

**DURHAM – CHAPEL HILL - CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****January 9, 2013
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. December 12, 2012 TAC Meeting Minutes
Attachment 5**

A copy of the December 12, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the December 12, 2012 TAC meeting.

ACTION ITEMS**6. Section 5307- FFY13 Partial Apportionment & Split Recommendation (9:05-9:15)
Attachment 6, 6A
Maricia Brown, LPA Staff**

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's partial apportionment was released by FTA and the MPO transit operators met to develop a recommended distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) will need to be approved. Once the allocation has been approved by the TAC, the transit operators will be authorized to seek application for funding via FTA's TEAM system. Please reference Attachment 6 for the memo detailing this grant program. Attachment 6A is the letter of recommendation for FTA.

TCC Recommendation: That the TAC endorse a letter to FTA for the FFY13 (partial) distribution of Section 5307 funds.

TAC Action: Endorse a letter to FTA for the FFY13 (partial) distribution of Section 5307 funds.

**7. MPO Policy and Procedures – Policy #2 Amendment #1 (9:15-9:25)
Attachment 7
Maricia Brown, LPA Staff**

In June 2010, the MPO developed 3 policies to improve our oversight, monitoring and management of federal funds allocated and distributed through our urbanized area. At this time we are recommending Amendment #1 to Policy #2-MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program. See highlight area of Attachment 7. This change will give transit operators the flexibility to wait to submit their application for funding to FTA until the full appropriation is released.

TCC Recommendation: That the TAC approve the Amendment #1 to MPO Policy #2.

TAC Action: Approve the Amendment #1 to MPO Policy #2.

8. NC Board of Transportation Bicycle and Pedestrian Funding Proposal (9:25-9:40)

Attachment 8

Dale McKeel, LPA Staff

At the December NC Board of Transportation meetings, the Multimodal Committee asked NCDOT staff to spend 60 days developing an implementation plan to increase bicycle and pedestrian funding. Attachment 8 is a summary of the action along with the materials discussed at the Board of Transportation meeting. The MPO is waiting for additional information from the Bicycle and Pedestrian Division on what will be studied and how the MPO can assist or provide information for the study.

TAC Action: Discuss proposal and take action as needed.

9. FY 2014-2020 Transportation Improvement Program (9:40-9:50)

Attachment 9

Ellen Beckmann, LPA Staff

On December 14, 2012, NCDOT staff issued an email with a new schedule for developing the FY 2014-2020 TIP. This schedule delays adoption of the TIP by one year and pushes back Prioritization 3.0 one year. NCDOT plans to issue a second draft TIP in fall 2013. This schedule eliminates the need to schedule priority sessions in early 2013. A memo and schedule is provided as Attachment 9.

The TCC recommends that the TAC provide comments on the first draft TIP in February and ask NCDOT to consider these comments in developing the second draft TIP. The TCC recommends that the TAC release the second draft TIP for public comment in the fall. It is anticipated that priority sessions would be scheduled in winter 2013/2014.

TAC Action: Receive update.

REPORTS:

10. Report from the TAC Chair

Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

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

TAC Action: Receive Report from TCC Chair

12. Report from Staff
Attachment 12
Felix Nwoko, LPA Staff

13. NCDOT Report
Attachment 13
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT
Julie Bollinger, Transportation Planning Branch – NCDOT
Tamra Shaw, Public Transportation Division – NCDOT
Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
Attachment 14

15. Letter to Governor-Elect McCrory re Board of Transportation Appointments
Attachment 15

16. Triangle Transit News Release – January 3, 2013
Attachment 16

17. NC State Ethics Law Compliance

This is a reminder that all members and alternates of the TAC and TCC are required to comply with the State Ethics Law as of January 1, 2013. A website provides information for MPO members <http://www.ethicscommission.nc.gov/coverage/planningorgs.aspx>. On-line training and the required forms are available at this website.

Adjourn

Next meeting: February 13, 2013

Dates of Upcoming Transportation-Related Meetings:

2/15/2013 Tri-MAP at RDU Airport, 10:30 am

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

TAC Directives to Staff
 Pre-12/31/11 (Pending/In Progress/On Going)
 01/01/12 – 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>
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>
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.
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 2/13/2013 TAC Agenda.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u>
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u>

44

45 **Voting Member

46 *Alternate or Non-Voting Member

47

48 Lydia Lavelle, TAC Chair, called the meeting to order at 9:03 a.m. and the Roll Call was

49 conducted.

50 **Adjustments to the Agenda**

51 Alice Gordon asked that the accident at Jack Bennett Road and Mt. Carmel Church Road

52 intersection be discussed after agenda item 11.

53 **Public Comments**

54 There were no comments from the public.

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

56 The Directives to Staff are attached for review.

57

CONSENT AGENDA:

58 **November 14, 2012 TAC Meeting Minutes (Attachment 5)**

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

60 November 14, 2012 TAC Meeting Minutes. The motion carried unanimously.

61 **2013 TCC and TAC Meeting Schedule (Attachment 6)**

62 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the 2013

63 TCC and TAC Meeting Schedule. The motion carried unanimously.

64

ACTION ITEMS:

65 **2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP)**
66 **(Attachments 7 and 7A)**

67

68 Andy Henry provided an introduction and a PowerPoint Presentation for the 2040

69 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), along with the

70 attachments.

71 Mark Kleinschmidt stated that Orange County has concerns with socio-economic forecasting
72 and population growth. There is a concern that the Town Council was not adequately prepared to
73 review the SE Data. The elected officials need to feel confidence in the process and be adequately
74 informed. We need to work on the process before the 2045 Plan.

75 Lydia Lavelle stated the Town of Carrboro Board has concerns that we weren't changing
76 transportation patterns and getting vehicles off the road. They also have concerns with not being
77 adequately informed.

78 Alice Gordon stated that the Orange County Board of County Commissioners has the same
79 concerns as Mr. Kleinschmidt and Ms. Lavelle.

80 Andy Henry stated staff also wants to look at the statistics and improve the process next
81 time.

82 Mark Kleinschmidt stated the Town of Chapel Hill Council has directed him to stay on top of
83 this issue and to develop a subcommittee to evaluate the process.

84 Mark Kleinschmidt stated that the Town of Chapel Hill Council has concerns over the
85 Fordham Boulevard widening project. They don't want the widening project dictating the vision for
86 this corridor.

87 Ed Harrison stated the NCDOT proposal was adding general purpose motor vehicle lanes and
88 superstreets. The project that was displaced in the TIP was a multi-modal project. They want to
89 begin a study that accommodates all the modes.

90 Alice Gordon asked Andy Henry to discuss Highway Project 48 – I-85 (Orange County). Mr.
91 Henry stated the higher traffic volume is in Hillsborough and it will be widened to six lanes from I-
92 85/I-40 to Lawrence Road. Lawrence Road to the Durham County line would be the other time
93 period. It could be built during the 2030 time period; it just won't be finished until the 2040 time
94 period.

95 Eric Hallman stated the Town of Hillsborough's concerns are the interchanges at NC 86 and
96 Old NC 86.

97 Ellen Reckhow asked about the NC 147 managed lanes. Ms. Reckhow stated it seems strange
98 that there would be managed lanes on such a small segment. Andy Henry stated the managed lanes
99 would start on NC 147 at I-40 and go up to the East End Connector and stop. In the earlier draft, the
100 managed lanes continued past the East End Connector up to Alston Avenue; and now, the managed
101 lanes between Alston Avenue and the East End Connector have been removed from the CTP. I-40
102 would already have managed lanes and there is the Triangle Expressway. Ellen Reckhow stated it
103 would be helpful to see a map of the managed lanes.

104 Diane Catotti asked the timeframe for the East End Connector. Ellen Beckmann stated the
105 construction will be 2014 through 2017, and it is being built as a 4-lane road with auxiliary lanes and
106 with space in median for two additional lanes. Ms. Beckmann stated when it is built in 2017, you will
107 see six lanes, but they don't count the two outer lanes because they are auxiliary lanes. The
108 widening is in the CTP so it is beyond 2040.

109 Alice Gordon asked what changed the costs, and Andy Henry stated projects were moved
110 between the time periods.

111 Ellen Reckhow asked what assumptions are being made in terms of increases or decreases in
112 revenues. Andy Henry stated the revenue assumption is that the MPO will receive 5% of the total
113 state transportation budget. Ms. Reckhow stated we need to document our assumptions and be
114 transparent. Ms. Reckhow asked what the assumptions are for the costs. Mr. Henry stated we are
115 using today's dollars. The revenues are brought down to 2012 dollars and our costs are done on 2012
116 dollars.

117 Ellen Reckhow wants the assumptions for revenues and costs in the plan clearly stated for
118 the public - not only noted as a footnote. Alice Gordon agrees with Ellen Reckhow.

119 Ellen Reckhow has a concern with the sales tax growth rate that is being used. Ms. Reckhow
120 prefers that we use the rate from the Durham County Transit Plan. Ms. Reckhow stated it seems
121 very optimistic.

122 Alice Gordon stated the Fordham Boulevard Bus Rapid Transit (BRT) is an important project.
123 Ms. Gordon prefers the BRT to road widening because of the congestion in the corridor. Ms. Gordon
124 objects to moving the BRT to the CTP. It is a prime area for redevelopment.

125 Mark Ahrendsen stated a couple of the reasons for including the Fordham BRT in the CTP and
126 not the MTP are financial and we are advocating for two projects that are competing for the same
127 ridership. Mr. Ahrendsen stated the model shows a significant amount of ridership was diverted
128 from the Light Rail Transit (LRT) project. Ed Harrison stated it is not a bus-friendly corridor right now.
129 Mark Kleinschmidt stated Chapel Hill recognizes there are significant redevelopment opportunities.
130 We need to make it more transit-friendly. At least it is in the CTP.

131 Andy Henry stated the bottom-line is we didn't want a project that would be competing with
132 the LRT in the MTP. Patrick McDonough stated the Fordham Boulevard corridor is less important for
133 access to UNC.

134 Mark Kleinschmidt asked what the options are for bringing the project back in the MTP, and
135 Andy Henry stated we will redo the plan in four years. We will know more about the Light Rail
136 Transit project by then.

137 Alice Gordon stated if Chapel Hill is satisfied that we will look at this in four years and
138 reconsider the project, it is okay. The best argument is not to compete with the LRT project.

139 Mark Kleinschmidt would prefer to have it in the MTP, but accepts the CTP for the good of
140 the region.

141 Diane Catotti stated Garrett Road by Jordan High School is still very accident-prone. Andy
142 Henry stated one of the things modernization projects do is address safety, but they are not for
143 capacity improvements.

144 Ellen Reckhow asked about sidewalks on Garrett Road. Dale McKeel stated there is a
145 sidewalk between Swarthmore and NC 751 to be under construction soon.

146 Andy Henry stated that all comments are on the website.

147 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to approve the
148 Metropolitan Transportation Plan (MTP) pending the completion of the air quality conformity
149 process, and the Comprehensive Transportation Plan (CTP). The motion carried unanimously.

