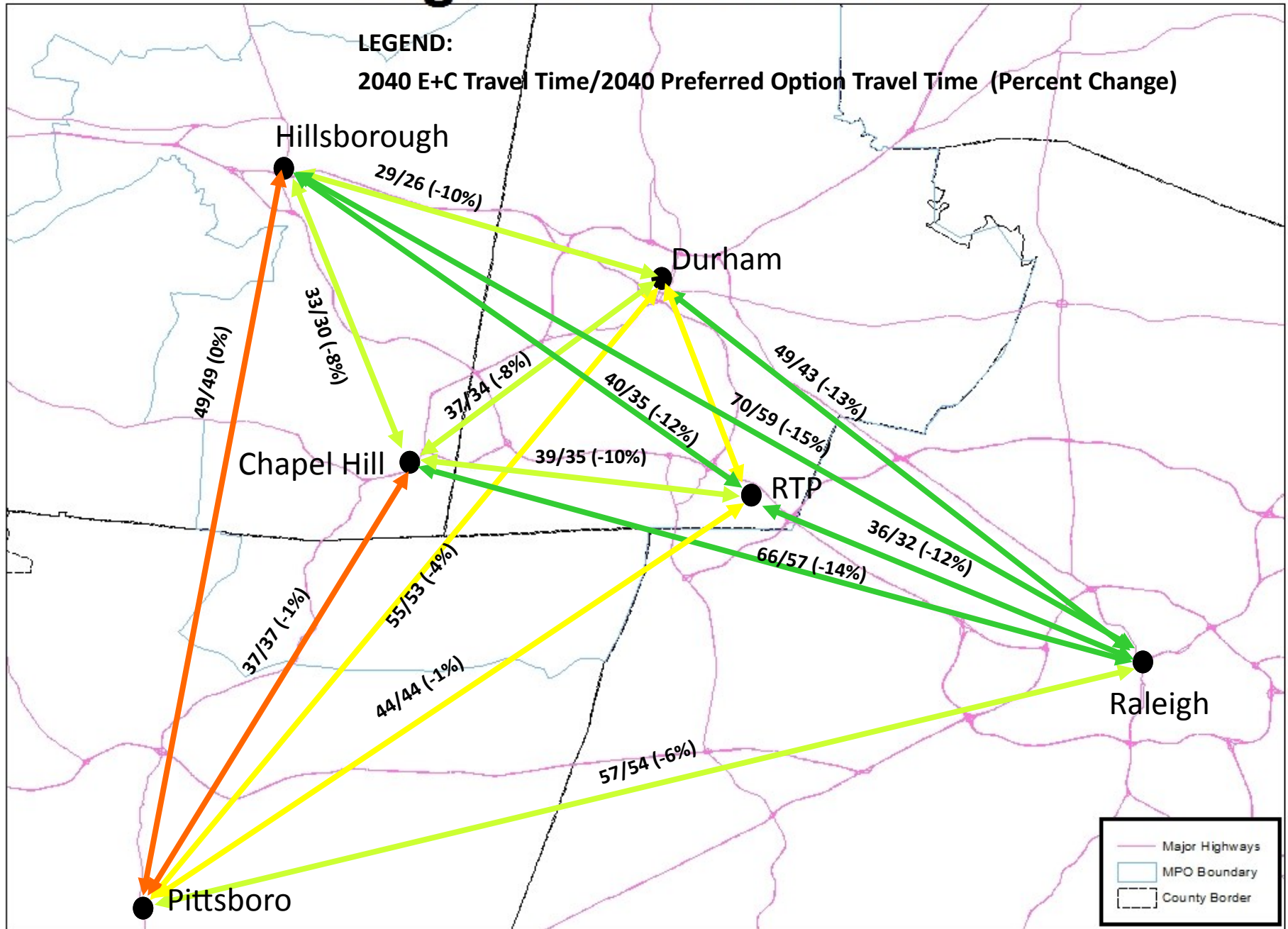
The table on the next page presents the travel time between the activity centers and then compares those values to the Existing plus Committed scenario (E+C), which is the “no build” scenario. A map shows the travel time comparison, as well. The **darker green** color indicates a significant reduction in the corridor travel time when the 2040 MTP transportation network is implemented. The **darker red** color indicates smaller travel time impacts.

Draft 2040 MTP Travel Time Impacts

E+C		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Pittsboro	Hillsborough
From	Durham DT		17	54	30	29	33	58
	RTP	21		43	20	42	38	49
	Raleigh DT	44	29		30	65	59	58
	RDU	29	15	40		51	44	48
	Chapel Hill	28	37	74	50		29	51
	Pittsboro	41	41	74	51	37		43
	Hillsborough	52	39	57	44	47	32	
Draft MTP		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Pittsboro	Hillsborough
From	Durham DT		16	43	28	25	30	53
	RTP	17		34	18	34	28	45
	Raleigh DT	37	27		29	52	46	55
	RDU	24	15	32		39	33	45
	Chapel Hill	25	32	56	40		27	49
	Pittsboro	32	29	52	37	30		37
	Hillsborough	48	39	52	43	47	32	
		Compare E + C and Draft MTP PM Peak Travel Time (percent increase)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Pittsboro	Hillsborough
From	Durham DT		-7%	-20%	-9%	-15%	-9%	-8%
	RTP	-19%		-22%	-8%	-20%	-26%	-8%
	Raleigh DT	-15%	-7%		-5%	-21%	-22%	-5%
	RDU	-16%	-1%	-19%		-23%	-24%	-5%
	Chapel Hill	-11%	-12%	-24%	-20%		-5%	-4%
	Pittsboro	-20%	-29%	-30%	-28%	-18%		-13%
	Hillsborough	-9%	-2%	-7%	-2%	1%	-1%	

Note: travel time values are in minutes.

Regional Travel Time In Minutes



(based on afternoon peak travel time)

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2040 MTP and CTP

Draft Plan – Congestion Maps (V/C maps)

Use of Congestion Maps

Congestion Maps show the forecasted level of service on specific road segments based on the average of the four-hour afternoon peak hour. These maps are sometimes called “V/C” maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. A V/C of 1.0 is equal to a Level of Service (LOS) of “E”, which can be described as:

Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.

It should be noted that these congestion maps show the average for the afternoon peak. The total volume for the four-hour afternoon peak period is divided by the total capacity for the same period. Thus, the V/C ratio for the afternoon peak is likely to be less than the one-hour peak, or peak-of-the-peak, often experienced by commuters.

Although the term traffic congestion is subjective in that it means different levels of delay to different people, it can be said that any road segment approaching a V/C of 1.0, which is indicated on the maps with an **orange color**, experiences some delays. A V/C greater than 1.0, which is indicated on the maps by the **red color**, means frequent delays for the motorist.

Of particular importance is the comparison of any alternative with the **E+C map** (Existing plus Committed), which can be considered a benchmark. The E+C map uses a transportation network with the current roadways and transit services plus any others that have been committed to being implemented, and the Socioeconomic Data (i.e., population and employment) for the year 2040. This map shows the level of service to be experienced if no additional roadways improvements or transit services are implemented.

The **2010** congestion map is provided, as well, to give an additional benchmark. The 2010 basically represents current conditions because it is based on the current transportation network and socioeconomic data.

Presentation of Congestion Maps

The MPO-wide 2010 and E+C congestion maps are presented first, followed by the draft 2040 MTP maps of the counties and Durham and Chapel Hill/Carrboro close-ups.

2010 Regional V/C Maps

TAC 12/12/12 Attachment 1

Maplayers

- County Boundary
- MPO Boundary

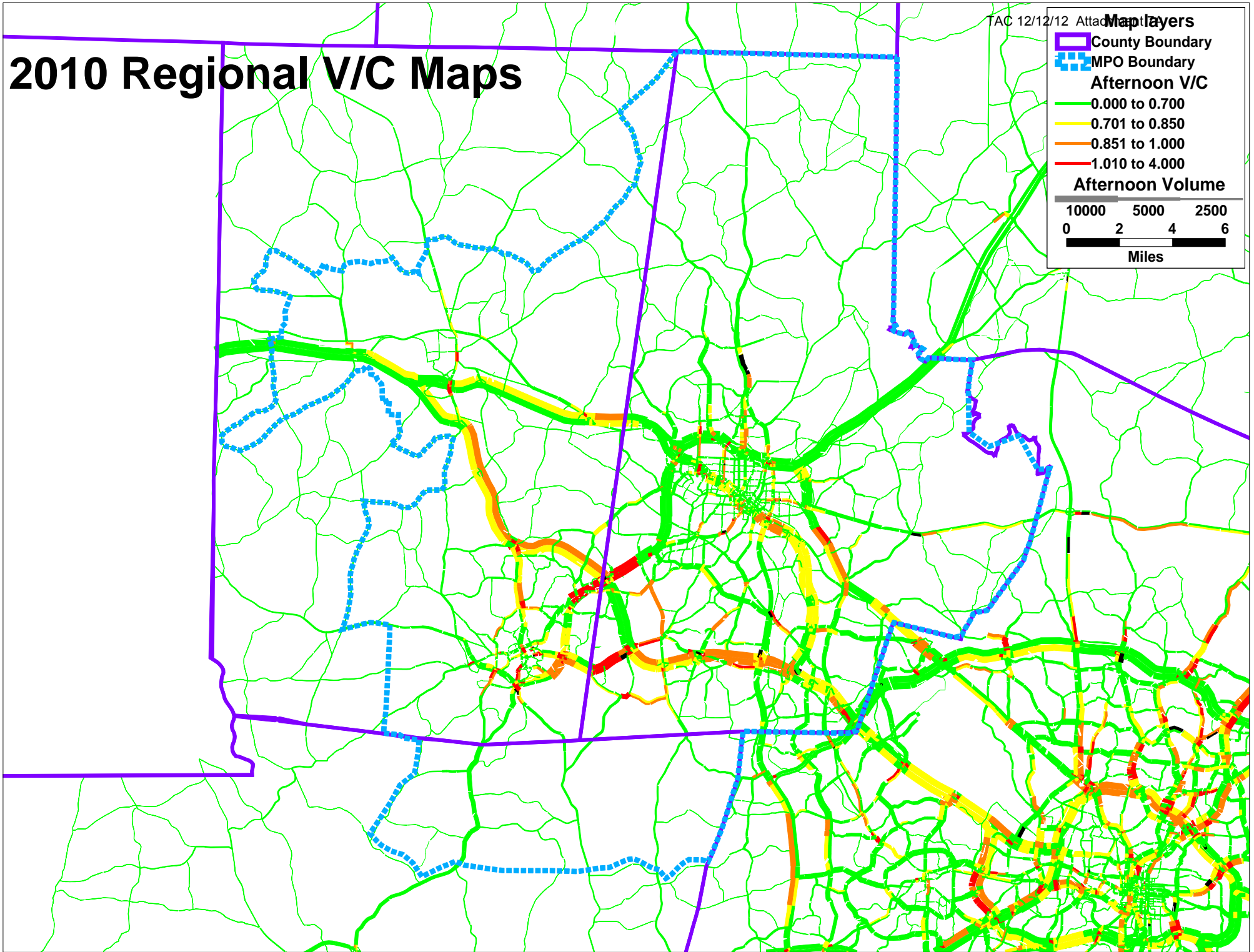
Afternoon V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 4.000

