

**DURHAM – CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC)****February 13, 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. Ethics Reminder (Attachment 2)**
- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

**CONSENT AGENDA****6. January 9, 2013 TAC Meeting Minutes  
Attachment 6**

A copy of the January 9, 2013 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the January 9, 2013 TAC meeting.

**7. FY 2012-2013 Unified Planning Work Program Amendment #1  
Attachment 7  
Maricia Brown, LPA Staff**

The TAC approved the 2012-2013 UPWP on May 9, 2012. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Amendment #1 is necessary to correct the PL allocation and reallocate funding among planning tasks.

**TCC Recommendation:** Recommend that the TAC approve Amendment #1 to the FY 2012-2013 Unified Planning Work Program.

**TAC Action:** Approve Amendment #1 to the FY 2012-2013 Unified Planning Work Program.

**ACTION ITEMS****8. 2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity  
Determination and Analysis Report (9:05-9:25)  
Attachment 8, 8A**

**Andy Henry, LPA Staff**  
**John Hodges-Copple, Triangle J COG**

The TAC approved the draft 2040 Metropolitan Transportation Plan (MTP) and draft Comprehensive Transportation Plan (CTP) at their December meeting. The next steps include:

1. Release the draft report for the 2040 MTP and the Air Quality Conformity Determination and Analysis report at the February TAC meeting.
2. Conduct a public hearing at on both documents at the March TAC meeting.
3. Adopt both plans at the April TAC meeting.

The 2040 MTP full report and air quality model runs will not be finished in time for the February TAC meeting. The quality checking of socioeconomic data and key model inputs has delayed the travel demand and air quality modeling process. As a result, the draft reports and modeling will be completed by February 20<sup>th</sup>, distributed to the TCC, and reviewed at the February 27<sup>th</sup> TCC meeting. The TCC's MTP subcommittee recommends that the TAC approve release of these reports contingent upon TCC review at their February 27<sup>th</sup> meeting. A February 28<sup>th</sup> release ensures that the required 42-day public comment period for the 2040 MTP report can be met and the April TAC adoption occur.

As an alternative, the TAC schedule to release and adopt the reports could be delayed by one month, i.e., adopt in May instead of April. The federal approval would still likely occur before the June 15th deadline. Staff does not recommend this delay because any unanticipated delays would risk federal approval occurring after the June 15<sup>th</sup> deadline.

These reports follow the same format and provide much of the same information as those approved for the 2035 Long Range Transportation Plan (i.e., previous plan update). And, the selected projects and financial data is the same as that reviewed and approved by the TAC at their December 2012 meeting. Attachment 8 is a short presentation. Attachment 8A is the table of contents for the 2040 MTP report.

**TCC Recommendation:** Recommend that the TAC release the 2040 Metropolitan Transportation Plan (MTP) full report and the Air Quality Conformity Determination and Analysis report contingent on a review by the TCC's MTP subcommittee.

**TAC Action:** Release the 2040 Metropolitan Transportation Plan (MTP) full report and the Air Quality Conformity Determination and Analysis report contingent on TCC review at their February 27, 2013 meeting.

**9. FY 2014-2020 Transportation Improvement Program (9:25-9:45)**  
**Attachment 9, 9A, 9B**  
**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 2013. This schedule

eliminates the need to schedule priority sessions in early 2013. The MPO will likely need to re-release the draft TIP for public comment in 2013.

The TCC recommends that the TAC endorse comments on the first draft TIP and request that NCDOT consider these comments in developing the second draft TIP. The first draft TIP is posted on the MPO website [http://www.dchcmo.org/dmdocuments/Draft\\_FY\\_14-20\\_TIP.pdf](http://www.dchcmo.org/dmdocuments/Draft_FY_14-20_TIP.pdf) and a summary is provided as Attachment 9. A copy of public and agency comments submitted to the MPO as well as the TCC's response to these comments is provided as Attachment 9A. The TCC has developed a list of recommended comments on the first draft TIP in Attachment 9B. Upon review and approval by the TAC, LPA staff will draft a letter to be sent by the Chair to NCDOT transmitting these comments.