150 John Kent, Technical Advisor to the New Hope Creek Corridor Advisory Committee, spoke
151 regarding the 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan
152 (CTP): “(1) Erwin Road bike path and sidewalks should be included in any Erwin Road upgrade -
153 sidewalks and a widened shoulder bike path linking Chapel Hill’s Dry Creek park area on the
154 southwest side of I-40 to the multi-jurisdictional park lands adjoining New Hope Creek at Pickett
155 Road at Erwin. (2) Dry Creek bike – pedestrian trail link, two alternatives or routes: a Dry Creek bike
156 – ped trail link that would use the Southwest Durham Collector Street Plan’s proposed new bridge
157 over I-40 north of and paralleling the existing US 15-501/I-40 bridge. Alternatively (or in addition), a
158 Dry Creek bike – ped trail link along Dry Creek that would pass under I-40, much like the underpass
159 recently constructed under I-85 for the Ellerbee Creek Trail in north Durham. (Note this latter idea is
160 Andy’s suggestion, which I think is a great idea).”

161 **STPDA Schedule Changes – FY 2012-2018 Transportation Improvement Program Amendment #7**
162 **(Attachments 8 and 8A)**

163
164 Ellen Beckmann provided an introduction and update for the STPDA Schedule Changes –
165 FY2012-2018 Transportation Improvement Program Amendment #7, along with the attachments.

166 Diane Catotti asked where the Cheek Road project is on the DurhamWalks list. Dale McKeel
167 stated it ranked in the top 50, but there is no funding.

168 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the STPDA
169 programming changes requested by the City of Durham and approve the "Resolution to Modify the
170 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area
171 Amendment #7." The motion carried unanimously.

172 **Managed Lanes (Attachment s 9 and 9A)**

173 Joe Milazzo with the Regional Transportation Alliance provided a PowerPoint Presentation
174 on managed lanes.

175 Ellen Reckhow asked why Mr. Milazzo refers to the Expressway as a Busway and Mr. Milazzo
176 stated the turnpike has the technology to raise tolls to keep roads uncongested. Ms. Reckhow stated
177 carpools also reduce traffic on arterial roads that are congested. Not rewarding HOV doesn't
178 acknowledge the positive impact on arterials. Ms. Reckhow also has a concern over the cost to the
179 individual's budget. Perhaps HOV 3 would be better. Ms. Reckhow wants more study, investigation,
180 and discussion on our system as a whole, not just I-40. Mr. Milazzo stated it is not the same
181 individuals using the lanes every day. Toll options allow for flexibility for people.

182 Ellen Reckhow asked how the ridership is on the Triangle Expressway. Mr. Milazzo stated his
183 understanding is one segment is higher and others are low. The section to Holly Springs opens within
184 a month and they will have a better idea.

185 Lydia Lavelle thinks HOV 2 should be explored, but exempt non-drivers from being counted
186 as carpools.

187 Alice Gordon thanked Mr. Milazzo for the presentation.

188 **Accident at Bennett Road and Mt. Carmel Church Roads**

189 Alice Gordon asked that the accident at Jack Bennett Road and Mt. Carmel Church
190 intersection be discussed. Ms. Gordon provided members with a copy of an email report of the
191 accident.

192 Mark Kleinschmidt stated that the Town Manager of Chapel Hill reported to their Council
193 that, based on previous requests to the N.C. Department of Transportation, a follow up study was
194 commissioned for a traffic signal or a roundabout at that intersection. All the accident reports for
195 this intersection have been forwarded to the N.C. Department of Transportation and Chapel Hill is
196 scheduled to receive their finding or recommendations about this intersection next month.

197 Ms. Gordon asked staff to come back with a status report on how the intersection could be
198 improved and funded. Staff will bring back a status report at the February TAC meeting.

199 **Election of 2013 TAC Officers (No Attachment)**

200 A motion was made by Alice Gordon and seconded by Mike Woodard to nominate Ellen
201 Reckhow for TAC Chair and Mark Kleinschmidt for TAC Vice-Chair. The motion carried unanimously.

202 Ms. Gordon and Mike Woodard thanked Lydia Lavelle for serving as the TAC Chair for the
203 past two years. Ms. Gordon stated this is also the last TAC meeting for Mike Woodard who is moving
204 up to serve on the State Senate. Thanks for your service to the TAC.

205 **REPORTS:**

206 **Report from the TAC Chair**

207 Lydia Lavelle read the following Resolution Honoring J. Michael Woodard. "WHEREAS, J.
208 Michael "Mike" Woodard, as a representative of Durham City Council, has served with distinction on
209 the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory
210 Committee as a voting member since 2008 and was Chair of the TAC from 2009 to 2010; and
211 WHEREAS, Mike was elected in November 2012 to the North Carolina Senate, and will begin his term
212 in that body shortly, and therefore has submitted his resignation from the Durham City Council

213 effective the end of this month; and WHEREAS, today's meeting is Mike's last as an official voting
214 member of the TAC, and as such, we want to recognize this occasion; and WHEREAS, as Mike has
215 become one of the area's leading "public official" experts on transportation issues, serving not only
216 on local transportation groups but on a national group (the National League of Cities Transportation
217 Infrastructure & Services Steering Committee), we look to him to continue his transportation
218 advocacy when he takes his seat in the North Carolina Senate; and WHEREAS, it will be reassuring for
219 us to know that we have such a friend in the North Carolina Senate; NOW, THEREFORE, BE IT
220 RESOLVED that I, Lydia E. Lavelle, TAC Chair, on behalf of the TAC, hereby thank Mike Woodard for
221 his service to the DCHC-MPO TAC over the years, and wish him the very best in the years to come."

222 A motion was made by Alice Gordon and seconded by Ellen Reckhow to approve the
223 Resolution Honoring J. Michael Woodard. The motion carried unanimously.

224 **Report from the TCC Chair**

225 Ellen Beckmann stated at the North Carolina Board of Transportation meeting last week, the
226 Board asked NCDOT staff to spend the next sixty days developing an implementation plan to move
227 bike/pedestrian funding up to 2.2% of each Division's equity formula dollars. Staff is waiting for
228 more information and hope to bring back more information at the next meeting.

229 **Report from Staff (Attachment 13)**

230 The Report from Staff is attached for review.

231 **NCDOT Report (Attachment 14)**

232 Patrick Wilson, Division 7, provided an update on projects. There will be a Citizens
233 Informational Workshop scheduled for January 7, 2013 from 5-7 p.m. at the Shared Visions Retreat
234 Center on Murphy School Road regarding the closure of two private rail crossings in Orange County.

235 Mr. Wilson stated that in regards to the accident at Jack Bennett Road and Mt. Carmel
236 Church Road the Division office staff is going to be working with Chapel Hill to make sure the report is
237 submitted next month.

238 Eric Hallman asked about the I-85 and NC 86 bridge work in Hillsborough schedule. Mr.
239 Wilson will check and get back to Mr. Hallman.

240 Mark Kleinschmidt stated that Mark Chilton, the UNC Chancellor, and himself sent a letter to
241 the Secretary requesting a funding increase for transit costs associated with the South Columbia
242 Street project. Ed Harrison stated the acceleration has resulted in not being able to budget for the
243 cost. Mr. Kleinschmidt stated the project will also extend into the football season which will
244 significantly impact traffic in Chapel Hill. Alice Gordon has a concern regarding access to the hospital
245 due to the congestion.

246 Mike Woodard asked for an update on guardrails on the NC 751 bridge over the railroad.
247 Mr. Wilson will need to discuss this issue with other staff and get back to Mr. Woodard. Mr.
248 Woodard stated the bridge has needed work for years as it is very narrow. Ellen Reckhow asked if
249 there are warning signs and Mr. Wilson stated he is not sure but will check and get back to Ms.
250 Reckhow.

251 Mike Kneis, Division 5, provided an update on projects. Mr. Kneis stated there is a request to
252 study managed lanes on the I-40 widening project from the I-440 split into Johnston County. NCDOT
253 would like support from the MPO.

254 Ellen Reckhow stated the barrels on Hillandale Road are gone. Ms. Kneis stated the work
255 should be complete. Ms. Reckhow hopes the landscaping can be done this planting season. Mr.
256 Kneis stated it will probably be next fall.

257 Ed Harrison stated he nominated a Triangle Transit project as one of the best transportation
258 projects to the Sierra Club and it was recognized.

259

INFORMATIONAL ITEMS:

260

Recent News Articles and Updates (Attachment 15)

261

The recent news articles and updates are attached for review.

262

Adjournment

263

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

264

adjourned at 11:15 a.m.

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

**FROM: Maricia Brown,
DCHC MPO Lead Planning Agency**

DATE: January 9, 2013

SUBJECT: FFY 2013 Section 5307/5340 Partial Apportionment for Durham NC UZA

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (tma) is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

The DCHC- MPO has received a partial FFY2013 Apportionment and has submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Please reference attachment to this agenda item.

Member Organizations

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

January 9, 2013

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2013 Section 5307/5340 (Partial) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2013 partial- apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$3,428,325. Distribution of the FFY 2013 Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO. The Transit Enhancement and Safety and Security apportionments are also calculated in the table below.

Transit System	FY13 Partial Apportionment	Enhancement 1%	Safety and Security 1%	Net Available
Chapel Hill Transit	\$980,285	\$9,803	\$0	\$970,482
Durham (DATA)	\$1,840,644	\$18,406	\$0	\$1,822,238
Triangle Transit	<u>\$607,396</u>	<u>\$6,074</u>	<u>\$6,074</u>	<u>\$595,248</u>
Totals	<u>\$3,428,325</u>	<u>\$34,283</u>	<u>\$6,074</u>	<u>\$3,387,968</u>

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator’s FFY 2013 FTA Section 5307/5340 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko, Felix.Nwoko@Durhamnc.gov or Maricia Brown, Maricia.brown@Durhamnc.gov

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Brian Litchfield, Chapel Hill "Interim" Transit Administrator
Tamra Shaw, NCDOT PTD

DCHC-MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program

Purpose: This document serves to establish the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s (DCHC-MPO) oversight responsibility concerning Section 5307 Urbanized Area Formula Federal grant program funds that have been designated to member Transit agencies’ to use on Metropolitan Planning activities.

Scope: The Omnibus Appropriations Act of 2009 provided Federal funding under the Section 5307 Urbanized Area Formula Program. The policy and procedures described henceforth apply to all Federal funds received both directly and indirectly, which are subsequently passed-through to local transit agencies and member governments.

Frequency: This policy dictates oversight responsibilities that will be carried out depending on the requirements listed below.

Responsibility: This program authorizes Federal funding for *capital, operating assistance, and planning activities*, for transit in Urbanized Areas (UZA) and must be obligated within 4 years of the year of appropriation. As a designated UZA and appointed Designated Recipient (DR) of this apportionment, DCHC is responsible for providing reasonable oversight of local transit agencies and member governments that have designated any portion of Section 5307 program to metropolitan planning activities included in the current year Unified Planning Work Program (UPWP). This policy sets forth the following oversight procedures:

MPO/LPA Staff:

1. The MPO will receive notification from the Federal Transit Administration (FTA) of the annual apportionment available to the Durham UZA.
2. The Technical Coordinating Committee (TCC) will make recommendations to the Transportation Advisory Committee (TAC) to approve and authorize the distribution of Durham UZA Section 5307 funds.
3. The MPO will send an approved distribution letter to the FTA Transportation Program Specialist. This letter is used to monitor the transit agency’s application as well as provide an additional layer of oversight.
4. A copy of the approved distribution letter will be sent the each participating transit agency along with the MPO’s oversight responsibilities set forth in this document.