Afternoon Volume

10000	5000	2500	
0	2	4	6

Miles



2040 DCHC MPO Regional V/C Map

E plus C

Map Layers

- County Boundary
- MPO Boundary

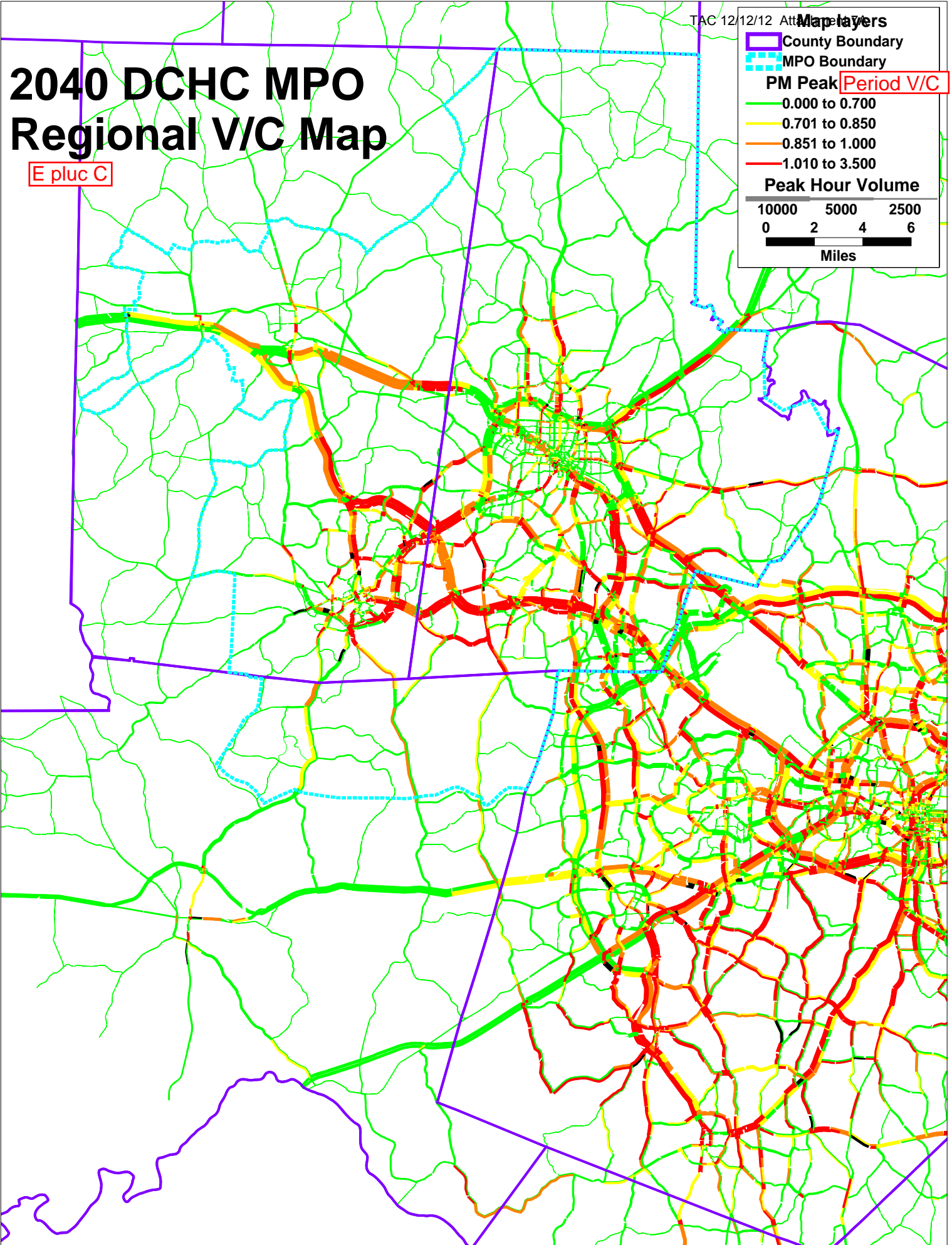
PM Peak Period V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

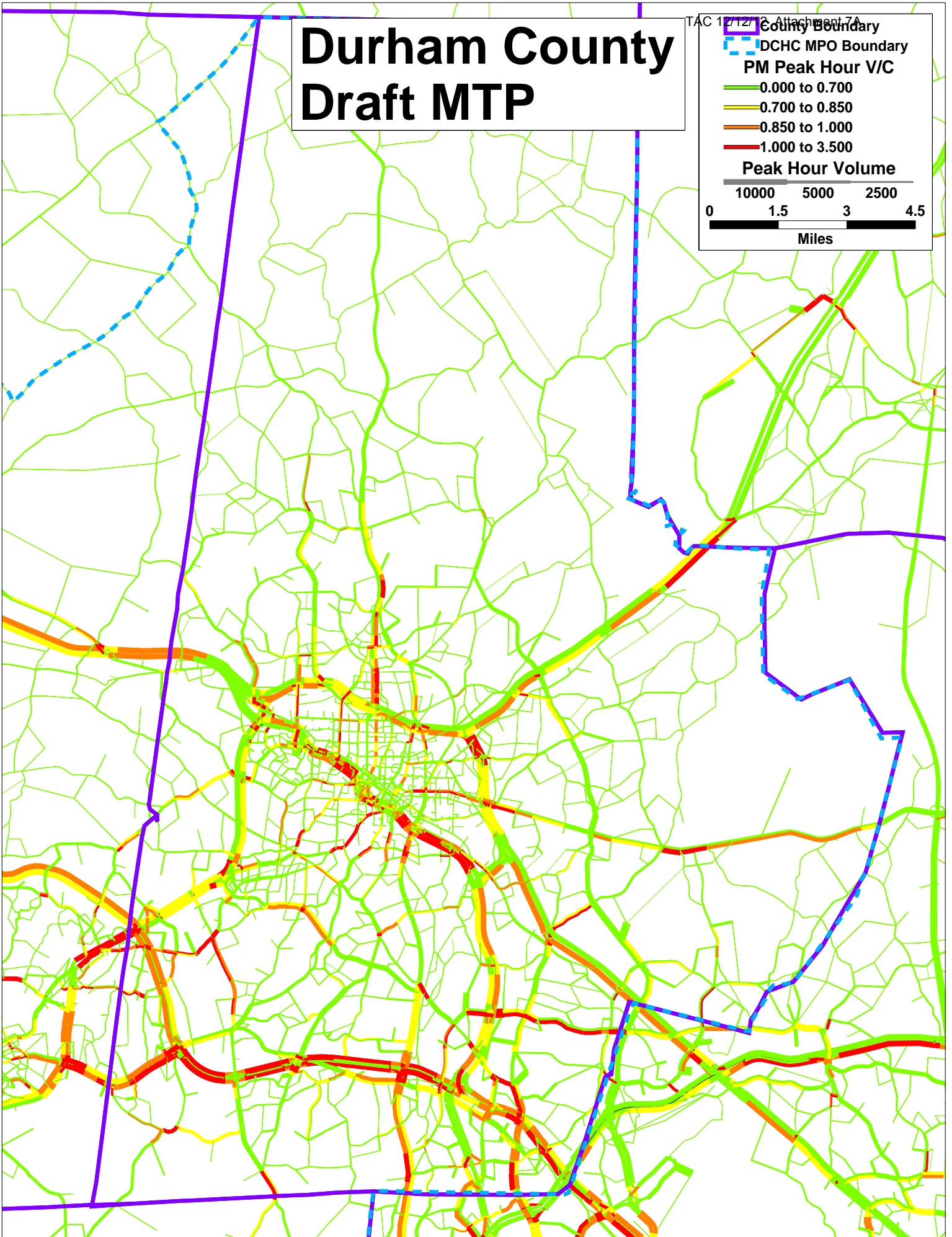
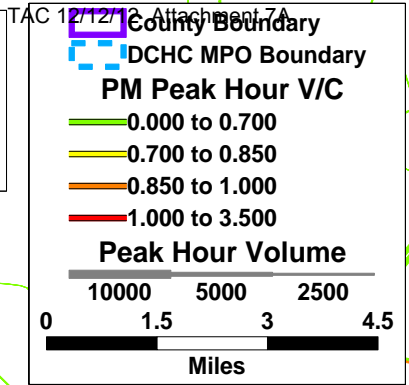
Peak Hour Volume

10000	5000	2500	
0	2	4	6

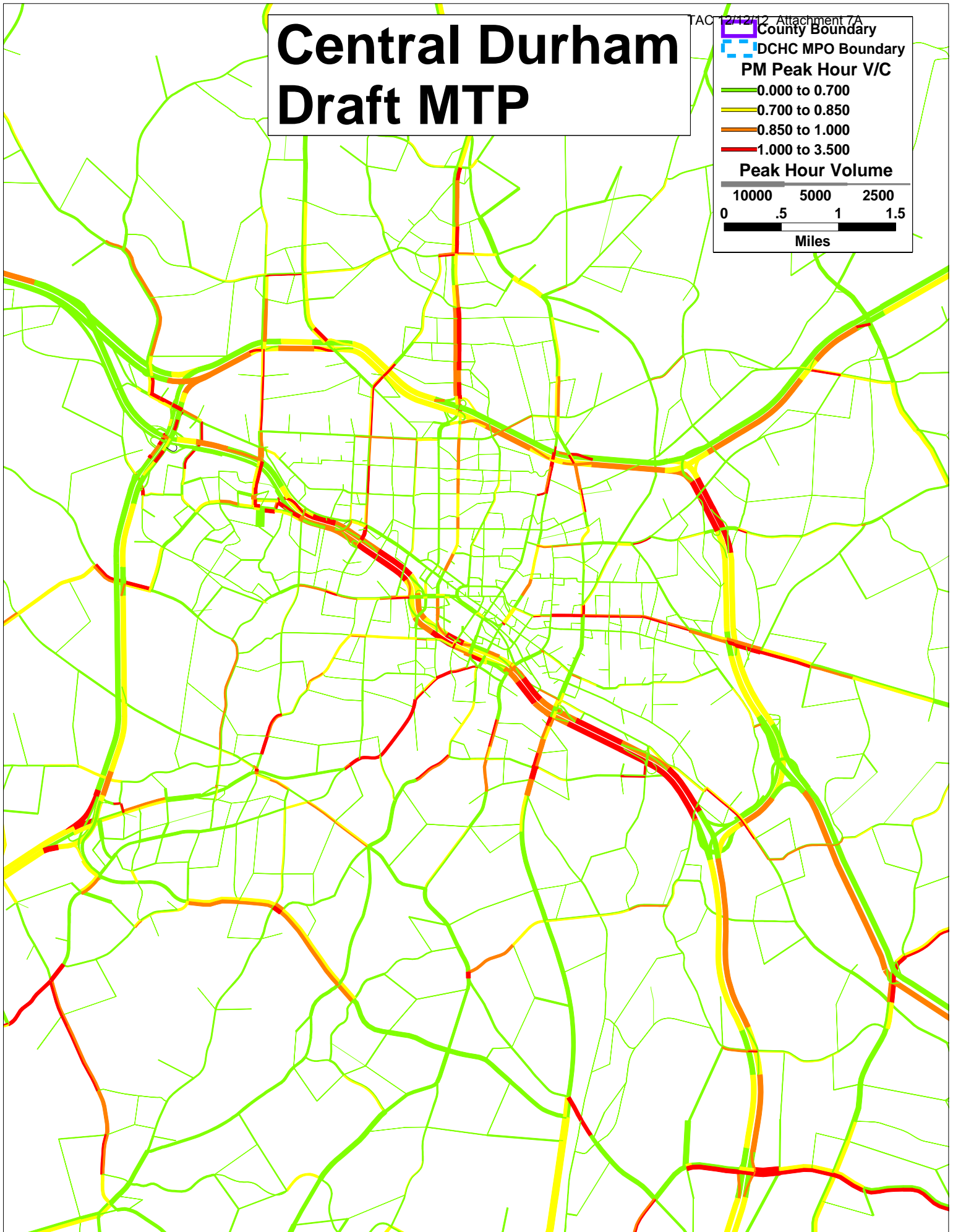
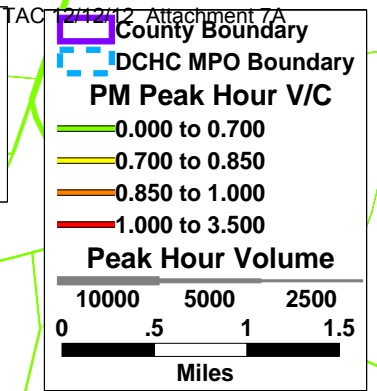
Miles