Grant Recipient:

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of FTA’s release of an annual full appropriation and receipt of TAC’s authorization. The application is used to obligate Section 5307 funding for approved project (s) *(The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX)*

2. Each transit agency must forward a copy of the *approved application* and *certificate of award/grant agreement* to DCHC within 30 days of receipt of FTA documents.
 - a. Any time there is a subsequent application and/or amendment; updated copies must also be sent the DCHC.

3. Copies of the following reports are due to LPA grant staff on the Federal Fiscal Year calendar dates:

Reporting Period	Due Date
1st Quarter	15-Feb
2nd Quarter	15-May
3rd Quarter	15-Aug
4th Quarter	15-Nov

- i. **Narrative reports** - Each transit agency must forward a copy of their quarterly Narrative reports to DCHC according to the deadlines dictated above. If there is a delay in FTA full-funding authorization, flexibility will be given will ample notification given to the appropriate LPA staff administering the grant. “Ample notification” is defined as written notification given at least 14 days prior to the deadlines. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*

- ii. **UPWP Detail Expenditure Report** - Each transit agency/participating member government must complete the detailed expenditure report in the standard UPWP task format according to the deadlines dictated above.

- iii. Each transit agency will forward a “print-screen” copy of the Project Funds/Status – **Project funding tab only** to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

Non-compliance: DCHC will enforce this policy by applying the following procedures:

1. If any reporting requirement is not met within 5 days subsequent to the deadline, on the 6th business day, an email reminder will be sent

documenting non-compliance.

2. If any reporting requirement is not met, within 10 days subsequent to the deadline, on the 11th business day, the transit agency's name and reporting violation will be forwarded to the Director of Transportation and corresponding Agency Head.
3. If any reporting requirement is not met, within 30 days subsequent to the deadline, on the 31st business day, the transit agency will be put on notice that a *recommendation of non-funding* of future Section 5307 is being submitted to the TAC for approval.

Originally Adopted by TAC *June 9th, 2010*.

Beckmann, Ellen

From: N.C. Metropolitan Mayors Coalition <jwhite@ncm.org>
Sent: Monday, December 10, 2012 4:46 PM
To: Beckmann, Ellen
Subject: NCDOT To Increase Bike and Pedestrian Funding?



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December 10, 2012

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Mayor Terry Bellamy

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NC Board of Transportation Weighs in on Bike and Ped Funding

The NC Board of Transportation rolled out a major new policy in the Multimodal Committee last week which then went before the Board for approval. Below you will see a summary of the Board action care of Jim Humphrey with the City of Charlotte. Thanks Jim!

I do not have the specific language adopted by the Board as it was a bit difficult to discern from watching the meeting but the general idea was that the Board asked staff to spend 60 days developing an implementation plan to move bike and pedestrian funding levels up to 2.2% of the division's equity formula dollars. You can see the presentations given at the Committee meeting if you go here: <http://www.ncdot.gov/about/board/> and then scroll down to the Multimodal Committee and click on Bicycle and Pedestrian Update.

[Click here to read the memo from the Highway Division Engineers where raise questions about the policy change and its potential implications for the TIP.](#)

I asked NCDOT how the process would work moving forward on the implementation plan and here is the response I received:

We intend to create an implementation team composed of DOT staff from program development, bicycle and pedestrian, and division of highways; and ask members of the SPOT prioritization committee, including some

GREENSBORO
Mayor Robbie Perkins

GREENVILLE
Mayor Allen Thomas

HICKORY
Mayor Rudy Wright

HIGH POINT
Mayor Bernita Sims

HUNTERSVILLE
Mayor Jill Swain

JACKSONVILLE
Mayor Sammy Phillips

KANNAPOLIS
Mayor Robert Misenheimer

MONROE
Mayor Bobby Kilgore

MOORESVILLE
Mayor Miles Atkins

RALEIGH
Mayor Nancy McFarlane

ROCKY MOUNT
Mayor David Combs
Treasurer

SALISBURY
Mayor Paul Woodson

WILSON
Mayor Bruce Rose

WINSTON-SALEM
Mayor Allen Joines

WILMINGTON
Mayor Bill Saffo

MPO and RPO representatives, to advise this implementation team. This team will quickly work to create alternative ways to deliver a TIP program showing a substantial funding increase to bicycle and pedestrian projects statewide. All MPOs and RPOs will be advised to the progress of the implementation team. The Board of Transportation requested delivery of implementation strategies by their February 2013 meeting.

As I learn more I will keep you informed. As always, I would love to hear your feedback on this pending policy change. Shoot me an email.

Julie White
Director

Contact Information

The North Carolina Metropolitan Mayors Coalition was founded in 2001 by large-city mayors and today represents the state's 28 largest cities and more than three million citizens. The Coalition, closely affiliated with the N.C. League of Municipalities, remains a nonpartisan, mayor-driven organization advocating on issues that affect large cities in a fast-growing and urbanizing state. The Coalition has successfully worked with federal and state elected officials to promote job creation, protect local revenue streams, invest in infrastructure, and keep our cities safe.

Julie White, Director
N.C. Metropolitan Mayors Coalition
jwhite@ncml.org
<http://ncmetromayors.com/>
919-715-7895 office
919-539-7871 cell

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Division of Bicycle and Pedestrian Transportation Funding Update

December 2012



October 2012- Board of Transportation asked NCDOT staff to examine impacts of a significant increase in the NCDOT (state funding share) commitment to bicycle and pedestrian projects starting FY 14

November 2012 – Information-sharing and discussion with Multimodal Committee on November 7; Abbreviated status report to full board on November 8

- Describe current funding levels for the NCDOT Bicycle and Pedestrian program
- Discuss ways to more efficiently use state dollars to advance projects and programs
- Present conceptual plan for funding various bicycle and pedestrian programs and projects

December 2012 – Presentation to full board on December 6

- Examine potential impacts on NCDOT STIP
- Additional information and inputs by division engineers and BOT members
- Consideration for action by full board
- Implementation for funding policy to follow typical procedures



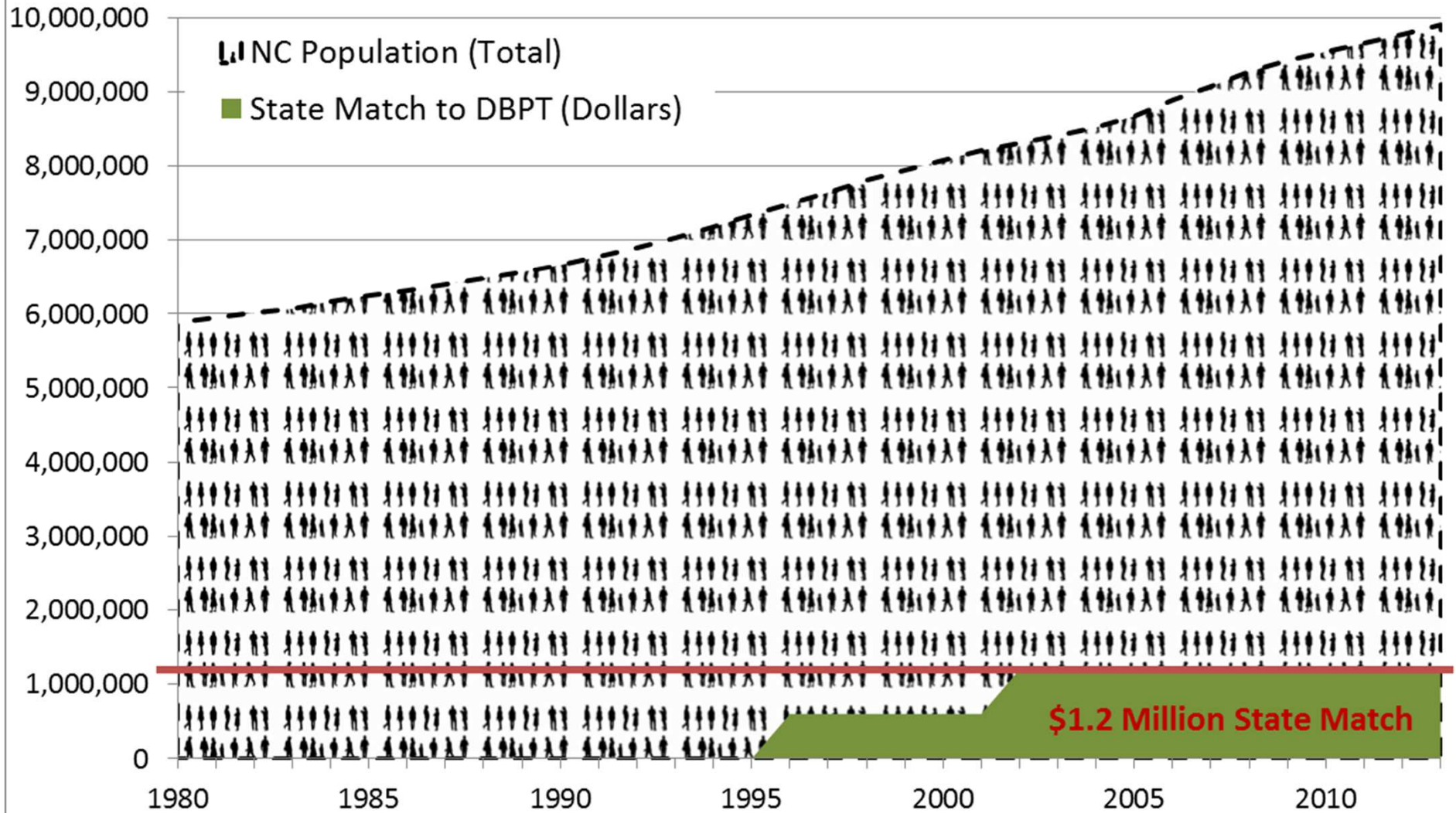


NCDOT State Funding History

Various actions by Board of Transportation to increase bicycle and pedestrian TIP funding

- 1970s and 1980s – NCDOT creates bicycle program and funds limited projects
- 1990- BOT increases Bicycle TIP to \$1 million
- 1996- BOT increases Bicycle TIP to \$3 million [incl. **\$600,000 state funds**]
- 2002- BOT increases Bicycle TIP \$6 million [incl. **\$1.2 state funds**]

2004: NCGA / NCDOT authorize funding for municipal pedestrian and bicycle planning





Federal Funding History

ISTEA (1991), TEA-21 (1998), SAFETEA-LU (2005), minimum 10% set aside for Transportation Enhancement activities; NC required to provide 20% match

2005 - SRTS program formed as part of SAFETEA-LU

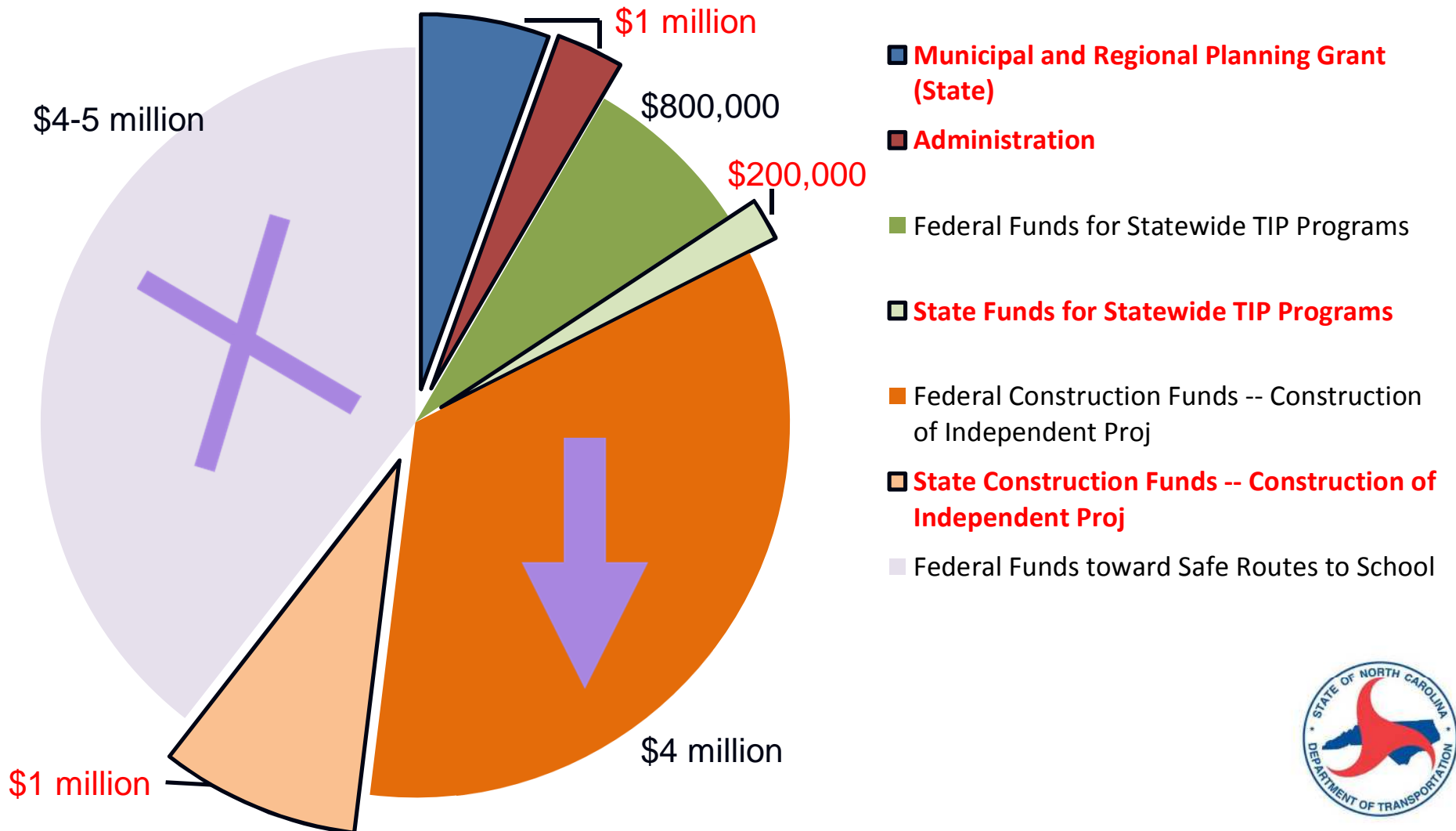
Other Bike-Ped Eligible Funding Programs

- + CMAQ
- + Direct Attributable
- + HSIP
- + Enhancement
- + Recreational Trails Program
- + Other

- Federal funding was increasingly favorable to bike-ped with fluctuations 1991-2012
- Most federal sources not dedicated or predictable funding for bike-ped
- MAP 21 not likely to increase bike-ped funding in 2013



Reductions in Federal Funding, Limited State Funding

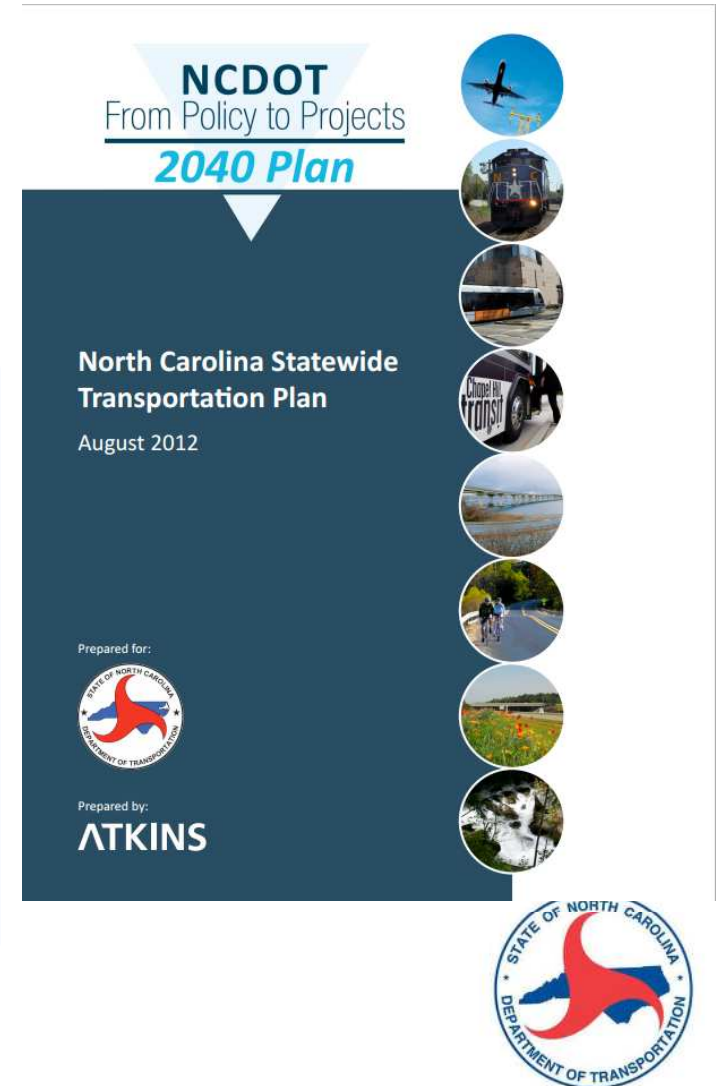




In **2012** the NCDOT adopted
 “The 2040 North Carolina Statewide
 Transportation Plan”

- Bike/ped conditions reported to be at Level of Service ‘D’
- 30-year investment needs for bike/ped LOS ‘A’ total \$1.29 billion
- SPOT Prioritization 1.0/2.0 needs for bike/ped total **\$400 million (5-year horizon)**

Stakeholders and local governments agreed that substantial funding increase to bike and pedestrian transportation is a top priority





Proposed Funding Program

Independent prioritized projects

- Total ready projects = \$100-150 million
- To include SRTS projects
- \$12-\$14 million annual independent program proposed

Safety and regional enhancements

- \$10-\$11 million total annual allocation proposed to divisions

Economic development and health program

- \$1-2 million annually

****Complete Street improvements are additional needs**





Project Demand

Draft 10 Year Work Program (2014-2023) includes **\$49 million** of bicycle and pedestrian projects

SPOT 1.0/2.0 Bike-Ped project list included several hundred additional projects statewide as submitted by locals

Per October BOT request, DBPT asked MPOs/RPOs to send “schedule ready projects” within a 2 week period

- Response was for **\$125 million in additional ready projects**
- Not all MPOs/RPOs were able to respond within short timeframe
- MPOs and RPOs were asked to keep projects to SPOT 2.0 list only
- Division engineers were asked to examine the list for ways to advance projects as part of operations and maintenance
- Additional projects would become ready over 10-year timeframe



EXISTING FUNDING SCENARIO

(\$ In Thousands)

Division	# Projects per 10-Yr Work Program	Total \$ per 10-Yr Work Program	# Deferred Projects	\$ Deferred Projects
1	3	1954	1	1590
2	2	790	7	4780
3	10	4983	17	11703
4	9	4486	16	7166
5	8	5095	15	4703
6	2	1400	5	5375
7	8	3755	5	4897
8	4	2792	24	18283
9	7	3975	8	6909
10	10	8263	16	7061
11	4	1433	0	0
12	9	4595	13	15738
13	6	3400	5	446
14	5	2580	5	1870
	87	49500	137	90521

Elizabeth City	Dismal Swamptrail in NC to VA. US 17	1590
New Bern	MLK Jr. Blvd path. A multi-use path	2090
Greenville	Multi-Use Path	1111
Winterville	Sidewalks	432
Havelock	Multiuse Trail	470
Simpson	Sidewalk	152
Swansboro	Gateway to Swansboro - Sidewalks	620
Wilmington	Multi-Use Path	545
Carolina Beach	Sidewalk	55
Wilson	Sharrows & Sidewalk	72
Goldsboro	Sidewalk	298
Warrenton	Multi-Use Path	80
Durham	Pedestrian	590
Cary	Sensitize Traffic Signal Detectors for Bicycles	120
Oxford	Sidewalk	583
Norlina	Wide Shoulders	314
Chapel Hill	Greenway	3000
Greensboro	Greenway	75
Aberdeen	Sidewalks	1387
Biscoe	Ped Refuge & crosswalk	40
Cameron	Sidewalks	94
Carrboro	Dodson's Crossroads; add 4' shoulders.	364
Chatham	Sidewalk	295
Hillsborough	Orange Grove Rd 4' Paved Shoulders	41
Hoffman	Sidewalk Improvements	440
Lee	Crosswalk Improvement	4
Mebane	Efland-Cedar Grove	207
Pittsboro	Crosswalk Improvement	2
Reidsville	Sidewalk Construction	334
Sanford	Sidewalk	4348
Siler City	Sidewalk	666
Southern Pines	Wide outside Lines with Sharrows	1164

READY PROJECTS



Sidewalks: Wilson/Goldsboro



Multi-Use Path:
Greenville, NC

READY PROJECTS

Winston Salem	Multi-Use Path	3000
China Grove	Greenway Spur	713
Albemarle	Bike Lanes with Road Diet	259
Indian Trail	Multi-Use Path	1210
Charlotte	Walker's Branch Greenway	600
Davidson	SRTS Pedestrian Beacon - Various sites	90
Stallings	Stallings Elem. Sidewalk & Crosswalks	300
Matthews	Bike Lanes	400
Cornelius	McDowell Creek Greenway	2366
Wesley Chapel	Sidewalk	400
Cramerton	Pedestrian Bridge	500
Gastonia	Intersection Improvements	97
Lowell	Geer St. Safe Routes for School	82
McAdenville	South Fork River Multi-use Trail	150
Mount Holly	Sidewalks	1726
Asheville	Ped Crossing Tunnel/Ped Beacon	75
Webster	Greenway	1100
Bryson City	Multi-Use Path	120
Robbinsville	Sidewalks	250
Andrews	Sidewalk	100