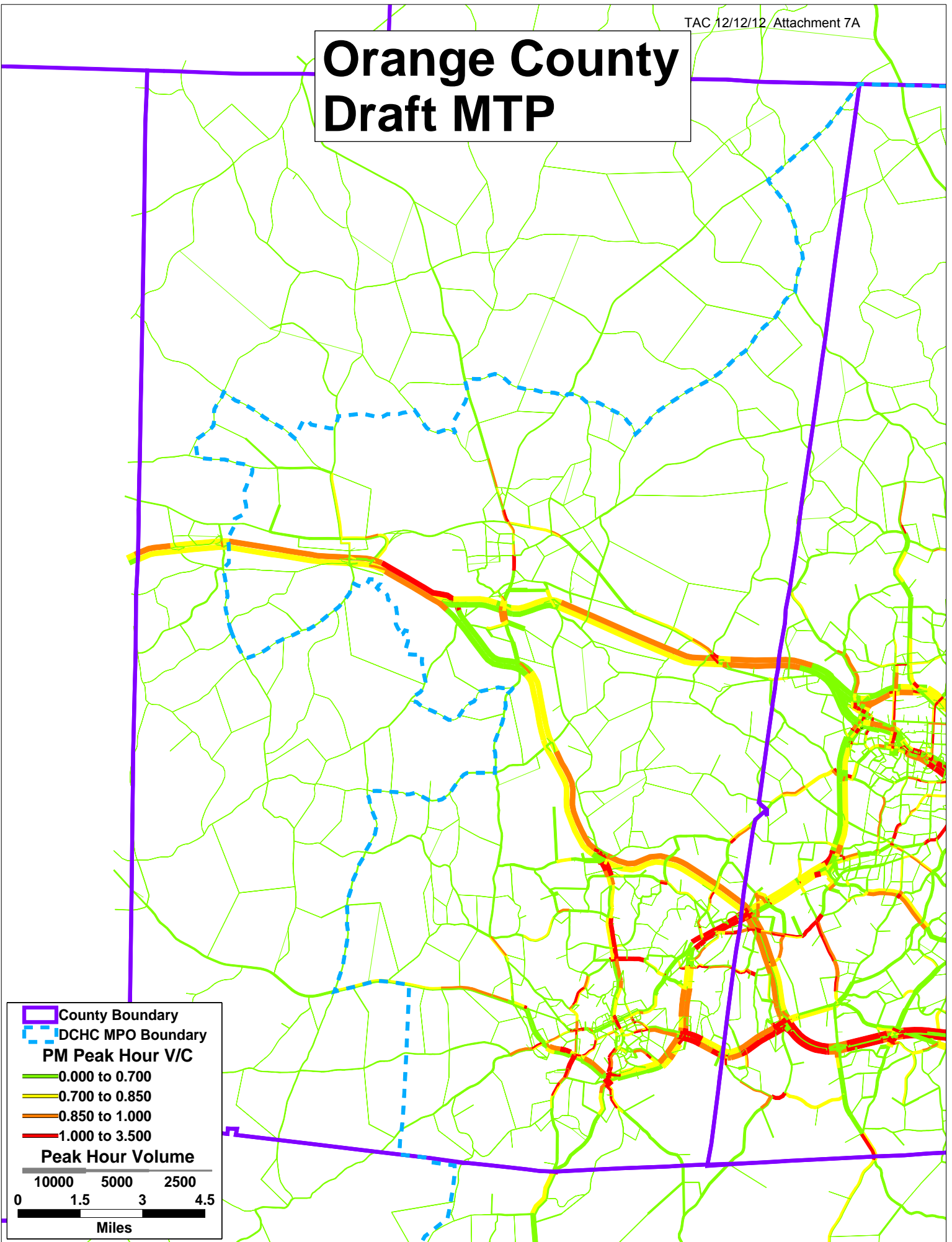
Durham County Draft MTP

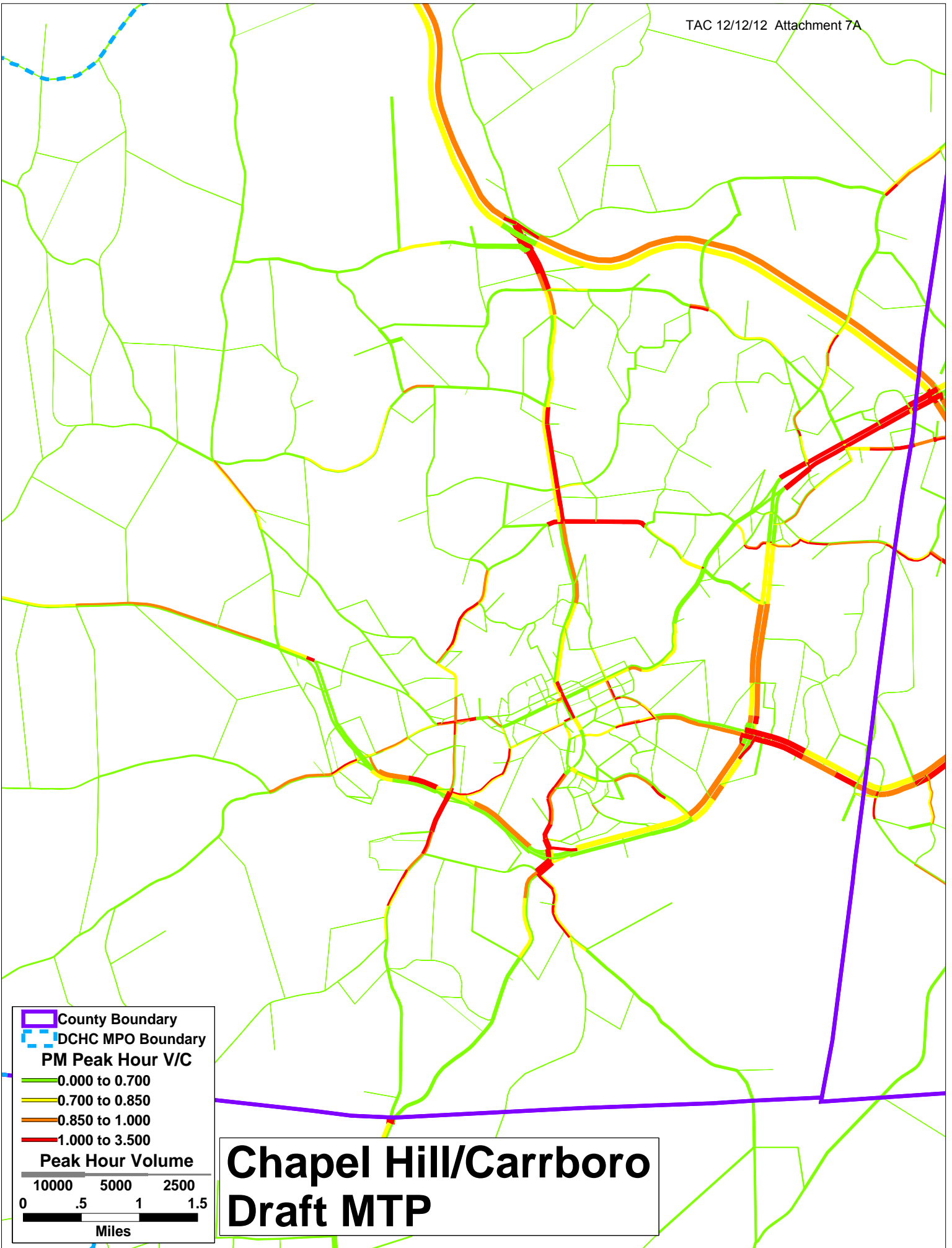


Central Durham Draft MTP

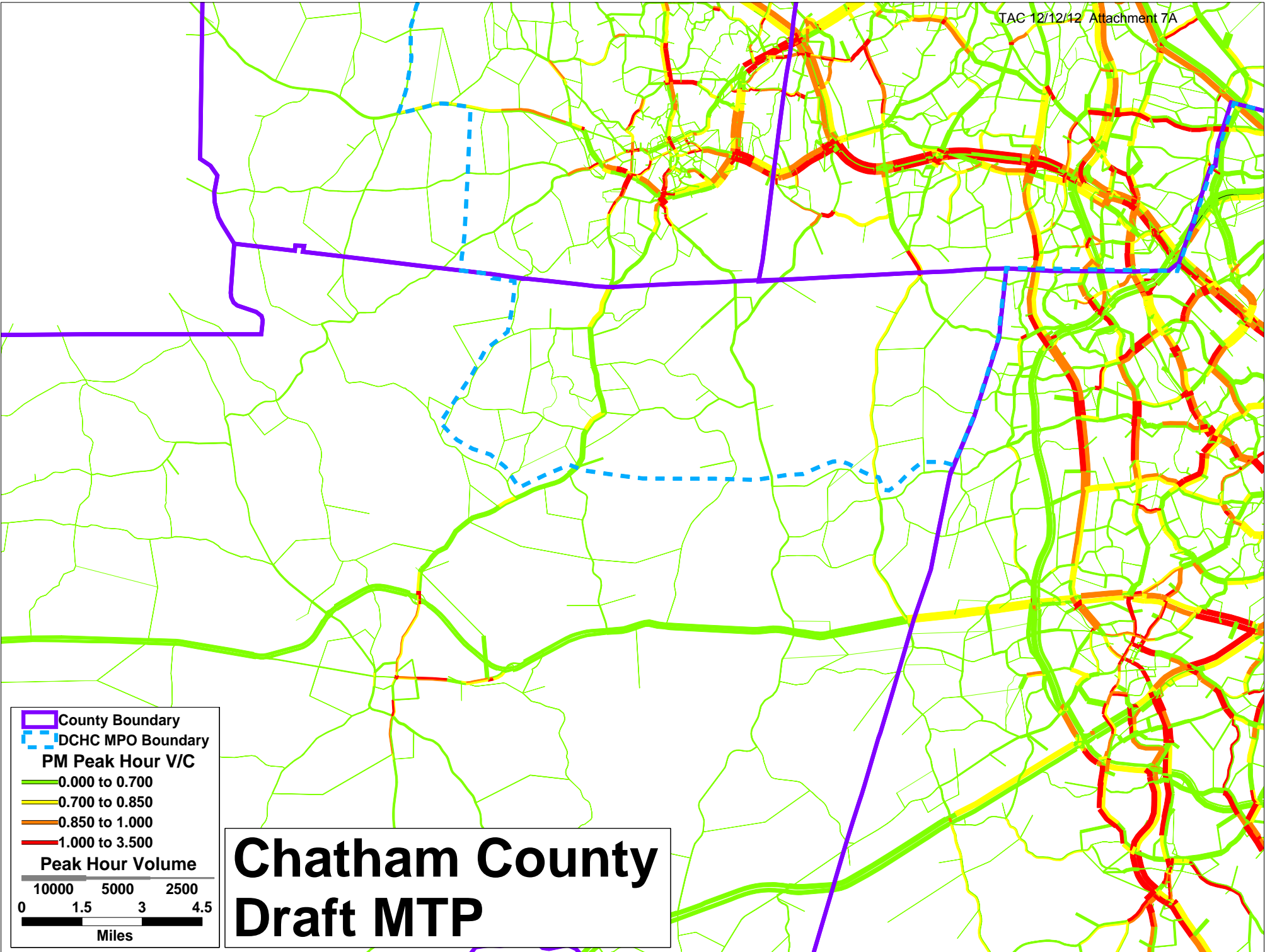








Orange County Draft MTP

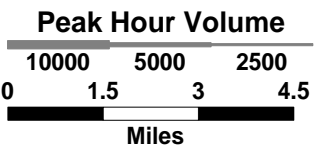




Chapel Hill/Carrboro Draft MTP



-  County Boundary
-  DCHC MPO Boundary
- PM Peak Hour V/C**
-  0.000 to 0.700
-  0.700 to 0.850
-  0.850 to 1.000
-  1.000 to 3.500



Chatham County Draft MTP

MEMORANDUM

TO: Transportation Advisory Committee (TAC)

FROM: Lead Planning Agency

DATE: December 12, 2012

RE: 2012 STPDA Project Status Report and FY 2012-2018 Transportation Improvement Program Amendment #7

At the November TAC meeting, the TAC received a report on several DCHC MPO STPDA-funded projects that were programmed for 2012 that were not been obligated as of the close of the federal fiscal year. The TAC approved a TIP Amendment moving some of the funding for projects that were being advanced by the local governments to FY 2013 or 2014. The TAC requested that the TCC provide a recommendation on the remaining projects as soon as possible.

The City of Durham has developed a recommendation for its two remaining FY 2012 STPDA-funded projects. The TCC endorsed the request. The Towns of Carrboro and Chapel Hill have requested additional time to consider their projects. The TCC's recommendation is to allow projects to advance if obligation of funding is expected to occur by the end of FY 2014. The TCC plans to hold the next Call for Projects for STPDA in fall of 2013. Any STPDA funding that is not obligated or not expected to meet the FY 2014 obligation deadline will be redistributed through the next Call for Projects. No projects are currently programmed beyond FY 2014.

Below are summaries of the remaining unobligated projects, a description of Durham's request, and the description of FY 2012-2018 TIP Amendment #7.

Town of Carrboro Projects

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

The Town has requested additional time to seek guidance from the Town Board before making a proposal.

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

The Town will consider if it will fund this project in FY 2014 through the development of their FY 2014 budget.

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

There are multiple factors delaying both projects. The Town is currently looking into options for obligating some of the funding by FY 2014 and plans to provide a response to the MPO soon.

City of Durham Projects

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

The City of Durham will proceed with design of the project in-house and expects to be able to put the project out for bid in July 2014. The current estimated cost is within the STPDA budget.

TCC Recommendation: Move the funding to FY 2014 in a TIP Amendment.

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

The City of Durham has estimated construction cost for this project to far exceed the STPDA budget. In addition, the City does not expect that the project would be ready to go out for bid until July 2015 – past the FY 2014 deadline. As a result, Durham has decided not to pursue this project at this time and will reallocate the funding to five other projects as described in the TIP Amendment.

TCC Recommendation: Remove STPDA funding from this project and move the funding to five other projects in a TIP Amendment.

FY 2012-2018 TIP Amendment #7

FY 2012-2018 TIP Amendment #7 is necessary to reflect Durham's requested changes. The STPDA database will be updated to match this TIP Amendment. Durham has requested to shift the Avondale Road project from FY 2012 to FY 2014 and cancel the Cheek Road project. The Cheek Road funding will be reallocated to five other projects.

U-4011 is the widening of Miami Boulevard. Per NCDOT's sidewalk policy, the City of Durham is either required to share the costs of the sidewalk improvements 50 City/50 State or 80 STPDA/20 State. The City has requested STPDA funding to cover these costs. The remaining funding from Cheek Road is equally distributed among the four bicycle/pedestrian projects for which the City has recently initiated a functional design corridor study, Carpenter Fletcher Road, Hillandale Road, Cornwallis Road, and Morreene Road. The City will have a better idea of the specific amount of funding needed for each of these projects pending the conclusion of these corridor studies in summer 2013. If further funding adjustments are needed, the TCC and TAC will review the request before the next STPDA Call for Projects in fall 2013.

As several of these projects are grouped together under U-4726, the TIP Amendment does not clearly show the proposed changes. In addition, since U-4011 was already obligated in a previous year, using non-STPDA funding, the STPDA funding will not be reflected in the TIP amendment. Instead, NCDOT staff will switch the previous funding to STPDA in their financial system database pending notification by the MPO that the funding was approved. The table below displays the changes in detail:

	Current		Proposal	
U-4726Hx Avondale Road Sidewalk	\$412,000	FY 2012	\$412,000	FY 2014
U-4726Hx Cheek Road Bike/Ped	\$556,000	FY 2012	\$0	n/a
U-4011 Miami Blvd sidewalk costs	\$0		\$71,818	Previous year
U-4726HL Carpenter Fletcher Bike/Ped	\$863,773	FY 2014	\$984,819	FY 2014
U-4726HK Hillandale Bike/Ped	\$956,387	FY 2014	\$1,077,433	FY 2014
U-4724 Cornwallis Bike/Ped	\$1,725,200	FY 2014	\$1,846,245	FY 2014
C-4928 Morreene Road Bike/Ped	\$1,148,000 (+ 444,000 CMAQ)	FY 2014	\$1,269,045 (+ 444,000 CMAQ)	FY 2014
Total	\$5,661,360		\$5,661,360	

The TIP Amendment also includes one recently adopted STIP Modification. This modification adjusts the funding for C-5184, the Hillsborough Riverwalk Trail Phase III. The MPO approved CMAQ funding for this project in August 2010. The Town is ready to move forward and has requested acceleration of the funding for this project. This acceleration will not affect the schedule for any other CMAQ-funded projects. The TCC did not review this amendment at their meeting. LPA staff recommends including it in this amendment to eliminate the need for a separate future agenda item and because the requested change is consistent with the TAC's previous allocation decision and desire to see STPDA and CMAQ funding obligated quickly.

TAC Action: Approve the STPDA programming changes 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 #7".

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

**AMENDMENT #7
December 12, 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 #7 to DCHC 2012-2018 MTIP” provided here on this, the 12th day of December, 2012.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: December 12, 2012

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

Attachment to Resolution for Amendment #7 to DCHC 2012-2018 MTIP

Modifications

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Various	U-4726	DCHC Urban Area Bicycle and Pedestrian Allocation	STPDA	2554	2600
Durham			C	639	650
Orange					
Chatham					

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Durham	U-4724	Cornwallis Road, Roxboro Road to SR 1183 (University Drive) in Durham. Bicycle and Pedestrian Features.	STPDA		1846
			C		462

Location	ID #	Description	Funding Source	FY 2013	FY 2014
Durham	C-4828	Morreene Road, Neal Road to SR 1320 (Erwin Road) in Durham. Construct Bike Lanes and Sidewalks.	STPDA		1269
			C		428
			CMAQ		444

DIVISION 7C-5184
ORANGE

RIVERWALK TRAIL, 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, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.

ENGINEERING	FY 2013 -	\$48,000	(CMAQ)
	FY 2013 -	\$12,000	(C)
RIGHT-OF-WAY	FY 2013 -	\$80,000	(CMAQ)
	FY 2013 -	\$20,000	(C)
CONSTRUCTION	FY 2014 -	\$360,000	(CMAQ)
	FY 2014 -	\$90,000	(C)
		<u>\$610,000</u>	

MODIFY DESCRIPTION, ACCELERATE RIGHT OF WAY FROM FY 14 TO FY 13, AND ACCELERATE CONSTRUCTION FROM FY 15 TO FY 14, AT TOWN REQUEST.



Toll Express Lanes for the Research Triangle region

**Including discussion of possible
applications on I-40**

**Presentation for discussion at
Durham-Chapel Hill-Carrboro MPO TAC meeting**

Wednesday, December 12, 2012

Toll Express Lanes: Introduction



Managed Lanes

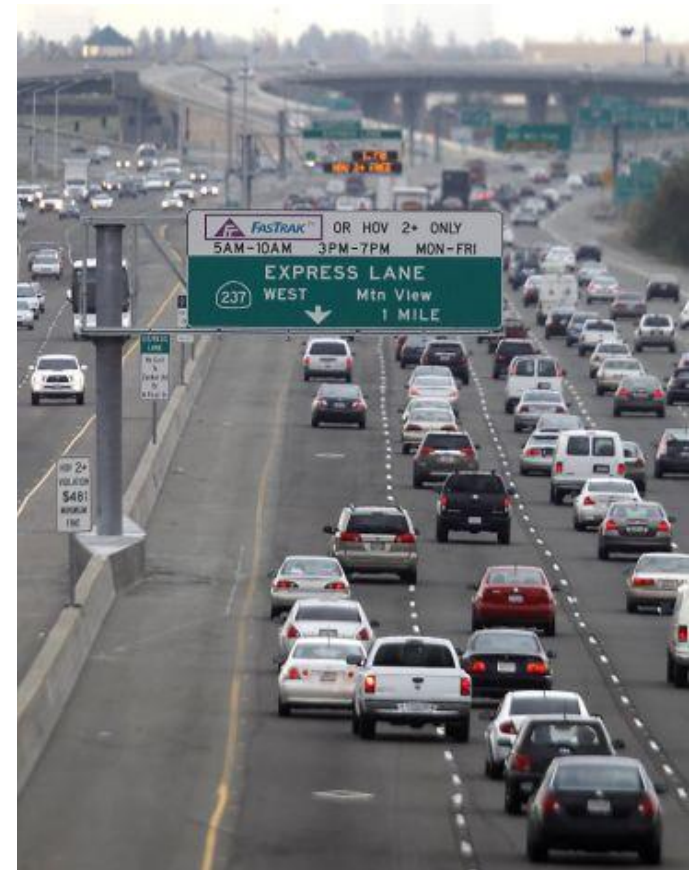
- **Managed lane** – freeway lane with restricted entry
 - Number of people – HOV-2, HOV-3
 - Toll rate – fixed, variable
 - Distance traveled – limited access/egress
 - Vehicle class – truck restrictions
- **Express lane (a/k/a ValuExpress lane, Express Toll Lane)**
 - Requires electronic payment of variable or fixed toll for entry

Virtually every market we compete with has or is implementing managed lanes on key freeways

Examples of Managed Lanes in the U.S.



I-85 in Atlanta



Hwy 237 in San Francisco

“495 Express Lanes” in Northern Virginia



Examples of managed lanes in the US

Open to traffic today

- | | |
|---|-------------------------|
| • 91 Express Lanes - Los Angeles, CA | HOT |
| • I-15 Express Lanes - Salt Lake City, UT | HOT |
| • I-95 Express Lanes - Miami, FL | Modified HOT |
| • I-270 Express Lanes - Rockville, MD | Thru; one lane peak HOV |
| • I-85 Express Lanes - Atlanta, GA | HOT |
| • I-680, Hwy 237 Express Lanes - San Jose, CA | HOT |
| • I-10 Managed Lanes - Houston, TX | Toll; peak HOT |
| • I-15 Express Lanes - San Diego, CA | HOT |
| • I-25 Express Lanes - Denver, CO | HOT; segments HOV |
| • I-5 and I-90 Express Lanes - Seattle, WA | Thru; segments HOV |
| • I-110 Express Lanes - Los Angeles, CA | HOT |
| • I-495 Express Lanes - N. Virginia | HOT |

Examples of managed lanes in the US

Under construction

- I-10 Express Lanes - Los Angeles, CA **HOT, Open 2013**
- I-95 Express Lanes - Baltimore, MD **Toll, Open 2014**

Proposed

- I-15 Express Lanes - Salt Lake City, UT **HOT**
- Loop 1 Express Lanes – Austin, TX **Toll, constr. 2013**
- I-4 Express Toll Lanes – Orlando, FL **Toll, constr. prop. for 2014**
- Express Toll Lanes – El Paso, TX **Toll**

Toll Express Lanes: compare w/ HOV, HOT



Limitations of HOV lanes, and by extension HOT lanes

Limitations of HOV

- HOV-2 is free; a trip is not “more free” with a 3rd person or vanpool
- HOV-2 is often parent + child, but they are not “carpooling”
- Free HOV-2 eliminates incentive to redirect less time urgent trips with infants/children to off-peak travel
- HOVs are either 2 or 3 persons and hard to vary demand curve
- HOVs do not provide revenue
- True occupancy enforcement is essentially impossible – less than 20% success in recent study
- Infants in rear-facing carseats count as the second person

Overall benefits of Express Lanes

Express Lanes provide options when on-time travel is essential

- Create a reliable, on-demand option to avoid congestion
- Pricing encourages carpooling and vanpooling without requiring it
- Create an express route for buses without building separate busways or relying entirely on BOSS operation
- Provide revenue which can accelerate construction

“Express Lanes” are the personal travel equivalent of USPS “Express Mail” – paying for faster, more reliable travel for ourselves

Benefits of toll Express Lanes vs. HOV element of HOT

Benefits of toll Express Lanes

- Variable pricing of all vehicles maximizes operational flexibility
- Simpler – no “flex switch” to operate for drivers between HOV, toll
- Far easier to enforce: one price per vehicle class
- Encourages carpooling above 2-person threshold (unlike HOT)
 - users can always informally split the toll more ways
- True high-occupancy vehicles (e.g., Triangle Transit vanpools) can receive special sticker tags if desired
- Maximizes number of users paying, which minimizes individual tolls

Advantages of buffer-separated express lanes

Benefits of buffer-separated vs. barrier separated lanes

- Very similar footprint to normal freeway cross section (only 4' wider)
- Substantially lower costs
- Little if any additional right-of-way required
- Unlike longitudinal barriers, buffer allows access in emergency
- Provides flexibility – does not commit region to single costly footprint

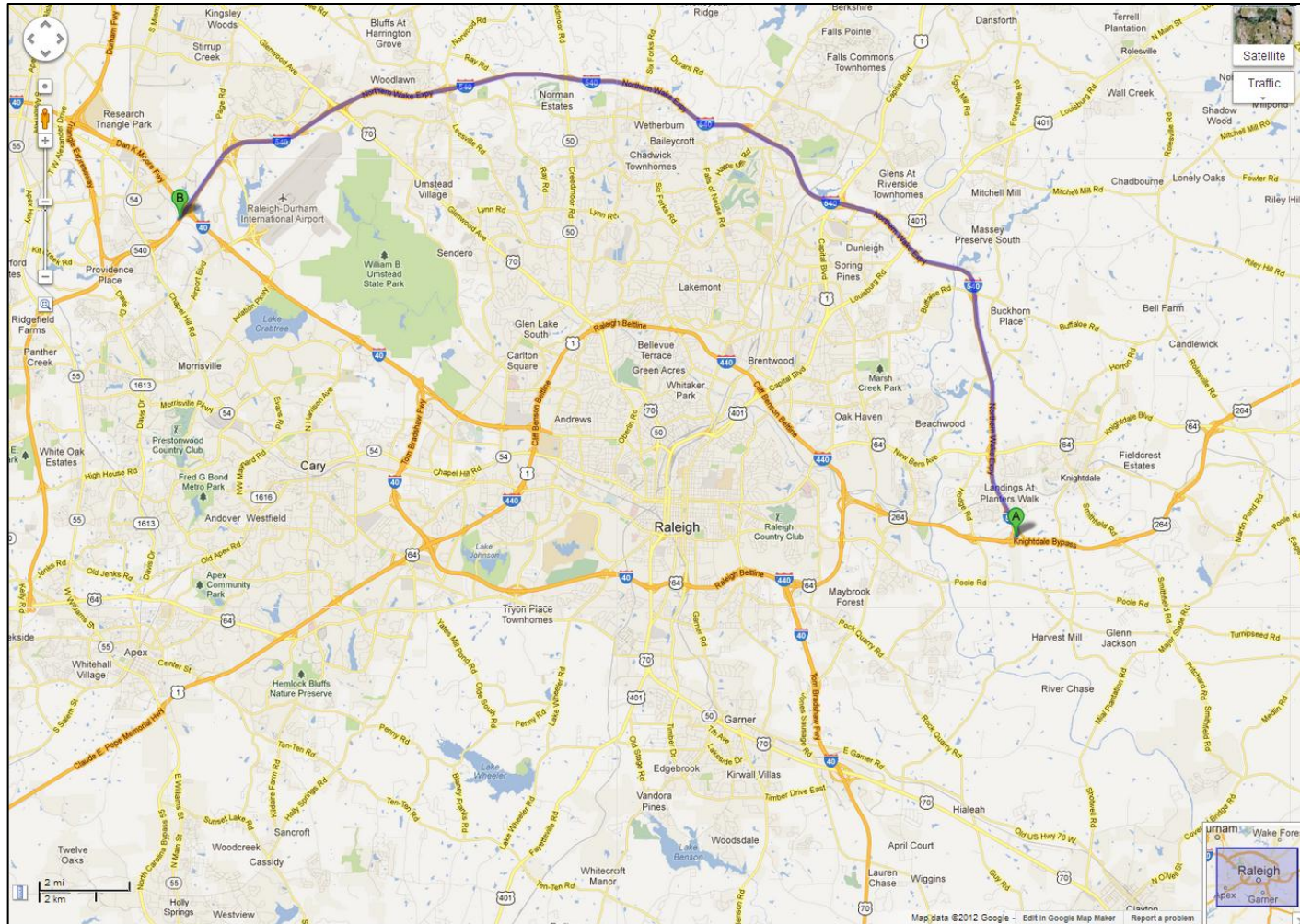
Benefits of buffer-separated vs. striped double-lines only