Bike Lanes: Albermarle

Greenway: Webster, Brevard





New Directions for Funding

REQUIREMENTS:

- respond to **all context needs**
- use **multiple strategies** to implement programs
- be consistent with emerging **statewide plan**
- improve **obligation** of resources
- follow comprehensive **prioritization methodology**

RECOMMENDATIONS:

- differentiate between **statewide and local needs**
- build on inter-agency and public-private **partnerships**



PROPOSED FUNDING SCENARIO

(\$ In Thousands)

Division	EB TOTALS	% OF EB TOTAL	DIVISION EQUITY 10-YEAR TOTAL	EB % SHARE OF 10 -YR DIVISION EQUITY TOTAL
1	10590	4.2%	955730	1.1%
2	16023	6.4%	717365	2.2%
3	22227	8.9%	787740	2.8%
4	19152	7.7%	629965	3.0%
5	18297	7.3%	1236093	1.5%
6	15219	6.1%	761633	2.0%
7	16952	6.8%	1013619	1.7%
8	26728	10.7%	832007	3.2%
9	20025	8.0%	710555	2.8%
10	23674	9.5%	1121451	2.1%
11	10433	4.2%	622019	1.7%
12	23247	9.3%	704879	3.3%
13	13726	5.5%	779794	1.8%
14	13450	5.4%	475595	2.8%



Summary: Pedestrian and Bicycle Project Funding

Local governments have a huge demand for projects

Immediate need \$100-200 million

State funding for projects has remained flat since 2002

\$1.2 million – currently dedicated

Federal funding will decrease and limit scope of work

Delay in increased funding costs more in the future

Proposed program would address several types of community needs

- Annual division allocation \$750,000 for statewide and regional enhancements
- Increase would advance “ready” projects within 10 years

Continued need for increased funding






STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

December 3, 2012

MEMO TO: Lauren Blackburn, AICP
Director, Bicycle & Pedestrian Unit

MEMO FROM: Terry Gibson, PE
Chief Engineer 

SUBJECT: Division of Highways Response to the Bike & Ped Conference Call

Thank you for the opportunity to provide comments in follow up to the conference call that discussed the proposal to increase funding for bicycle and pedestrian projects. The Division of Highways continues to be supportive of building facilities for bicycle and pedestrian activities, and appreciates the opportunity to be a part of future planning. The proposal to specifically allocate \$20 million for bicycle and pedestrian independent projects does raise some questions for the Divisions. We have summarized the questions below in two categories:

1. MPO/RPO/STIP Prioritization Questions

The Investment Summits held by the Strategic Prioritization Office around the state have resulted in most areas identifying the need for more bike and ped funding. Funding has already been increased for bike and ped projects in years 8, 9, and 10 of the proposed TIP as a result of these Summits. Will these amounts be considered part of the additional \$20 million or will they be in addition to the \$20 million as a result of this proposal?

The current work program is fiscally constrained. Do the MPOs and RPOs understand they may have to give something up (projects) and have they been contacted regarding the impacts to the 5 year work program and advised that shifts in TIP projects may occur by increasing the funding for bike and ped projects?

How will over-programmed Divisions be affected? What happens to the balance of the \$20 million allocated to that Division? What methodology has been established for implementing this funding in regards to equity?

The desire for bike and ped projects, as with other project types, exceeds available funding. How will the proposed funding increases incorporate the SPOT process? What methodology has been established for prioritizing and scheduling these projects and how will the Divisions be involved in selection, planning and delivery of the projects? Will there be an updated call for projects to the MPO/RPOs?

The increase for funding has been identified as bike and ped funding. Is there a proposal for bike and ped prioritization to be separated or will they be competing in the same list?

Will legislation be required to address earmarking these funds in this manner? If the intent is to build projects off the right of way, how can we legally use Highway Fund monies to construct those projects without legislative changes?

2. Project Delivery

Delivery of these types of projects are very susceptible to delays. Although these projects are small in comparison to larger TIP projects, often times they take just as long to deliver due to plan development, acquiring right of way, moving utilities, executing agreements with local municipalities, etc. More often than not, this results in cash not being spent on these projects for several years while completing the steps in advance of project construction. With approximately \$14 million in uncommitted bike and ped balances already on the books, and an additional \$20 million annually being proposed, is there a concern with possibly accruing large balances of bike and ped funding waiting on the projects to be delivered? Should programming the prioritized needs in the year they could be delivered and funding at that time be considered?

As you are aware, the Divisions are typically the first to be contacted with project needs from local communities. As such, we are very aware of the desire for more bike and ped projects by local communities and are committed to working with our Bicycle and Pedestrian Unit to improve our current delivery of bike and ped projects.

Thank you again for allowing us the opportunity to comment.

Should you need additional information or would like to discuss this issue further, please feel free to contact me or Jon Nance.

TG/wdk

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 9, 2013

Subject: **FY 2014-2020 Transportation Improvement Program**

On December 14, 2012, NCDOT staff issued an email with a new schedule for developing the FY 2014-2020 TIP. This schedule delays adoption of the STIP by one year and pushes back Prioritization 3.0 one year. NCDOT plans to issue a second draft STIP in fall 2013. This schedule eliminates the need to schedule priority sessions in early 2013.

According to NCDOT staff, the reasons for delaying adoption of the STIP are the following:

- Implementation of MAP-21:
 - MAP-21 provides short-term Federal-aid funding. Since it is only a two-year law, there is uncertain long-term financial stability. In addition, numerous SAFETEA-LU funding categories have been consolidated and revised yet implementing regulations and provisions have yet to be released. Examples of these uncertainties are the new National Highway Performance Program provisions, Transportation Alternatives Program, safety funding and performance measures and the looming potential for federal sequestration (i.e., mandatory reductions due to the “fiscal cliff”)
- State Legislative and Related Actions/Agenda:
 - Revenue forecasts from the Office of Budget and Management indicate much lower revenues than currently used to develop the draft Work Program. This is especially critical since the Department uses a cash management funding mechanism.
 - The current cap on the gas tax expires in July 2013. If it is continued, there will be further reductions in forecasted revenues and impacts on the cash model.
 - Other legislative actions from 2012 will require time to implement, i.e. new prioritization requirements for the Department to “develop a process for standardizing or approving local methodology used in the MPO and RPO prioritization”.
- Major Project Impacts/Uncertainties:
 - A number of high profile projects are facing legal, financial, or public challenges. The uncertainty of pending decisions regarding these projects impacts the reliability of delivery schedules and the ability to predict their financial impact on the cash model. Increasing project costs also impacts the ability to keep to anticipated project letting schedules.

- Other process-related issues:
 - Additional time will allow the Department to respond to revised air quality non-attainment provisions and impacts to conformity determinations.
 - Additional time will allow further public involvement and implementation of the Department's newly adopted Unified Public Engagement Process.
 - Additional time will allow the Program Development staff to discuss draft project schedules with MPOs and RPOs before finalizing the STIP.
 - Additional time will allow the SPOT 3.0 process to more fully integrate a GIS based platform which will result in a more user-friendly version and allow MPOs and RPOs to better assess the best candidate projects in their areas.

Impact on the DCHC MPO's TIP

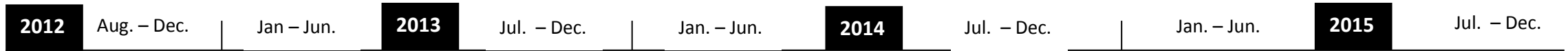
Before receipt of this email, MPO staff, the TCC, and the TAC had been proceeding with the intention of adopting the final TIP in June 2013. The DCHC MPO portion of the draft STIP was released by the TAC in October for public comment, a public hearing was held on November 14, and many local jurisdictions had provided comments to the MPO on the draft TIP. With the new schedule, the MPO will need to re-do these steps when the second draft TIP is released in fall 2013.

The TCC recommends that the TAC provide comments on the first draft TIP in February and ask NCDOT to consider these comments in developing the second draft TIP. While we are not certain how NCDOT would address or respond to comments on the first draft TIP, our hope is that they would be considered in developing the second draft. However, the uncertainties and issues laid out in NCDOT's email might preclude NCDOT from providing a definitive response to our comments at this time.

The TCC also recommends that the TAC plan to release the second draft TIP for public comment in the fall. It is anticipated that priority sessions would be scheduled in winter 2013/2014.

TAC Action: Receive update. Discuss revised schedule for developing the draft FY 2014-2020 TIP.

NCDOT Transportation Work Plan Development Timeline 2013-2015



Statewide Transportation Plan	2040 Plan adopted										Ongoing implementation activities									
10-Year Policy to Projects Work Plan	Draft 2013-2023 work plan released by BOT				Draft 2014-2024 work plan released by BOT				Final 2015-2024 work plan adopted by BOT				Draft 2016-2026 work plan released by BOT							
STIP	Draft 2014-2020 STIP released				Draft 2015-2021 STIP released				Final 2015-2021 STIP adopted by BOT		Federal approval of 2015-2021 STIP (October 1)		Draft 2017-2023 STIP released							
AQ Conformity	MPO Review and Approval of TIP and AQ																			
Prioritization	P3.0 development underway					P3.0 / Loop / Mobility Fund prioritizations implemented (MPOs/RPOs submit priority projects)					Investment summits conducted		P4.0 development initiated							
Legislative Budget	NCDOT submits Legislative continuation budget request		Governor's budget released		Biennium budget approved		NCDOT submits Legislative expansion budget request		Governor's budget released		Adjustments to biennium budget approved		NCDOT submits Legislative continuation budget request		Governor's budget released		Biennium budget approved		NCDOT submits Legislative expansion budget request	

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 9, 2013

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

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: 12/10/2012
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: 0%
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: 3/18/2014
Last Estimate Thru: 11/30/2012	Scheduled Progress: 0%
Last Estimate Paid: 12/12/2012	Actual Progress: 3.65%

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	

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: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
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: 12/3/2012	Letting Date: 9/12/2012
Completion Date: 5/1/2013	Work Began: 12/3/2012
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%

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO							
County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Carrboro	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.			Construction to summer 2013 by NCDOT Work Forces	\$40,000.00	Small Contruction Funds
Orange / Chapel Hill	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.			In Design / NCDOT Work Forces	\$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	39% Complete 10% Schedule	\$2.8 million	Bridge Preservation
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)			In R/W	\$198,000	Spot Safety-State
Orange / 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	7% Complete 2% Schedule	\$4,565,147	TIP
Orange / Carrboro	U-2803 / 34860.1.1 / 34860.2.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek	12/1/2012	5/14/2015	Contract Let		TIP
Orange / Chapel Hill	U-3306	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road	7/20/2010	6/15/2013	81% complete / 85% Schedule	13.4 Million	ARRA
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	3/1/2013	10/1/2013	Consultant design- R/W staking complete for acquisition	\$450,000	High Hazard Safety
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	February 2013	Fall 2013	To be let	\$4.75 million	Remove centerline rumble strips per JMM
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
Orange / Carrboro	W-5207I / 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street)			Preliminary Engineering	\$50,000	