- Improves toll enforcement and minimizes weaving
- Provides separation to minimize friction due to different speeds
- Creates opportunity for new left exits that would otherwise have insufficient exit spacing

Toll Express Lanes: possibilities in our area



Potential I-540 Express Lanes Corridor



RTA 2012-13 Highway Transportation Priorities

Top RTA priorities for new or expanded freeways

- Triangle Connector to I-85
- Toll 540 Triangle Expressway completion
- US 70 Freeway conversion
- Aviation freeway
- **I-40 widening to 6+ lanes between I-85 and I-95**
- **I-40 Express Lanes/interchanges – staged construction regionwide**
- I-95 statewide improvements

RTA General Policies on Express Lanes

RTA general policies on toll roads that apply to Express Lanes

- Tolls collected on corridor remain on corridor or contiguous toll route
 - Maintain user fee relationship
 - Preserve support for tolls as an option
- Encourage consideration of, but do not require, public-private partnerships

APPLICABLE STATUTES

- All toll revenue would remain on the project itself or on a contiguous toll facility by statute.
- If tolls were to cover some/all project costs, any realized savings would be allocated by the equity formula by statute

RTA General Policies on Express Lanes

RTA policies specific to Express Lanes

- First priority is to create 3 general purpose freeway lanes per direction
- Pursue* toll Express Lanes for 4th or more through lane when widening
- Toll only, not HOV or HOT
- Buffer-separated not barrier to reduce costs, maximize future flexibility
- Consider, but do not require, separate exits for Express Lanes

* **NOTE:** Pursue toll express lanes means:

- Consider opening a new lane (after the 3rd) as express lane – ready to collect tolls on day one
- However, tolls only needed when congestion occurs, with no minimum amount or hours required, as long as federal free-flow performance standards continue to be met
- Tolls could be low or zero day after day if congestion is low
- Variable pricing to manage supply, demand and maintain free-flow



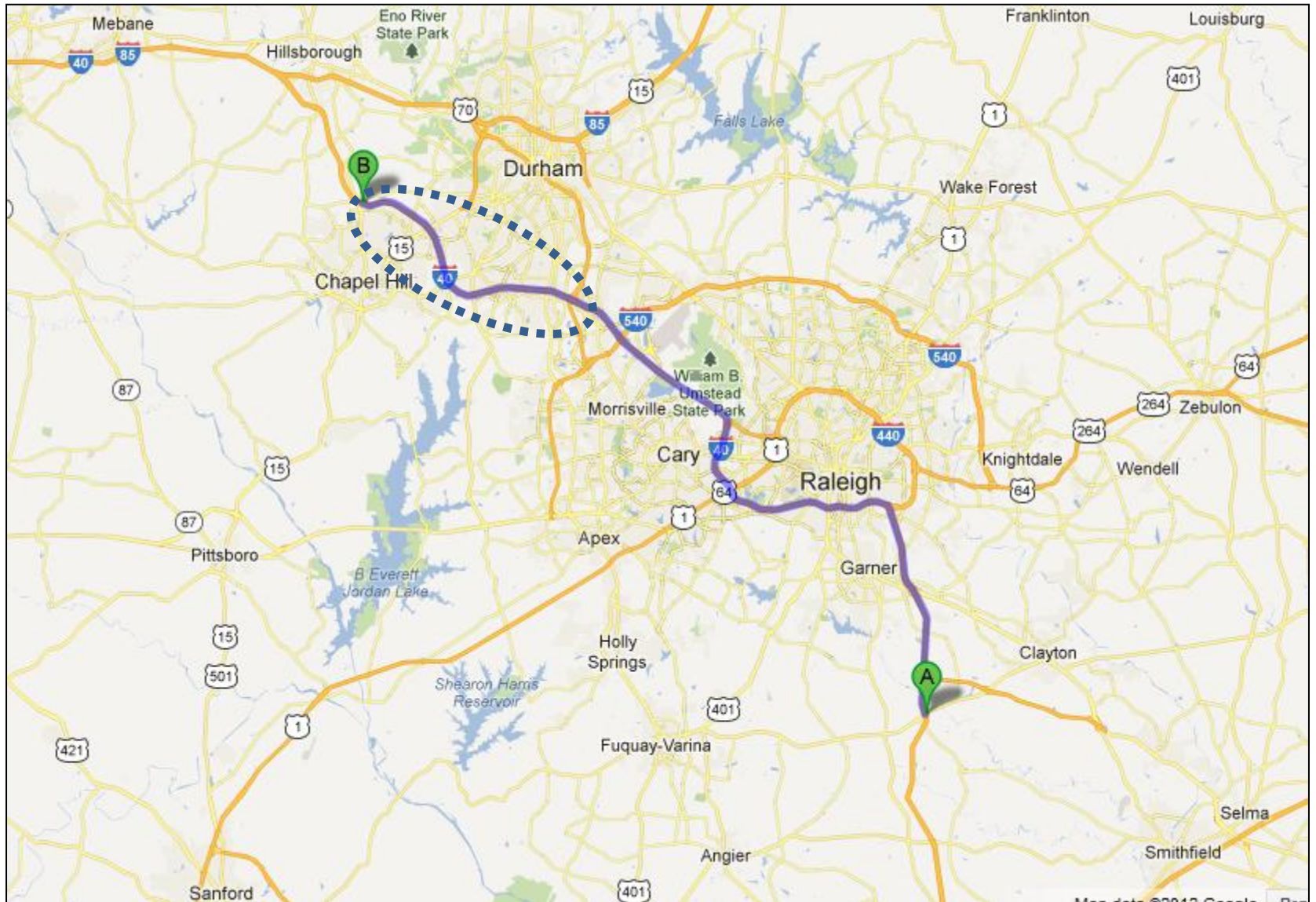
Toll Express Lanes for the Research Triangle region

**Including discussion of possible
applications on I-40**

**Presentation for discussion at
Durham-Chapel Hill-Carrboro MPO TAC meeting**

Wednesday, December 12, 2012

Potential I-40 Express Lanes Corridor ?



I-40 Express Lanes – discussion

I-40 Orange widening (I-3306)

- Planned to widen I-40 from two to three through lanes between US 15-501 and I-85
- This will connect with the existing three lane section between US 15-501 and NC 147/Toll 147
- East of 147 the I-40 freeway is four lanes/direction to Wake Co.

One option to consider as a possibility?

- Consider potential for adding a 4th through lane now as an Express lane
- Lane would terminate at 15-501 if project limits remain same as I-3306
- Could extend east to NC 147 for lane balance reasons and to connect with existing Toll 147 South (every lane on Turnpike is an Express lane)

Implementation costs of Express Lanes for I-3306

Costs

- Incorporating a new 12' lane and new 4' buffer into the design will incur additional costs, perhaps substantial
- Toll collection equipment is also not free
- Incorporating paved buffer and toll technology easier at early stage
- If access only granted at ends of corridor then entry/exit costs may be minimized
- If additional exits were desired (e.g., at existing grade separations, like I-495 in Northern Virginia) then those would incur additional costs

Current funding and Gap funding for I-3306

Funding

- The project is fully-funded project to six lanes
- The amount of gap funding required to pay for the express lane is not known
- If necessary, region could seek language to affirm that all tolls stay on the corridor or a contiguous route, like we did successfully for 540
- If new exits created, those would likely attract additional revenue

Summary of example

If we were to choose to pursue buffer-separated toll Express Lanes:

- The project would need to add a new lane and incorporate a 4' larger footprint, which will cost more than the current plan
- The project would need to incorporate tolling infrastructure costs, and a toll revenue assessment
- The project development process would need to include public outreach about potential operation of 4th lane as a toll Express Lane
- We would need to clarify that this is only about tolling lanes that do not yet exist, and that the proposed lanes would otherwise be untolled
- The simple buffer-separated cross section will not compromise future implementation of a more complex express lanes footprint
- The potential for creating new express left exits to other bridges exists



Toll Express Lanes for the Research Triangle region

**Including discussion of possible
applications on I-40**

**Presentation for discussion at
Durham-Chapel Hill-Carrboro MPO TAC meeting**

Wednesday, December 12, 2012

Regional Transportation Alliance: Express Lanes in the Triangle region



What is an Express Lane?

- A "managed lane" is a freeway lane with restricted entry (e.g., number of people, toll, etc.)
- Managed lanes exist or are under construction in several markets, including Atlanta, Houston, Denver, San Jose, San Diego, Northern Virginia, Austin, Los Angeles, Baltimore, Salt Lake City, etc.
- An Express Lane is a managed lane that requires electronic payment of a variable toll for entry

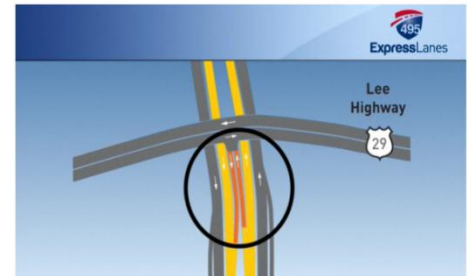
Benefits of Express Lanes

- Creates a reliable, on-demand option to avoid congestion, complementing the Turnpike
- Provides revenue to accelerate construction (of Express Lanes or adjacent lanes on corridor)
- Creates an express route for buses (without building separate busways or relying entirely on BOSS)
- Encourages carpooling and vanpooling above two people in a car (unlike HOV/HOT)

RTA Transportation and Legislative Priorities concerning Express Lanes

RTA supports staged implementation of Express Lanes and interchanges on I-40

- Pursue* Express Lanes for 4th or more through lane when widening
- Toll only, not HOV or HOT, to maximize efficiency and minimize costs
- Buffer not barrier to keep costs down and maximize flexibility
- Electronic tolling like NC Turnpike
- Study of separate exits
- Encourage consideration of, but do not require, public-private partnerships
- Consider initial implementation* on I-40 Wake/Johnston (I-5111)
- Consideration of implementation* on other freeways possible



* Note: "Implement" or "Pursue" means the following:

- Consider opening a new lane (after the 3rd) as express lane – ready to collect tolls on day one
- However, tolls only needed when congestion occurs, with no minimum amount or hours required, as long as federal free-flow performance standards continue to be met
- Tolls could be low or zero day after day if congestion is low
- Variable pricing to manage supply, demand and maintain free-flow

RTA legislative policy concerning Express Lanes

- Tolls collected on a corridor should remain on that segment or a contiguous toll segment in order to maintain a user fee relationship and preserve support for turnpikes as an option

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 12, 2012

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

This memorandum provides a summary status of tasks for projects in the FY 2012-2013 Unified Planning Work Program.

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

FY 2012- 2013 Unified Planning Work Program (UPWP) – Projects

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
- Adopt MTP (LRTP) and Conformity determination - April/May 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP –December 2012
- CTP Report and Maps – April 2013
- Adopt CTP – June 2013
- NCDOT Adopt – August 2013

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
- Documentation/Protocol Report – January 2013

Update of the MPO Public Involvement Policy

- ✓ Phase I – update to include Title VI and address corrective actions from Federal Certification Review - Adopted November 2012
- Implementation of Phase I update - underway
- Phase II – update to include measures of effectiveness and MAP-21 requirements – future phase

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

- ✓ Action Plan and schedule completed in September 2011
- Development of plan – future

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

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 – draft underway
- Evaluation of effective of CMP projects and funded projects - ongoing

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

DCHC MPO Surface Transportation-Direct Attributable
Federal Funding Levels Report

Funding Availability (Adjusted to Obligation Limitation)

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 87%) COLUMN D	COLUMN E	(COLUMN D - COLUMN E) COLUMN F
DCHC MPO- STPDA	2011 CFFY Carry Forward	CY 2012 Appropriations	Total Appropriations	Net Available Funding	YTD Obligation	Net Available Balance
TOTALS	\$5,776,950	\$10,809,213	\$16,586,163	\$14,429,962	\$3,189,609	\$11,240,353

Project Specific Obligation List

Date	WBS TIP Sub Num	Project Desc	WBS element	Phase ID	Authorization date	System Status	County Code	Fund		Program Specific Obligated Amount	
2/9/2012: adjusted 2/23/2012	EB-4707	DURHAM - SR 1838/SR 2220 (OLD DURHAM/CHAPEL HILL ROAD)FROM S	38664.1.1	EB-4707 - PE - BICYCLE IMPROVEMENTS	Prel Engr	06/13/2008	REL ACPT	DURHAM	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$112,224
9/20/2012	EB-4707B	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) F	38664.2.2	EB-4707B - R/W - BICYCLE IMPROVEMENTS	Right of Way	09/17/2012	REL	DURHAM	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$1,320,000
1/3/2012	EL-4995	CHAPEL HILL - DRY CREEK GREENWAY FROM PERRY CREEK ROAD TO PR	40764.1.1	CLOSED EL-4995 - PE - DRY CREEK GREENWA	Prel Engr	11/27/07	CLSD ACPT	ORANGE	1500/2731H 230D	STP >200K POPULATION-DURHAM	(\$28,121)
1/26/2012: adjusted 6/21/2012	SR-5001AR	CHAPEL HILL - SAFE ROUTES TO SCHOOL CONSTRUCT SIDEWALKS ALON	40924.3.43	SR-5001AR - CON - CHAPEL HILL	Construction	12/14/2011	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$108,000
12/15/2011; adjusted 9/20/12	U-4726DC	CARRBORO - WILSON PARK MULTI-USE PATH	36268.3.4	U-4726DC - CON - CARRBORO	Construction	11/21/11	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$177,119
8/30/2012 adjusted 9/13/12	U-4726DE	CARRBORO - HOMESTEAD-CHAPEL HILL HIGH SCHOOL MULTI-USE PATH	36268.1.26	U-4726DE - PE - CARRBORO	Prel Engr	04/28/2011	REL ACPT	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$104,388
1/26/2012	U-4726DF	CARRBORO - BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS	36268.1.27	U-4726DF - PE - CARRBORO	Prel Engr	01/24/2012	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$6,000
6/21/2012 adjusted 8/2/12	U-4726IG	CHAPEL HILL - MORGAN CREED TRAIL, PHASE 2	36268.3.24	U-4726IG - CON - CHAPEL HILL	Construction	6/15/2012	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$1,390,000

Total Obligated YTD: \$ 3,189,610

**DCHC MPO Surface Transportation-Direct Attributable
Federal Funding Levels Report**

Funding Availability (Adjusted to Obligational Limitation)

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 87%) COLUMN D	COLUMN E	(COLUMN D - COLUMN E) COLUMN F
DCHC MPO- STPDA	2012 CFFY Carry Forward	CY 2013 Appropriations	Total Appropriations	Net Available Funding	YTD Obligation	Net Available Balance
TOTALS	\$7,406,495	\$4,850,552	\$12,257,047	\$11,031,342	\$0	\$11,031,342

Project Specific Obligation List

Date	WBS TIP Sub Num	Project Desc	WBS element	Phase ID	Authorization date	System Status	County Code	Fund	Program Specific Obligated Amount

Total Obligated YTD: \$ -

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
2013-2014 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE**

The tentative development schedule for the 2013-14 UPWP is presented below. The work program will contain new initiative for FY2014 and a continuation of the FY2013 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local member governments' budget process.

DATES	DCHC MPO ACTIVITY DESCRIPTION
31-Oct-12	MPO funding request sent out to member agencies
30-Nov-12	Deadline for funding request to be submitted to MPO by member agencies.
December 2012 - February 2013	Development of Draft 2013-2014 UPWP and coordinating with local agencies continues.
27-Feb-13	TCC receives Draft 2013-2014 UPWP.
13-Mar-13	TAC receives Draft 2013-2014 UPWP
February - March 2012	LPA staff coordinates with member jurisdictions budget process for local matching funds.
27-Mar-13	TCC recommends Draft 2013-2014 UPWP to be released for Public Comment
30-Mar-13	NCDOT PTD receives draft copy of FY2014 UPWP
10-Apr-13	TAC reviews Draft 2013-2014 UPWP & releases for public comments
24-Apr-13	TCC hold public hearing TCC recommends that TAC adopt FINAL FY2013-2014 TCC recommends MPO completes self-certification UPWP planning process
8-May-13	TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process; FTA & NCDOT to receive final FY2013 UPWP.
10-May-13	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

Contract Number: C201994	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE	RE Phone Number: (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
Contractor Name: S. T. WOOTEN CORPORATION	
Contract Amount: \$137,446,000.00	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began: 8/3/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202340	Route: SR-1321
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3804
Length: 1.07 miles	Federal Aid Number: STM-0505(50)
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).	
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.	
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
Contract Amount: \$4,222,625.78	Cost Overrun/Underrun: 31.4%
Availability Date: 8/30/2010	Letting Date: 7/20/2010
Completion Date: 6/15/2012	Work Began: 9/30/2010
Revised Completion Date: 7/1/2012	Estimated Completion: 12/7/2012
Last Estimate Thru: 11/7/2012	Scheduled Progress: 100%
Last Estimate Paid: 11/19/2012	Actual Progress: 92.05%

Contract Number: C202436	Route: SR-1322, US-70
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3638, R-5164F
Length: 1.233 miles	Federal Aid Number: BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.	
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC	
Contract Amount: \$1,969,734.20	Cost Overrun/Underrun:
Availability Date: 7/30/2012	Letting Date: 6/19/2012
Completion Date: 3/18/2014	Work Began: 9/17/2012
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202507	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: R-2635, U-4763B
Length: 18.8 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: Jason R. Peterson, PE	RE Phone Number: (919)571-3000
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.	
Type of Work: DESIGN-BUILD LANDSCAPING.	
Contractor Name: SOUTHERN GARDEN, INC.	
Contract Amount: \$4,800,000.00	Cost Overrun/Underrun:
Availability Date: 8/15/2011	Letting Date: 4/21/2011
Completion Date: 7/1/2015	Work Began: 8/15/2011
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202875	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: I-5307, I-5310
Length: 17.133 miles	Federal Aid Number: IM-0540(23)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN	

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

Contract Number: C202928	Route: NC-54, SR-1103, SR-1107 SR-1171, SR-1815, SR-1902 SR-1911, SR-1926, SR-1945 SR-1977
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 13.57 miles	Federal Aid Number:
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: CAROLINA SUNROCK LLC	
Contract Amount: \$3,634,988.89	Cost Overrun/Underrun: 3.82%
Availability Date: 3/12/2012	Letting Date: 1/17/2012
Completion Date: 11/9/2012	Work Began: 8/20/2012
Revised Completion Date:	Estimated Completion: 11/30/2012
Last Estimate Thru: 11/15/2012	Scheduled Progress: 100%
Last Estimate Paid: 11/21/2012	Actual Progress: 93%

Contract Number: C203117	Route: 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
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 32.362 miles	Federal Aid Number:
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)733-9499
Location Description: 23 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.	
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
Contract Amount: \$5,803,217.05	Cost Overrun/Underrun: 0%
Availability Date: 8/27/2012	Letting Date: 7/17/2012
Completion Date: 5/31/2013	Work Began: 9/4/2012
Revised Completion Date:	Estimated Completion: 5/31/2013
Last Estimate Thru: 10/31/2012	Scheduled Progress: 20%
Last Estimate Paid: 11/6/2012	Actual Progress: 15.61%

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

Contract Number: DE00042	Route: SR-1614
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:

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

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

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
rev 12/06/12							
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
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

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.			Planning Stage	\$40,000.00	Small Construction 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) from Sr 1010 (Franklin Street) to SR 1777 (Homestead Road)	NCDOT Forces		Complete	\$20,000.00	Small Construction Funds
Orange	43640.1.1 / 43640.2.1 / SS4907AP / 43640.3.1	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	\$25,600.00	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

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	Fall 2012	Completed	\$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
Chapel Hill	U-0624 / C203175 / 34762.3.4	NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr). Widening , Grading, Drainage, Paving & Signals	October 16,2012	12/28/2014	Contract Awarded	\$4,565,147	TIP
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

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	Morgan Creek Trail Phase 2 - 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	\$,1310,000 / additional funds \$1,000,000 8/12	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
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments

Durham/ Orange	EB-4707A (Orange) / EB4707B (Durham)	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	Delayed R/W to FY 13 and Construction to FY 14 / 15 to allow City to secure increased funding
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Carrboro	W-52071 / 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street)			Preliminary Engineering	\$50,000	
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

McCrory wants to study state's transportation, infrastructure needs

The News and Observer By Bruce Siceloff Posted: 11/09/2012 4:38 PM

When he was Charlotte's mayor, Pat McCrory helped implement a 25-year plan that set priorities for transit investment to guide the city's growth. Now the governor-elect says North Carolina needs a 25-year transportation and infrastructure plan "to send a clear signal to the business community of the state's future investment in roads, railroads, bridges, ports, airports and other infrastructure."

People in and out of government in Raleigh have been thinking along similar lines over the past couple of years.

"We've done a lot of work, and we're happy to share that with the new governor," said Gene Conti, who has served as outgoing Gov. Bev Perdue's transportation secretary since 2009. "And what he does with that is up to him. There's a lot of stuff out there, and we're certainly sharing it with his transition team."

A business-government logistics task force, chaired by Lt. Gov. Walter Dalton, spent two years meeting in communities across North Carolina to assess the state's long-term economic, mobility and infrastructure needs, and it reported its findings (PDF) in June. Recommendations included further looks at developing inland ports and investing in improvements to the Morehead City and Wilmington ports.

The state Board of Transportation updated its own long-range look this year with a 2040 Statewide Transportation Plan, based on a survey of expected needs and priorities from residents and local governments. The plan predicts that the state will need \$94 billion over the next three decades to maintain the transportation system we have now, and \$130 billion to build a better system. But the state can count on only \$54 billion in state and federal transportation funds during the same period (see the red-and-blue bar graf, above, from the 2040 plan).

In its own study (PDF) published this summer, the N.C. Chamber of Commerce warned that the state will need to find new revenue sources to meet its growing transportation needs. "We realize that funding is the linchpin in this discussion," Lew Ebert, the chamber president, wrote in a newspaper column (PDF) published in October.

Chamber officials warn that North Carolina can't count on the gas tax to pay for its transportation needs. Tax collections are beginning to decline because U.S. drivers are paying lower taxes per mile as their cars get more miles out of each gallon of gas. Many political leaders are reluctant to push the tax rate higher, and there are growing numbers of electric and other alternative-fuel cars that don't use gas -- or pay gas taxes -- at all.

"We need a hard, serious discussion on whether the gas tax is sustainable for the future," said Gary Salamido, the N.C. Chamber's vice president for government affairs. "It's our general position that it's not a sustainable funding source."

Tommy Harrelson was DOT secretary under the last Republican governor, Jim Martin, for three years in the early 1990s. He likes McCrory's push for more long-range transportation planning.

"I would say there's been good work done, particularly in marrying logistics needs to a transportation plan," Harrelson said. "They haven't been fully implemented, but they're beginning to do that. I think Pat is correctly thinking much more long-term than we traditionally have been thinking. That's worth doing, to fully engage the business community and everybody, to have an idea where we want to go and hold ourselves accountable for what gets done."

That's what McCrory says he wants to do.

"Transportation and economic development have to be integrated," McCrory said in a Sept. 26 interview with The N&O's Craig Jarvis. "Right now we don't have that cooperative relationship. That's what the customers are telling me throughout the state."

Bob Morgan, president of the Charlotte Chamber of Commerce, said McCrory showed during his 14-years as mayor that he appreciates the economic importance of transportation infrastructure planning. Charlotte political and business leaders agreed in the 1990s to make rapid transit a central part of land-use planning. Their plan was to focus growth around five corridors and give commuters an alternative to cars and congestion.

"It's a guarantee that in certain corridors, employees can get to work in a guaranteed amount of time," McCrory said in a 2006 interview in his mayoral office. "Not just next year, but 30 years from now. And that's a guarantee employers are going to start looking for."

In 1998, then-Mayor McCrory teamed up Democrat Parks Helms, then chairman of the Mecklenburg County commissioners, to push for a half-cent local sales tax to help finance transit improvements. They spent time in Raleigh persuading legislators from both parties to authorize the local option tax for Mecklenburg. Then they sold the idea to Mecklenburg voters, who approved it in 1998. The sales tax enabled Charlotte to double its bus fleet and add new routes, and it paid 28 percent of the cost for the city's first 10-mile light-rail line.

"He was the architect, the leader, the visionary for Charlotte's investment in a transit-land-use vision plan," Morgan said Friday.

"And while the build-out of the plan is going to take longer than anticipated, because of the problems that public revenues have faced, Charlotte will be working toward that vision for the rest of our lifetimes," Morgan said.

"It is a transit-land-use program. Transit-oriented development is a key component of making rail successful, and also generating tax bases and densifying the development patterns of Charlotte. We're giving people options. In addition to the the suburban options we have for housing, people can choose housing that is more transit-oriented, and more dense," Morgan said.

Road Worrier: Smile, tall trucks, you're on can't-read camera

The News and Observer By Bruce Sicehoff Posted November 13, 2012

DURHAM If you're paying attention this week when you drive that tall truck down South Gregson Street, you'll get fair warning about the low bridge ahead.

A series of yellow diamond signs, starting a block in advance, will tell you about the 11-foot, 8-inch clearance.

Then the yellow lights will go crazy, the ones with an overhead sign that says: OVERHEIGHT WHEN FLASHING.

You'll have one last chance to escape disaster. You can turn onto Peabody Street, just before Gregson runs beneath the railroad bridge that carries freight and passenger trains across downtown Durham.