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO							
County	TIP/WBS #	Description	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

LOCAL GOVERNMENT AMINISTERED PROJECTS

County	TIP/WBS #	Description	Let Date	Completion Date	Type of Work	Status	Cost	Comments
Orange / Chapel Hill	43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system)			Funds Approved in December		\$75,000.00	Small Contruction Funds
Orange / Hillsborough	C-5184	Riverwalk Trail Phase III - Construct a paved off-road trail 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 & R/W 2013, Construction 2014	\$610,000	
Orange / Carrboro	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 / Chapel Hill	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)	5/1/2013	8/1/2013		A request for extension of MA was sent on September 14, 2012 to NCDOT.	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange / Chapel Hill	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 Executed 11/14/13. .	\$30,000.00	Division Enhancement
Orange / Carrboro	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 / Carrboro	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 / Chapel Hill / Carrboro	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 / Carrboro	U-4726 DC / 36268.3.4	Wilson Park Multi-Use Path	6/7/2012	Nov. 26, 2012		40% complete	\$39,262.65 PE \$129,431.35 C	STPDA

LOCAL GOVERNMENT AMINISTERED PROJECTS

County	TIP/WBS #	Description	Let Date	Completion Date	Type of Work	Status	Cost	Comments
Orange / Carrboro	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-	\$67,025 PE \$469,175 C	STPDA
Orange / Carrboro	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School				Municipal Agreement with Town of Carrboro for construction	\$59,000 PE	STPDA
Orange / Carrboro	U-4726 DF	Bicycle detection at Signalized Intersections	FFY 2013	FFY 2013		Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
Orange / Chapel Hill	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					\$.1310,000 / additional funds \$1,000,000 8/12	STPDA

DOT will close dangerous rail crossings, straighten tracks over Hopson near RTP

Newsobserver.com Submitted by BruceSiceloff on 12/03/2012 - 11:59

The state Department of Transportation says it has awarded a \$10.9 million contract for a project near Research Triangle Park that will close two dangerous rail crossings, straighten tracks to allow faster train speeds, and build a bridge to lift the tracks over Hopson Road.

The Fred Smith Co. of Raleigh won the contract to:

- * Close the Church Street rail crossing and nearby N.C. 54 intersection. The north end of Church Street will be realigned with Keystone Park Drive, and the north end of Keystone Park drive will be extended to form a new intersection with Hopson Road.

- * Realign the N.C. Railroad tracks, pushing them east to flatten a curve that requires trains to slow down now. DOT engineers have said the change will allow faster train speeds, cutting a minute off the travel time for every Amtrak trip.

- * Build a new bridge to lift the tracks over Hopson Road. This eliminates a crossing that has been the scene of fatal crashes in the past.

The work is to be completed by July 2015. Hopson is a two-lane road that gets crowded at rush hour. Traffic will be detoured at times during the construction.

Road widening project to slow traffic

The Herald-Sun By Gregory Childress December 8, 2012

CHAPEL HILL - A \$4.6 million road-widening project is expected to cause major headaches for motorists around UNC this spring, but traffic slowdowns could begin as early as next week.

That's when work crews will begin removing and clearing of trees along a section of N.C. 86/South Columbia Street from Purefoy Road to Manning Drive to smooth the way for the road widening. The road work will have its greatest impact on motorists next year from April to September.

Next week, possible lane closures along the 0.8-mile sections of N.C. 86/South Columbia will occur from 9 a.m., to 4 p.m. State transportation officials say there may be intermittent stops for traffic and pedestrians if a tree limb or debris poses a safety hazard.

"We're going to circulate traffic as best we can, and if we don't need to close a lane we won't," said Chris Kirkman, a resident engineer for the N.C. Department of Transportation.

The work next week will involve crews selectively clearing trees to accommodate the wider roadway, new sidewalks and bike lanes. Any trees cleared as part of the project will be sold to a local sawmill to be made into lumber.

Kirkman said it's fortunate that the removal of the trees coincides with the winter break for UNC students. He said there will be fewer automobiles traveling the route.

"Weather permitting we're going to do as much of the tree removal as we can during that time," Kirkman said.

Plans call for the 0.8-mile section of N.C. 86/South Columbia to be widened to include a center turn lane and bus pullouts, which state transportation officials say will improve safety and traffic flow in the area.

The project, awarded to Burlington-based Triangle Grading & Paving Inc., will also improve safety for pedestrians and bicyclist with the added sidewalks and bike lanes on both sides of the road.

While crews will try to limit street closures in the early phase of the project, the southbound lane is scheduled to close in April and traffic will be diverted to Manning Drive.

That will create major problems for Chapel Hill Transit, which will be forced to reroute about 600 daily trips along one of the busiest transit corridors in the state.

Rerouting buses will be expensive, and detours will impact other routes, likely causing delays.

Transit officials say the cost could climb to nearly \$2 million before the project's scheduled completion date, June 2014.

"This is a very important area in terms of the number of routes that operate there and the number of people we carry," said Brian Litchfield, interim director of Chapel Hill Transit.

The cost of rerouting and making schedule adjustments for the nine routes that operate along South Colombia and Manning drive could range from \$850,000 to \$1.5 million. And to maintain the current frequency of service by adding more buses, the cost would be in the range of \$1.25 million to \$2 million.

"The \$2 million assumes we put additional buses out there to maintain the frequency of the routes that are currently there," Litchfield said.

He said the unbudgeted impact for the Town of Chapel Hill, Carrboro and UNC, all of which partner to operate the transit system, could range from \$350,000 to \$500,000 for the current fiscal year.

He said the transit partners plan to ask the NCDOT for help in reducing the cost to the partners.

Campbell: Infrastructure investment is a must

The Herald-Sun By Tom Campbell December 8, 2012

"You cannot build a skyscraper economy on a foundation designed for a farmhouse," New York Mayor Michael Bloomberg said in talking about America's infrastructure. We yearn for that bright future but seem unwilling to take care of what we already have. This failure to invest in infrastructure will result in lost jobs, lost opportunities and even lost lives.

Our country spends about 2.4 percent of its economy on infrastructure. In Europe that percentage is more than doubled. The Chinese spend 9 percent. Much of our current infrastructure was built in the decades following World War II and is outdated, worn out and inadequate for the current population without considering inevitable growth. The American Society of Civil Engineers gives our country's infrastructure a grade of "D," saying we need to invest \$440 billion a year, about \$100 a month per person, just to maintain our current infrastructure.

North Carolina fondly remembers Gov. Kerr Scott for "getting us out of the mud," paving farm-to-market roads, using the proceeds of an incredibly ambitious \$100 million road bond referendum. There are other instances where our state invested in infrastructure but our record is spotty, prompting former State Treasurer Harlan Boyles to advocate a three-pronged budget model consisting of the continuation (existing) budget, expansion (new spending) budget and a capital budget, with a dedicated percentage of state spending devoted to maintaining and improving public infrastructure.

Our recent history points to a paradox in budget priorities. During recent recessionary periods, our approach has been to cut government spending, simultaneously throwing large sums of tax credits, incentives and deductions to companies promising to locate here. A New York Times report shows North Carolina governments awarded \$660 million on business incentives, more than \$69 per person. We consider infrastructure improvements to be expenditures while calling incentives an investment.

Another paradox is that we aren't willing to maintain our current infrastructure at the same time tens of thousands of new residents are moving here every year, increasing demands on roads and bridges, straining already threatened water, sewer and storm runoff systems and filling already overcrowded and outdated schools and other public

buildings. Every day we fall further behind, turning our heads to the problem. It is time to demonstrate our faith in our state.

Examine the economics for a large-scale public infrastructure program. With North Carolina's spotless credit rating and interest rates at historic lows we likely never again be able to borrow money so cheaply. Construction costs are extremely attractive. A program building roads, bridges, water and sewer systems, schools, airports and other public buildings will jump-start job creation, putting people to work, rippling our through our economy and laying a foundation for a better economic future.

Some say we can ill afford to add millions of dollars of debt service to repay bonds, but there never is an ideal time. When Kerr Scott proposed his roads plan our state was not only mired in mud but in economic doldrums following World War II. There were many skeptics, but Scott convinced us we needed to invest, not only for current needs but also for North Carolina's future. We need to start building roads (and other infrastructure) to tomorrow. If we believe in North Carolina we can do no less.

Tom Campbell is former assistant North Carolina state treasurer and is creator/host of "NC Spin," a weekly statewide television discussion of North Carolina issues airing Sundays at 6:30 a.m. on WRAL-TV and at 8:30 a.m. on WRAZ-TV FOX50. Contact him at www.ncspin.com.

Road Worrier: Crash victim's mother lobbies for a safer bridge on NC 751

The News and Observer By Bruce Sicehoff Published December 10, 2012 11:00 pm

DURHAM -- The fiery crash that killed Merrill Davis happened fast. Angela Jackson replays the horror in slow motion.

On a Sunday night in October, Jackson was driving down N.C. 751 to her late-shift job at a Durham nursing home. She slowed down – as she always does, she says – to cross an old, narrow bridge at the crest of a hill.

And then she was in the headlights of an approaching SUV. It drifted across the center line as it zoomed uphill toward her.

"This car was in my lane, and it was going to, like, head-on collision me," said Jackson, 51, of Hillsborough. "I didn't know if the person was drunk or asleep or had a heart attack.

"The car kept coming over. I moved over but I didn't have room. If I had pulled over further, I would have been in the trees."

N.C. 751 curves through Duke Forest and climbs to cross the bridge, built high over two railroad tracks. The shoulder falls away before the highway reaches the bridge. There are no guard rails to protect cars from the steep drop-off to the tracks below.

"I don't know if guard rails would have saved him," said Tamela Davis of Durham, whose son Merrill died that night. But now she wants the state Department of Transportation to replace the old bridge with a wide, modern structure, including guard rails for the approaches.

"I'm not blaming anybody or anything. I just want to call attention to what I think is a very dangerous traffic spot on a heavily traveled road, on an outdated, narrow bridge over the train tracks," Tamela Davis said.

Merrill Davis, 34, lived less than a mile from the bridge. He was on his way home, driving his wife's Hyundai Santa Fe, when he veered straight toward Jackson's Chevrolet.

The two drivers avoided a full-on collision, but they clipped each other's left-side mirrors. Jackson pulled over.

In her rear-view mirror, she saw the rest of the crash – the sixth crash recorded since September 2007 at the bridge in Orange County.

The SUV veered farther to the left and struck the concrete bridge rail. It fell down the steep bank, crashed beside the rail track and exploded in fire. Merrill was killed. Three days would pass before investigators confirmed his identity, using dental records.

"I can't say if he was intoxicated or what else might have been in his system," said Tamela Davis, 65, an elementary school art teacher. "I don't know if he had some medical problem. It seems odd to me that he didn't swerve."

Sixth wreck since 2007

State crash reports show that four other drivers have struck the concrete rails of this bridge since September 2007, with two injuries and more than \$15,000 in damages.

A fifth accident on the narrow bridge involved an ambulance that sideswiped a stopped car.

The road width shrinks from 20 feet on either side to 18 feet on the bridge itself. Because it's at the peak of a hill, drivers cannot see each other as they approach from opposite sides.

"The bridge is very narrow," Tamela Davis said. "There's no extra width that could be used if you got too close to a car. I won't ever get on the bridge with another vehicle coming in the opposite direction. I'll wait to let it pass."

Other drivers say they, too, are cautious around the bridge on N.C. 751.

"You've got to pay attention there, more than when you're just driving down the road," said Matt Spell, 29, a longtime friend of Merrill's. "There's room for two cars to pass, but if you see an 18-wheeler coming, you may want to stop."

Jackson told the investigating trooper that she had slowed to 30 mph before the crash. The speed limit is 55 mph, and that's how fast the trooper said Merrill Davis was driving.

DOT engineers took a fresh look at the bridge after Merrill's death. They're considering a reduced speed limit and guard rails for the approaches.

"We are looking to enhance the safety out there as much as we can," said Brian Thomas, a DOT traffic safety engineer.

Officials also are investigating the possibility of building a new bridge there. A bridge designed to modern standards would be much wider, with more room for vehicles and possibly for people on foot.

The bridge was built in 1930. It is rated as obsolete but structurally safe. Earlier this year it received a sufficiency rating too high to qualify for federal replacement money. But Tim Powers, who oversees DOT bridge operations for Orange and three other counties, said he will ask for a new evaluation.

Merrill Davis worked the counter at Stone Brothers & Byrd Inc., his father's farm-and-garden store in downtown Durham.

"He knew everybody in Durham," Spell said. "He was a generous, generous person."

Merrill was a former president of the Greater Durham Exchange Club, raising money for child-abuse prevention programs.

"The funeral home chapel wasn't big enough," said Debbie Mangum, the current club president. "There were people waiting outside, so far away they didn't get to hear the service. But they waited in line to meet the family."

Because the fire delayed his identification, Angela Jackson never heard Merrill's name until last week.

"You tell the family that I'm sorry," Jackson told the Road Worrier. "And if I could turn that clock around and straighten that car back up, I would. But I guess I don't have that magic touch."

From: Beckmann, Ellen
 Sent: Wednesday, December 12, 2012 12:27 PM
 To: Henry, Andrew
 Subject: FW: Top 10 Small U.S. Cities Growing Faster Than Their Suburbs

FYI – This study defined the “city” population as the city limits of Durham and Chapel Hill combined (did not include Carrboro or Hillsborough). The suburbs were defined as everywhere else in Chatham, Orange, Durham, and Person counties.

Feed: Latest Posts | The Atlantic Cities
 Posted on: Tuesday, December 11, 2012 5:11 PM
 Author: Sara Johnson
 Subject: Top 10 Small U.S. Cities Growing Faster Than Their Suburbs

Back in June, Brookings Institution demographer William Frey dug into a new set of Census figures and determined that in America's 51 largest metro areas, on average, the core cities had suddenly started growing slightly faster than their suburbs. Frey's analysis focused on larger metros, but as it turns out, much the same story had been happening in smaller metros such as Clarksville, Tennessee, or Lexington, Kentucky. A new study released Monday by Smart Growth America, the national community-development advocacy organization, expanded on Frey's work to examine the population growth rates in the center cities of small U.S. metros (those with under one million people) between 2010 to 2011.

The top 10, below (table from the report):

Fastest-growing small metro area cities compared with their suburbs, 2010–2011

Metropolitan Statistical Area	Suburb population growth rate	City population growth rate
1. Clarksville, TN-KY	0.02%	1.91%
2. Lexington-Fayette, KY	0.51%	1.61%
3. Fort Smith, AR-OK	0.13%	1.01%
4. Lynchburg, VA	0.20%	1.04%
5. Athens-Clarke County, GA	-0.18%	0.55%
6. Lincoln, NE	0.57%	1.27%
7. Davenport-Moline-Rock Island, IA-IL	0.11%	0.80%
8. Greensboro-High Point, NC	0.45%	1.12%
9. Bloomington, IN	0.21%	0.88%
10. Durham-Chapel Hill, NC	1.03%	1.69%

Courtesy Smart Growth America

"The fact that cities in small metro areas are growing suggests that there's a trend toward city living in smaller metros too," says Bill Fulton, vice president of policy and research for Smart Growth America.

These growth rates, however, are still smaller than those of large metros. The Washington, D.C. metro area, for instance, saw a 2.43 percent growth rate in the primary city and a 1.54 percent growth rate in its suburbs during the 2010 to 2011 period, according to Brookings. *Top image: Andrew Park/Shutterstock.com*

Transit partners request NCDOT funds to cover impact of road project

The Herald-Sun By Gregory Childress Dec. 13, 2012 @ 06:36 PM

CHAPEL HILL —Chapel Hill Transit partners have requested \$1.8 million from the N.C. Department of Transportation to cover the cost of directing traffic and rerouting and adding new buses while the \$4.6 million South Columbia Street improvement project is under way.

The partners made the request in a Dec. 11 letter to state Transportation Secretary Gene Conti that is signed by UNC Chancellor Holden Thorp, UNC Health Care System CEO Bill Roper, Chapel Hill Mayor Mark Kleinschmidt and Carrboro Mayor Mark Chilton.

Without assistance from the NCDOT, the transit partners – UNC, Town of Chapel Hill and Carrboro -- will have to come up with the money themselves or see a reduction in the frequency and quality of bus service.

"I can't tell you right now where those monies would come from if we were to have to provide them," Kleinschmidt said. "That's a significant amount of money."

NCDOT officials said Thursday that the letter had been received and that officials are reviewing the request.

Spokeswoman Jennifer Garifo said that while the partner's request is not typical, NCDOT will work with the partners to find a solution to their fiscal problem.

"We're definitely committed to working with the community and we're putting together a team to come up with some options and we will work with the town to figure out what option works best for them," said Garifo, noting that the options could include funding for transit.

Of the request, \$1.3 million would go toward rerouting and adding buses and nearly \$500,000 would pay to post officers on Manning Drive. The officers would direct traffic at a "football game level of service" after the southbound lane is closed on South Columbia and traffic is detoured to the already busy, congested Manning Drive, which serves UNC Hospitals.

The transit corridor is one of the busiest in the state, accounting for 600 daily trips, about half the daily trips provided by Chapel Hill Transit.

When the southbound lane on South Columbia is closed, transit officials will have to detour eight weekday routes and one weekend route onto Manning Drive, where it already operates 17 weekday routes.

Transit officials say adding buses to the route is critical to maintain the frequency of bus service.

The southbound lane of South Columbia is expected to be closed for six months from April 1 to Sept. 30.

The improvement project will add a center turn lane, bike lanes and sidewalks to South Columbia from N.C. 54 to Manning Drive.

The partners have been discussing the potential impact of the road improvement project for months, and grew concerned about the unbudgeted expense of adding and rerouting buses.

While the partners agree the project is sorely needed, Kleinschmidt said they would have liked more warning to prepare for the fiscal impact.

The project has been on the books for years but delayed because NCDOT did not receive an acceptable bid from contractors until this year.

"This year the bid came in within range and it caught us by surprise," Kleinschmidt said. "None of us budgeted for the impact of this project this fiscal year."

The \$1.3 million for the transit portion of the request amounts to about 20 percent of Chapel Hill Transit's annual budget.

The traffic chaos that could spill over to Manning Drive and slow buses during the road improvement is a particular concern for UNC Hospitals, whose workers rely on buses in great numbers.

Many workers utilize park and ride lots from which they catch Chapel Hill Transit, and officials say it's critical the buses continue to run on time for workers who provide care for hospitalized patients.

"If they do not arrive at work on time, those employees working the prior shift must stay over until they do, which could have a devastating impact on UNC Hospitals' overtime budget and could impact recruitment and retention," the partners said in the letter.

Work crews have begun removing and clearing trees along a section of N.C. 86/South Columbia Street from Purefoy Road to Manning Drive to smooth the way for the road widening.

Transit-related sales taxes coming on April 1

The Herald-Sun By Ray Gronberg Dec. 14, 2012 @ 08:49 PM

DURHAM —In what its chairman called an "important and historic" move, Triangle Transit's board voted 8-0 on Friday to implement half-percent sales taxes in Durham and Orange counties to raise money for new bus and rail service.

The decision came at the request of county commissioners in both counties, Durham officials having signed off on the idea Nov. 26 and their counterparts in Orange on Tuesday.

Voters in both counties had previously authorized officials to levy the sales surcharge. It will go into effect on April 1.

Triangle Transit's leaders said it's now up to them to implement the service improvements voters in the two counties were promised.

"Once we vote on this, we've got to execute it," said Fred Day IV, the board's chairman and a former Progress Energy regional president. "That will be the real proof of whether it's successful. We've got to deliver on what we say we want to do."

Transit plans in both counties call for agency and local governments to begin by improving bus service, via a combination of added runs on existing routes and the creation of new ones.

Eventually, the tax is also supposed to underwrite the construction of a light-rail connection between Durham and Chapel Hill.

Other rail connections to Wake County are also possible, provided officials there implement a sales surcharge. To date, Wake's County Commissioners have declined to put a referendum on the ballot. Polling indicates passage by voters in Wake is far from certain, as the idea usually receives bare-majority support.

Triangle Transit officials have indicated that the first bus improvements financed by the tax will likely come in 2014, given the need to see how collections of the surcharge go and plan their implementation.

They expect the levy to generate about \$25 million a year to start – \$20 million in Durham County and \$5 million in Orange.

David King, Triangle Transit's general manager, said preparations for surcharge-funded service improvements will begin in earnest after Jan. 5, the day his agency is scheduled to launch major changes to the Durham Area Transit Authority's network of routes.

The DATA changes are being financed by existing city of Durham revenues and are supposed to improve the city bus system's on-time performance.

The launch is requiring "a great deal of work and outreach to be sure the customers of [DATA] know it's coming and what it is when it does come," King said. "When that settles down, we can pivot and start turning to the implementation of the bus plan in both Durham and Orange."

King said the agency will work in consultation with local governments in the two counties and report to them frequently.

"The real historic nature of this action is that as we grow – North Carolina is now approaching 9½ million people – our problems quite clearly are regional problems," he said. "The strength and the competence, quite frankly, of regional governance is really going to be tested."

Council fields report on first round of DATA changes

The Herald-Sun By Ray Gronberg Dec. 15, 2012 @ 02:50 PM

DURHAM —Changes to three Durham Area Transit Authority routes have helped their on-time performance, but still aren't meeting the 90-percent target local officials have set for them.

That should improve once a much-bigger round of changes to the rest of DATA's route network go into effect on Jan. 5, Triangle Transit officials told the City Council recently.

For the moment, the routes that changed at the end of September are connecting with routes that are still lagging. Knock-on delays ensue. "It cascades," said John Tallmadge, Triangle Transit's director of commuter resources.

Still, the agency's figures show that two of the three routes are hewing to their published timetables much more often than they were before the changes went into effect after Sept. 29.

Triangle Transit broke the former route 1 into two routes that offer service to north Durham along the Guess Road corridor. It went from a 51 percent on-time showing in September to 80 percent and 88 percent on-time in October.