But if you're not paying attention – you dummy! – you'll make plenty of noise as you crash into that low bridge. It will peel the roof off your moving van. It will scatter the hay bales or building supplies stacked much too high on your flatbed.

It might leave your box truck wedged beneath the overpass. The tow-truck driver will have to deflate your tires before he can haul your sorry self away.

And here's the good news for the rest of us: Your cartoon-clumsy blunder will be immortalized as Crash #59 on Jürgen Henn's video website, 11foot8.com (<http://11foot8.com/>).

Thanks to frequent notice from media websites across the United States and Europe, your antics will entertain TV viewers and web surfers around the world.

Henn manages the computers for a Duke University research lab housed in second-floor offices at Brightleaf Square, with windows overlooking Peabody and the low bridge. He started recording the Gregson overpass crashes in spring 2008 to answer a simple question.

"We could not agree on how often these crashes actually happened," Henn, 44, said Monday over coffee at a nearby cafe. "Every time we heard one, the whole building would empty, and we'd all go out and go gawking. And we would discuss how often this happened. Was it every five weeks or so? Every week?"

The answer, he discovered, is about once a month.

Police files are incomplete, partly because some drivers manage to get away before an officer arrives. A Durham police spokeswoman found records of 32 crashes at the Gregson overpass over the past four years. There's an even lower bridge a few blocks away – clearing Roxboro Street by just 11 feet, 4 inches – with 29 crashes on file during the same period.

Trucks also get hung up sometimes at an 11-foot, 8-inch overpass at the foot of Durham's Ninth Street, and a 12-foot, 4 inch overpass on Raleigh's Peace Street.

Internet favorite

Thanks to Henn's twin video cameras, it's the Gregson crashes that we all get to watch. Crash #58, recorded Oct. 29, features a close call for a Carolina Classic Transport moving van that gets away with half a roof.

Sometimes Henn adds music to the video. The BBC recently aired a comic montage assembled by one of Henn's admirers, set to the heroic theme from "Rocky."

Injuries are almost nonexistent – Henn did hear once about a broken leg in a crash that predated his video operation – so it's easy to laugh at what he calls the "can-opener bridge."

The crashes often involve a moving van or a rented box truck – lots of hapless Penskes and Ryders here – with an unfamiliar driver at the wheel. Usually it's a lightweight aluminum frame that gets damaged. But sometimes heavy steel is involved.

An industrial garbage compactor on a flatbed trailer struck the bridge so hard in 2002 that it damaged the trestle, halting railroad operations for two days of repair. The impact pushed the compactor off the truck – and it compacted the front half of a Chrysler Sebring.

To shield its tracks from future damage, Norfolk Southern Railroad erected a heavy-gauge steel I-beam exactly 11 feet, 8 inches above Gregson Street to absorb the blows and protect the bridge.

The crash beam was replaced a few years ago after it was warped by a blow from a heavy construction crane. The one there now is bowed and battered.

Why all these crashes? Henn blames heavy, fast traffic on South Gregson. It's two lanes, one-way, with drivers routinely ignoring the 25 mph speed limit.

"If you come hurtling down Gregson at 45 mph in a big truck that you're not used to driving anyway, yeah, there's a good chance you're going to overlook that 11-foot-8 sign and the flashing lights," he said.

State standards require a 14-foot, 6 inch clearance for new bridges, with height warnings posted for older ones that aren't that high. Since the occasional crashes on Gregson do not include serious injuries, state and local transportation officials have not considered the low overpass to be a high-priority problem.

Tall trucks rumble down Gregson every day, and the “overheight” lights start flashing, usually without incident. Frequently it’s a regular delivery truck that turns onto Peabody – left for Morgan Imports, right for Brightleaf. And sometimes it’s a lucky driver who narrowly avoids an unwanted performance on Henn’s candid cameras.

Henn hears occasionally from trucker-safety instructors who thank him for his entertaining and instructive videos. He has answered the question that launched his video website four and a half years ago, but he’s not ready to quit.

“Meanwhile, I keep filming, and I try to educate people,” Henn said. “And occasionally, I admit, I get a chuckle out of it, too.”

Implementation votes for transit tax are imminent

The Herald-Sun By Ray Gronberg Posted: 11/23/2012 7:37 PM

DURHAM – Three boards appear poised to set Durham and Orange counties on course toward implementing on April 1 a half-percent sales-tax surcharge to raise money for new and expanded transit.

County Commissioners in Durham are supposed to begin the process Monday night, when they vote on an advisory resolution asking directors of Triangle Transit to impose the levy.

The move would come 20 days after voters in Orange County signaled via referendum that they’re willing to pay more on purchases to underwrite transit.

Voters in Durham approved a similar referendum last year, but elected officials held off on implementing the tax until at least one neighboring county also held a referendum.

“We passed the transit tax the end of last year, and this is pretty much putting that into action,” Durham Commissioner Pam Karriker said. “We weren’t going to step out by ourselves, but as soon as we got an indication from Wake or Orange [counties] that they would move forward, we would too.”

Karriker and Commissioners Chairman Michael Page are anticipating that the resolution will pass Monday without difficulty. “I feel like there’s consensus,” Page said.

County Manager Mike Ruffin said he’s received word from Orange’s county manager, Frank Clifton, that the Orange commissioners will take up a similar resolution on Dec. 11.

A vote by Triangle Transit’s board of directors could follow in a few days, said David King, the agency’s general manager.

Presuming all three boards agree, local officials by Dec. 31 would notify the state Department of Revenue that it should collect the tax.

Administrators are shooting for an April 1 start of collections, in time for the fourth quarter of fiscal 2012-13. That’s the same strategy Durham followed earlier this year when it implemented a quarter-percent sales surcharge to raise money for schools.

King and Ruffin said revenue from the transit levy will initially pay for an expansion of bus service called for in county approved planning. The long-term goal is to use the sales tax to help finance development of a rail connection between Durham and Chapel Hill.

The first service expansions could occur next summer, but most of them would come at the start of 2014, King said.

Triangle Transit’s board under state law holds the actual power to impose the sales surcharge, and has legally been

free to act ever since the referendums passed. But it agreed to hold off until receiving a green light from the two county commissions.

Durham's transit-tax referendum passed in November 2011 with support from 60.1 percent of the voters who cast ballots in that fall's election.

Orange's referendum passed with 58.9 percent support from that county's electorate.

Both results tracked the numbers from annual springtime polls conducted at the behest of the Regional Transportation Alliance, a business lobby that favors expanded transit.

The two counties, if they move ahead, will be doing so without Wake County, the Triangle's largest.

Wake's Republican-led county commission has declined to schedule a referendum. The Regional Transportation Alliance's polling this spring also found that a transit levy there has only bare-majority support from Wake voters, with only 50.2 percent of those surveyed favoring passage.

Lawmakers seek more from NC railroad company

WRAL.com By: Gary D. Robertson, Associated Press Posted: Nov 25, 2012 5:08 p.m.

RALEIGH, N.C. -- The North Carolina Railroad Co. offers rail transportation but owns no locomotives. It's a private corporation, but the state is its one shareholder, representing millions of taxpayers.

The railroad is indeed a strange bird, one created in 1849 by the Legislature to capitalize on the rapid development of train traffic to move goods and passengers.

Today, it owns 317 miles of rail and land from Charlotte through Greensboro and Raleigh to the Morehead City port and operates largely on the \$14 million annually it receives from Norfolk Southern Corp., for use of the rails for freight traffic. Amtrak trains also use the tracks daily.

"It's unique that the state owns stock in a private railroad corporation," railroad President Scott Saylor said in an interview. Unlike other state governments that may own their own rails, he added, North Carolina is different because it owns "a railroad franchise."

Lawmakers at the General Assembly appear to want the state to become more active owners nearly 15 years after the last private shareholders were bought out. Key legislators sound on board with a proposal for next year's session that would place more oversight upon the railroad and demand the state receive direct cash dividends again for company shares.

The Program Evaluation Division, the Legislature's state government watchdog agency, said the state has contributed greatly to the fiscal health of the railroad company. But lawmakers have few avenues for keeping watch.

A recent division report on the railroad recommends lawmakers require the N.C. Railroad provide a one-time \$15.5 million dividend in 2013 and resume annual dividends in 2014, expected to be at least \$3.7 million. Current law makes a cash dividend optional. The railroad last gave a cash dividend to the state in 2005 of about \$10 million.

The railroad "would still have the lion's share of the money for economic development and track improvements. I don't think that we've gutted their revenue," said Rep. Edgar Starnes, R-Caldwell. "The state owns the railroad, so (we're) just trying to have a reasonable dividend, to get the benefit of the ownership."

The economic downturn, the lack of state revenues and the rise of the Republican majority in the Legislature caused

some lawmakers in 2011 to consider whether selling the railroad assets made sense. The division report offered several reasons against the idea, but added now "the state is not profiting financially from being the sole shareholder of the corporation."

Railroad leaders say they've been providing alternatives to dividends in recent years that benefit the state. The railroad's profits have been sown back into replacing aging bridges, doubling tracks in high-congestion areas and improving safety for pedestrians. N.C. Railroad track also will be used later this decade to extend Charlotte's light rail.

Saylor said requiring regular cash dividends could make it more difficult to reach the railroad's goal of completing \$437 million in capital improvements, when funds from governments and Norfolk Southern are added. The railroad has saved \$70 million toward its \$95 million share for the projects.

Saylor said he hopes the railroad one day could help assemble an industrial site along the railroad corridor that could attract an automobile manufacturer. Better rail means companies along the route can grow new firms attracted to the region, according to Saylor, adding the railroad has contributed to creating thousands of jobs.

"The goal of these resources is to give North Carolina a competitive advantage in recruiting industry to the state," Saylor said.

The division's report said the state has contributed nearly \$200 million to the N.C. Railroad since 1998, mostly in the form of Department of Transportation spending for capital improvements within the railroad's corridor. The Legislature eased repayment of a \$61 million loan it gave to the railroad to complete the private shareholder buyout in 1998.

Draft legislation considered by lawmakers would require the railroad to disclose more information to lawmakers, hold a strategic plan and explain why objectives weren't met. The railroad also would give the state 14 tracts of land to sell that are providing little or no income.

None of the legislators reviewing the proposal balked at the proposal of the dividends, although lawmakers in 2013 are likely to differ on whether dividends should go to the state's general coffers, pots of transportation money or for rail-specific projects

Sen. Fletcher Hartsell, R-Cabarrus, who uses the railroad when he takes Amtrak from Kannapolis to Raleigh for legislative business, said he understands the importance of the company toward rehabilitating the Piedmont's manufacturing corridor. But he also said it helps to have clarity about the relationship between the company and its only shareholder.

"If the state's going to own it and have the risk of owning it, there ought to be some ... direct shareholder benefit to the state," he said.

Durham to start 1/2 cent sales tax for transit in April

The News and Observer By Matt Goad - Correspondent Published 11/27/2012

DURHAM The Durham County Board of Commissioners paved the way Monday night for a 1/2-cent sales tax for transit to begin April 1.

Durham voters approved a referendum last year calling for the tax increase for new and improved transit, including a light rail line between Durham and Chapel Hill, but commissioners decided to wait to levy the tax until a neighboring county was on board as well.

Orange County voters approved a similar referendum this month, so commissioners were ready to move ahead, voting 5-0 Monday in favor of asking the Triangle Transit Authority to levy the tax. The Orange County Board of Commissioners are expected to approve a similar measure Dec. 11, and the tax would then be in place April 1.

Commissioner Ellen Reckhow said the benefits of the transit improvements can already be seen with development the planned light rail line has attracted to the Ninth Street area.

Commissioners OK imposition of transit tax

The Herald-Sun By Ray Gronberg Posted 11/26/12 – 10:29 pm

DURHAM – County Commissioners on Monday unanimously asked Triangle Transit to implement a half-cent sales-tax surcharge Durham voters approved about a year ago.

The move followed by nearly three weeks a similar referendum in Orange County that saw the levy also gain voter support there.

Durham County Manager Mike Ruffin said Orange commissioners are poised to vote on Dec. 11 whether they will ask ask Triangle Transit to implement the tax.

When it came to implementation, “we decided to wait until we had at least one partner county,” Durham Commissioner Ellen Reckhow said. “Now we have a partner, and are preapred to go ahead and levy the tax.”

Officials are figuring the half-percent sucharge will go into effect on April 1, in time to generation three months worth of revenue before fiscal 2012-13 ends.

Over a full fiscal year, they believe the tax will generate about \$18 million a year in Durham County alone.

Triangle Transit intends to use the money first to begin expanding bus service, adding more runs to existing regional and Durham Area Transit Authority routes along with some new routes.

But the long-term plan is for the proceeds to underwrite construction of a light-rail connection between Durham and Chapel Hill that will also link the counties’ two largest employers, Duke University and UNC Chapel Hill.

Triangle Transit General Manager David King likened that project to other major, decades-long initiatives that have shaped the region.

Among them he listed the development of RTP, the construction of RDU and the mid-1800s decision to build the N.C. Railroad.

Today, “there are people in this country that don’t understand the distinction between raising public funds to do something that pays us back later and other forms of taxation,” King said. “This is the former.”