Route 11 – service to Duke University along the Hillsborough Road corridor – went from 29 percent on-time performance in September to 88 percent in October.

Tallmadge said Triangle Transit officials "have concerns" about route 6, the third corridor targeted by the Sept. 29 changes.

They broke it into two routes that serve Duke along West Chapel Hill Street, Erwin Road and Neal Road. In September, service there recorded on-time performance of 65 percent. In October, the two revised routes ran on time in 76 percent and 67 percent of their runs.

"We're going to continue to look at that one," Tallmadge told council members, adding that the agency also has heard complaints from management at the Washington Duke Inn that the alterations in the former route 6 corridor were making it harder for some employees of the inn to get to work.

Tallmadge and other Triangle Transit officials owned up to customer-service problems confirmed by an agency-ordered survey of riders.

Those surveyed often complained that DATA drivers hadn't been able to answer their questions about the initial set of route changes.

In anticipation of the impending Jan. 5 package of changes, Triangle Transit is sending direct-mail notices to 10,000 households. It also beefed up training of drivers and DATA managers.

The training plan including briefings in November and refresher training the week leading up to Jan. 5.

Council members made it clear they wanted to see an improvement.

Leading up to the next round of changes, "I'm hopeful your training will be adequate and significantly improved," Councilwoman Diane Catotti said. "It was disturbing to hear [that in the first round] the customer service was not there and drivers were not being helpful in addressing changes."

"It seems obvious [the driver is] the first person you're going to ask, 'Where's my route, what am I going to do now,'" added Councilman Steve Schewel. "It wasn't good news, and almost all of y'all's news is good news."

North Carolina, Florida toll collection systems to be linked

Triangle Business Journal Thursday, December 20, 2012, 10:00am EST

Florida SunPass users and North Carolina Quick Pass users can use their toll collection transponders in either state beginning in July, according to the *Ft. Lauderdale Sun Sentinel*.

North Carolina's Quick Pass serves about 50,000 drivers, while Florida's SunPass has sold 7.7 million transponders, the *Sentinel* reports.

Officials hope that the agreement will lead to toll collection agreements with other states, especially those that use E-Zpass.

Florida makes first moves to link SunPass, E-Zpass

The South Florida Sun-Sentinel.com By Michael Turnbull, 8:18 PM EST, December 19, 2012

Florida is taking the first step toward making SunPass and E-ZPass, the dominant toll collection in the Northeast and Midwest, talk to each other.

Starting in July, drivers in Florida and North Carolina who pay tolls electronically can use their transponders in either state, officials announced Wednesday. North Carolina uses Quick Pass, which serves about 50,000 drivers. Florida's SunPass has sold 7.7 million transponders.

Both states will spend the next six months testing each other's technology and billing systems before the July 1 start date. Some time after that, SunPass and Georgia's Peach Pass, which works on toll roads in Atlanta, will become compatible.

Officials hope these deals will lead to agreements with states that use the much bigger E-Zpass, which has nearly 23 million transponders in circulation.

The major sticking point over the years has been different technology that makes the transponders incompatible. The other issues are billing, reimbursement between states, and how to deal with drivers who try to cheat the system.

North Carolina's system is viewed as a "bridge" between SunPass and E-ZPass because it is capable of working with both.

A recent federal transportation bill mandated "national interoperability" within four years. Diane Gutierrez-Scaccetti, executive director of Florida's Turnpike, said getting those agreements are among her top priorities in the next year.

Gutiérrez-Scaccetti, who is from New Jersey, said she has a SunPass sticker tag on one side of her car and an E-ZPass transponder on the other.

"I would love to be able to have just one transponder to pay tolls," she said.

E-Z Pass is currently used in Delaware, Indiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia and West Virginia.

For years, E-Z Pass drivers have complained they can't use their transponders to pay for tolls on Florida's toll roads. SunPass customers have had the same gripes about toll roads up north.

North Carolina's toll roads currently are limited to the Raleigh area, but the state is studying tolling the entire length of Interstate 95 within its borders.

Turnpike spokeswoman Kim Poulton said Georgia and North Carolina are among the top origins of drivers visiting Florida and vice versa.

Drivers can pay TriEx tolls with E-ZPass, starting Thursday

The News and Observer By Bruce Siceloff Published January 2, 2013

Electronic toll collection started Wednesday on the new six-mile leg of the Triangle Expressway from Holly Springs to Apex, so commuters now pay for their trips on the full 18.8-mile length of the six-lane expressway through Research Triangle Park and Western Wake County.

Beginning Thursday morning, some TriEx drivers will pay their tolls with E-ZPass transponders. And they'll have the option to use N.C. Quick Pass hard-case transponders on E-ZPass toll roads in 14 mostly northeastern states.

Pat Rago of Raleigh makes regular trips to visit relatives in Illinois, so she'll be able to use her N.C. Quick Pass on toll roads through West Virginia, Indiana and Illinois. That means no more waiting in line to pay cash at the toll booth.

"In West Virginia there are three tolls at two bucks a pop," Rago said. "It's much nicer to be able to drive right through and not have to stop."

Only the \$20 hard-case version of the N.C. Quick Pass transponder will be good on toll roads in the northeastern states, under an agreement announced last month between North Carolina and the Delaware-based E-ZPass Group. The \$5 windshield sticker Quick Pass works only on TriEx.

Drivers with transponders pay tolls electronically without stopping, with each toll subtracted from a debit account. Cash tolls are the alternative in most other states. In North Carolina, TriEx drivers without transponders receive bills in the mail based on photos of their license plates.

The new transponder agreement enables the N.C. Turnpike Authority to do business with more than 23 million drivers who have E-ZPass transponders issued by toll agencies in states from Virginia to Maine and Illinois.

Later this year, the N.C. Turnpike Authority expects to announce similar transponder arrangements with other toll agencies in southern states from Georgia and Florida to Texas.

The Holly Springs leg of TriEx opened for traffic in December, 13 days before the start of toll collection Wednesday. Western Wake residents and businesses are expected to use TriEx for relief from rush-hour delays on N.C. 55 and other north-south roads.

"I'm hoping it will help bring everybody's home prices back up," said Jerry Canterbury, 49, of Holly Springs. "When people find it's a lot easier to get to RTP, this will be an even more attractive community to live in."

He works from his home and expects to use the toll road only occasionally, but his wife will use it to drive to work in Durham.

"She was able to drive it once last week, and it saved about 15 minutes on her commute," Canterbury said. "She plans to use it every day."

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

December 31, 2012

The Honorable Pat McCrory
325 N. Salisbury St.
Raleigh, NC 27603

Dear Governor-Elect McCrory:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the long-range transportation planning organization for the Durham urbanized area and includes all of Durham County, and portions of Orange and Chatham counties. Our geographic area includes portions of NCDOT's Highway Divisions 5, 7 and 8. Currently, Chuck Watts, Jr. represents Division 5 on the Board of Transportation; Mike Fox represents Division 7; and David Burns represents Division 8.

Mr. Watts and Mr. Fox's terms on the Board of Transportation expire on January 15, 2013. Both members have been fantastic representatives of our region on the Board of Transportation and we urge you to reappoint them to their positions. Mr. Watts represents the Board of Transportation on our Transportation Advisory Committee and has been an active and engaged member of our committee. He makes an effort to learn and understand our region's transportation needs and has been incredibly helpful in communicating NCDOT's positions and initiatives to our committee. Mr. Fox is an alternate on our Transportation Advisory Committee. He is actively engaged in transportation issues in Orange County, is attentive to local needs and problems, and works to develop mutually agreeable solutions for our MPO and member governments.

We strongly recommend that Mr. Watts and Mr. Fox be reappointed to the Board of Transportation. NCDOT has initiated several reforms and new policies over the past couple of years, such as the project prioritization process and Complete Streets Policy, and we believe that having continuity on the Board of Transportation will help ensure that these new initiatives are fully implemented. We appreciate your consideration of our recommendation, and we look forward to working with you and your administration on improving transportation in North Carolina.

Sincerely,



Ellen Reckhow, Chair
Transportation Advisory Committee

Cc: DCHC MPO TAC members and alternates
Wally Bowman, NCDOT Division 5
Mike Mills, NCDOT Division 7



news release



FOR IMMEDIATE RELEASE

Contact Information: Brad Schulz - (919) 485-7434

GULLEY TO LEAVE TRIANGLE TRANSIT GENERAL COUNSEL POST

Research Triangle Park, NC - (January 3, 2013) Triangle Transit announced today that General Counsel Wib Gulley will retire from the position in the summer of 2013. Gulley has served as TTA's General Counsel since March 2004.

"I have had the great privilege of serving an organization whose mission I believe is critical to our region's future. I have also been fortunate to have Board members, colleagues and a staff who have been a pleasure to work with day in and day out," Gulley said. "The past nine years have seen us build a fast growing regional bus system and develop thoughtful plans for moving our region into a multi-modal future. I am fortunate to have the chance to assist in all the progress that TTA has made for citizens in the region," he added.

Triangle Transit Board Chairman Fred Day noted, "Wib has provided sound legal advice to the Board for nearly a decade, advice seasoned by his active participation with legal issues and federal transit programs at the national level, his role as a founding board member in 1989, and his interest in regional transportation as a leading NC Senate appropriator. It will be difficult if not impossible to find a successor with the wide range of experience which Wib brought to the job."

David King, TTA's General Manager, expressed his appreciation to Gulley for his years of service to the organization, adding "Wib's contributions to this organization have been enormous and too many to name. His unique combination of skills have been invaluable as we have worked through the legal and public policy implications of the statute which now enables each of our three counties to develop and fund and implement county transit plans. We will miss him greatly."

Board Chairman Day said that Triangle Transit would immediately begin the recruitment process to hire a new General Counsel. He said that the Board hoped to find a great fit for a position that requires strong legal skills and experience, as well as the ability to support TTA's work with local government officials and community leaders. He indicated that interested parties should contact Human Resources at 919-485-7503 for more information.

Mr. Day also named a Board committee to manage the recruitment and recommendation of a new General Counsel to the full Board of Trustees. He announced that Jeff Merritt would chair the committee, which would also have Mr. Day, Durham County Commissioner Ellen Reckhow, Chapel Hill Town Councilman Ed Harrison, and NC DOT and TTA Board Member Chuck Watts as its members.

Mayor William (Bill) V. Bell, who along with Gulley was a charter member of Triangle Transit's first board in 1989, shared his reflections on Gulley's career, "Wib has dedicated much of his

adult life to leading and serving his community. From his early days as Mayor of Durham, to serving in the state legislature as Senator and chairing the Transportation Appropriations Committee, to his longstanding involvement with many civic organizations, and lastly his great contributions to Triangle Transit, Wib has tirelessly worked for the good of this region. His retirement is well earned and his achievements will be long appreciated, but his presence, vision and determination will certainly be missed.”

Triangle Transit improves the region’s quality of life by connecting people and places with reliable, safe, and easy-to-use travel choices that reduce congestion and energy use, save money, and promote sustainability, healthier lifestyles, and a more environmentally responsible community.