The N.C. Railroad – which passes through downtown Durham and spurred the city’s development after the Civil War – remains an economic backbone for the state.

In 1849 it took a \$2 million state funding commitment to get the railroad off the ground. The bill authorizing it cleared the N.C. Senate by a single vote’s margin, amid allegations of graft and pork-barrel politics. A cost overrun eventually added another \$1 million to the state’s bill.

The original \$2 million commitment is the equivalent of about \$58 million in today’s money.

Officials figure building the Durham-to-Chapel Hill light-rail line will cost about \$1.4 billion in 2011 dollars.

Reckhow said Durham’s “economic future is tied to some degree” to its prosective investment in transit and that private-sector developers are already responding to the plan.

She alluded to a City Council vote the week before that saw city leaders approve zoning for a 202-unit apartment project near Ninth Street, within walking distance of a likely station site.

Monday’s commissioners vote was on an advisory resolution. Triangle Transit has had state-law authority to levy the tax since Durham voters approved it last year. But the agency agreed to hold off until it got a green light from the county board.

Road Worrier: Next, maybe we'll pay tolls to use the fast lane

The News and Observer By Bruce Siceloff Published November 26, 2012

This idea might not sound like progress: When the state Department of Transportation adds new lanes to Interstate 40, we can ask drivers to pay tolls if they want to use the added lanes.

You could be ready to vote this concept off the island right now. But let's toy with it first.

The idea behind so-called toll express lanes is to give commuters the option to pay for a reliably fast drive time along the existing freeway. And since we're talking about toll collection, this also is about covering part of the cost of road improvements.

It's a new proposal being floated by the Regional Transportation Alliance, a nonprofit Triangle business advocacy group. Local elected officials on the board of CAMPO, a planning agency for Wake County and neighboring communities, will see [the slide-show sales pitch](#) at their meeting Wednesday.

No decisions are expected soon. But if legislators and local leaders eventually agree, the Triangle could get its first toll express lanes when DOT widens I-40 to four lanes each way between Raleigh's Beltline and N.C. 42 in Johnston County. The other three lanes would stay toll-free.

Construction on the I-40 widening starts in December 2017 with – hey, relax! – no tolls in the plans now.

Toll express lanes are the latest in a succession of ideas to help more drivers beat the rush-hour traffic jam.

HOT instead of HOV lanes

Carpool or HOV (high-occupancy vehicle) lanes sounded like a nice, green concept in the 1980s, when they caught on in metropolitan areas across the United States. HOV lanes are reserved for folks who share a car or bus with other riders. They're faster because they are less crowded, giving solo commuters an incentive to start carpooling or using public transit.

But in many parts of the country, carpool lanes haven't worked out so well. They might run near-empty at rush hour, even while other lanes are clogged. Not the best use of expensive pavement.

That's why many states have switched from HOV to HOT (high-occupancy/toll) lanes. Solo drivers have the option to pay tolls if they want to join carpoolers in the fast lane.

This change is in the works for Charlotte. In 2014, DOT will start converting North Carolina's only HOV lanes, on I-77, to HOT lanes. After several miles of additional widening, I-77 will have one or two HOT lanes each way for 25 miles from Charlotte to Mooresville.

On I-77, the toll rates will vary according to how awful the alternative is. When regular traffic is moving at 55 mph, the HOT toll rate will be low. But when drivers are crawling at 10 mph, they'll be more eager to switch to the fast lane – and more willing to pay a higher toll.

Toll collection will be all-electronic, using the technology now in operation on our local turnpike, the Triangle Expressway, which connects western Wake County with Research Triangle Park.

And DOT plans to use this same approach, which relies on overhead video cameras, to count heads in each car. To avoid paying tolls in the I-77 HOT lanes, you'll have to carry at least two passengers in addition to the driver.

This setup could be a recipe for endless, hair-pulling hassles.

What happens when DOT charges a toll for your Thanksgiving trip from Charlotte to Mooresville, and you call the 800 number to protest that your twins were in the back seat? How can cameras see who's buckled into an infant car seat or who's napping on Daddy's shoulder?

Push by business group

Enter the Regional Transportation Alliance, which lobbies for transportation improvements to boost economic development across the Triangle. The group has pushed for big investments in roads and transit, and it has advanced less-expensive upgrades from new interchange designs to higher freeway speed limits.

"A lot of markets the Triangle competes with are putting in express lanes (or) HOT lanes, different ways to provide a reliable travel-time option in congested corridors," said Joe Milazzo II, the group's executive director.

Toll express lanes could be cheaper to build, simpler to operate and easier to police than HOT lanes, he said. They're a newer idea, found now in projects open or planned around Baltimore, Miami and a few other cities.

Ed Johnson, director for the CAMPO transportation planning agency, figures it might be tough for drivers in Wake and Johnston counties to accept new toll lanes on an existing interstate. There is still plenty of grumbling about TriEx, North Carolina's first modern turnpike.

But with little prospect for an increase in the federal gas tax – unchanged since 1992, when gas was \$1 a gallon – tolls have become a more palatable source of road-building money.

"Most everything you ask taxpayers about, they're opposed to," Johnson said. "But the idea of paying tolls for turnpikes seems to be less objectionable. People can see the benefit of what they're paying for: the ability to go at free-flow highway speeds."

There are plenty of ways to do it, Milazzo said. He suggests a new, inside fourth lane on that I-40 stretch could be designated for toll collection and separated from other lanes by a simple four-foot buffer.

"We simply want to have a conversation about what this option looks like," Milazzo said. "The area's going to add a million people over the next 25 years, and we've got to make sure we're going to have some reliable travel options."

NC highway money advocates encouraged by McCrory

wral.com By Gary D. Robertson, The Associated Press Posted Sunday, December 02, 2012

RALEIGH, N.C. — Pat McCrory's career as Charlotte's longtime mayor, a transportation consultant and two-time candidate for governor means he has plenty of ideas about fixing North Carolina's road-building woes as he moves into the Executive Mansion.

Don't punish cities that must spend lots of money improving interstates, he says. Develop decades-long construction plans. Keep politics out of funding road projects and work with the private sector. And don't be afraid to try something risky, like the Republican did in 1998 by lobbying for a referendum approved by voters that raised the local sales tax to help build Charlotte's first light rail line.

McCrory, who will be sworn in as governor Jan. 5, sees transportation as a tool that could improve the state economy like it did Charlotte's.

"We've got to work together as a state. We've got to work together between the east, the Piedmont and the west," McCrory told the Charlotte Chamber in a speech this past week. He added: "We've got to be problem solvers. We've got to be visionaries."

While some of McCrory's criticisms have been addressed by outgoing Democratic Gov. Beverly Perdue, his stance has encouraged advocates for a transportation funding overhaul. They hope the governor-elect will endorse more sustainable revenue sources, and bring along enough legislators to push those ideas through the General Assembly.

A state Department of Transportation report in August estimated North Carolina will need another \$60 billion — more than double the current projected funding — through 2040 to improve transportation infrastructure levels and \$32 billion just to keep the status quo. Current funding sources like the gas tax are leveling off as hybrid cars and better road materials increase gas mileage.

"His track record of being mayor of Charlotte was one of being very visionary and looking at the long term," said Marc Finlayson, co-chairman of NC GO!, a coalition of local governments and road-building trade groups pushing for more road money. "It made sense and resonated with the voters."

While McCrory has been largely quiet on policy plans since getting elected, he may be hard pressed to extend what he did in Charlotte to the rest of the state or persuade both parties at the GOP-led Legislature to support his plans.

Conservative legislators will be hesitant to support anything that would leave the impression they supported higher taxes. Motorists already feel smothered by a gasoline tax among the country's highest.

Many lawmakers also like the transportation funding formula that McCrory has said he wants to change, said David Hartgen, a professor emeritus at the University of North Carolina at Charlotte who evaluates transportation trends among the states.

Hartgen said when it comes to transportation, McCrory is "certainly not a traditional Republican in the (fiscally) conservative sense of the word. I think he'll try to be creative, particularly on the funding side, but he'll have to balance that with the state's picture generally."

Since first running unsuccessfully for governor against Perdue in 2008, McCrory's transportation complaints have centered on the state formula to distribute most highway money. Congestion, safety and environmental issues aren't considered in the "equity formula," McCrory says, so regions that have to maintain interstates often have very little remaining in their distributions for secondary roads.

Perdue's Department of Transportation has won praise by shifting to a more data-driven method to determine which projects should be funded, relying less on a governor's political appointees on the Board of Transportation.

"Between the reforms that have been put in place under the current administration and some visionary planning and funding with the next administration, I think we can find ourselves in a good situation," Finlayson said.

Mayors also are encouraged to have an ex-mayor leading state government. Municipal leaders are feeling burdened by maintaining state roads within city limits to ease congestion. Cities could be willing to take over more maintenance in exchange for the authority to raise taxes to pay for it.

Still, finding the political will to generate more revenues will be daunting.

The state gasoline tax, which slides up and down depending on the wholesale price of gas and provides the majority of state highway revenues, rose nearly 9 cents per gallon in two years before it fell back slightly this year. Legislators capped the tax at 37.5 cents per gallon through next summer.

McCrory said in September the cap should be extended. He also shied away from endorsing a broad expansion of toll roads and said he's opposed to tolling Interstate 95. The August DOT report offered several options to close the

\$60 billion funding gap. They include raising the tax on automobile sales, placing a 10 percent surcharge on automobile car insurance or charging motorists a tax for each mile traveled. None would be considered popular.

With a lack of appetite for new taxes and Congress unwilling to give more federal transportation money to the state, the McCrory administration likely will have to make do for now, Hartgen said.

"We're going to have to prioritize projects and build the ones that have the biggest bang for the buck," Hartgen said.

Neighbors, city officials hit pavement for walk audit

The Herald-Sun.com By Wes Platt Posted: 12/05/2012 2:59 PM

DURHAM – Rachel Raney stood at the corner of Gregson Street and Minerva Avenue on Wednesday morning, waiting.

She wanted to cross two-lane, one-way Gregson to get to the sidewalk that runs along the perimeter of Durham School of the Arts. She stood at the edge of the street, where the prominent white hash marks traverse the intersection, and waited.

One car zoomed past, speeding through the school zone and ignoring the fact that motorists are supposed to yield for pedestrians at all crosswalks. A second car did the same. Three. Four. Five. Six.

Seven cars shot through the intersection without slowing down. Finally, with a break in traffic, Raney could cross.

"Nobody's stopping," she said. "No one's yielding. That's totally typical."

Raney, who is a member of the Trinity Park Neighborhood Association's traffic committee, led a group, including Mark Ahrendsen, director of the City of Durham's transportation department, on a walk audit. Three groups broke off to cover separate routes, with Raney's team following a path up to Buchanan and Duke University's East Campus, down Main Street to Watts and Morgan, then down Watts to Minerva, Minerva to Gregson, Gregson to Main, Main to Duke, and then Duke to Trinity.

Ironically, along the route, Ahrendsen pointed out a pamphlet tossed on a lawn along Watts Street titled "What You Need to Know About North Carolina Crosswalks."

Spots like the one at Gregson and Minerva are particularly challenging, Ahrendsen said, because of the two-lane, one-way feature. "You've got to make sure both lanes are stopping," he said.

It was at this spot in the past few months that a cross-country runner from DSA was struck by a car that was passing another vehicle that had slowed appropriately to let her cross. The walk audit was organized in reaction to the accident, and many other close calls, as part of an ongoing effort to bring awareness to pedestrian dangers in the area.

"This girl's 5-foot-8, wearing orange, on a crosswalk and she was with her coach," said Rebecca Romaine, a DSA parent on Raney's team. "This was not some little child darting out into traffic."

At the meeting of Watts, Morgan and Main streets – a complicated area for pedestrians – Raney noted that she sees far too many timid walkers waving cars through rather than making motorists wait for them. This might tend to encourage poor behavior by drivers, she said.

"That's probably coming from a place of fear," Romaine said. "They don't want any cars coming when they try to cross."

Aaron Lubeck of Trinity Design joined the group as it passed his office on Gregson. When the team reached Duke and Corporation, right in front of DSA – another two-lane, one-way street – Lubeck and Raney tried their luck with the pedestrian crossing as cars approached. The car in the left lane started slowing well in advance of the crosswalk. The pickup truck in the right lane took longer to react, but ultimately stopped before reaching the hash marks. Lubeck and Raney made it across and back.

But as they stood in a group talking afterward, another pedestrian tried making the crossing from the opposite side and had to wait for six cars to fly by before a break in the traffic gave him the gap he needed. So, success at the crosswalks may rely a lot on luck of the draw as to whether motorists behind the wheel are aware that they're supposed to stop for pedestrians, Raney said.

Next steps for the TPNA include taking information gathered from Wednesday's walk audit to seek some fixes from the city and pursuing federal Safe Routes to School money to make pedestrian travel less hazardous for students at DSA and Watts Montessori Elementary School.

"Our hope is that we can identify some trouble spots that can be addressed relatively quickly and cheaply," said Martin Steinmeyer, a TPNA member who led another group.