**TCC Recommendation:** Recommend that the TAC submit comments to NCDOT on the first draft FY 2014-2020 Transportation Improvement Program.

**TAC Action:** Authorize the TAC Chair to work with LPA Staff to draft a letter with comments to be sent to NCDOT on the first draft FY 2014-2020 Transportation Improvement Program.

**10. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) – Presentation (9:45-10:10)**  
**Attachment 10, 10A**  
**Jill Stark, FHWA**

The Federal Highway Administration will provide a presentation on MAP-21, the federal transportation legislation enacted in 2012. The legislation affects federal funding to the MPO and MPO planning requirements. A presentation and fact sheet are attached.

**TAC Action:** Receive presentation.

**11. Watch for Me NC – Update (10:10-10:25)**  
**Attachment 11**  
**Helen Chaney, NCDOT Bicycle and Pedestrian Division**  
**Ed Sarvis, City of Durham Police Department**

Helen Chaney of NCDOT's Division of Bicycle and Pedestrian Transportation will provide an update on the Watch for Me NC Triangle-wide pedestrian safety campaign, which includes both an education and enforcement component. Ms. Chaney will present the campaign evaluation plan, which consists of sound measures that have been employed to measure the effects of the campaign intervention effects upon pedestrian safety.

In addition, she will provide information on the current planning effort for the Watch for Me NC campaign, which will be expanded to include bicycle as well as pedestrian safety and will include child safety education in schools in 2013. Whereas the 2012 campaign was focused upon the Triangle communities of Raleigh, Durham, Chapel Hill and Carrboro, the 2013 campaign will allow for participation from all Triangle-Area communities. Each Triangle-Area community interested in participating in the 2013 campaign will need to adopt a formal resolution to pledge their commitment to involvement in the 2013 campaign. Draft resolutions have been created and

will be presented for approval. The importance of the safety campaign to improving access to bus transit will be emphasized.

In addition, a police representative from the Durham Police Department will discuss the importance of the campaign from the perspective of law enforcement, will report upon the various locations where police enforcement of crosswalk laws was applied, and will provide information on the number of warning and citations issued.

**TAC Action:** Receive update.

### **REPORTS:**

**12. Report from the TAC Chair**  
**Ellen Reckhow, TAC Chair**

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

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

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

**14. Report from Staff**  
**Attachment 14**  
**Felix Nwoko, LPA Staff**

**15. NCDOT Report**  
**Attachment 15**  
**Wally Bowman, Division 5 – NCDOT**  
**Mike Mills, Division 7 – NCDOT**  
**Julie Bollinger, Transportation Planning Branch – NCDOT**  
**Tamra Shaw, Public Transportation Division – NCDOT**  
**Kelly Becker, Traffic Operations – NCDOT**

**TAC Action:** Receive report of NCDOT

### **INFORMATIONAL ITEMS**

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

**17. Letter to Secretary Tata re Bicycle and Pedestrian Funding – 2013-02-04**  
**Attachment 17**

**18. 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: <http://www.ethicscommission.nc.gov/education/eduOnline.aspx>
- Live presentations: <http://www.ethicscommission.nc.gov/education/eduSchedule.aspx>
- Statement of Economic Interest:  
[http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO\\_RPO](http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO)

## Adjourn

**Next meeting: March 13, 2013**

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

2/14/2013	U-4716 Hopson Road Grade Separation Project Groundbreaking, 10:30 am
2/15/2013	Tri-MAP at RDU Airport, 10:30 am
3/5/2013	Durham Traffic Separation Study Public Meeting at Orange Grove Missionary Baptist Church, 5-7 pm
3/6/2013	Durham Traffic Separation Study Public Meeting at Durham Armory, 5-7 pm
3/19/2013	Durham Traffic Separation Study Public Meeting at Hilton Durham, 5-7 pm

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



**NORTH CAROLINA STATE ETHICS COMMISSION**

**SAMPLE<sup>1</sup>**

**ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER**

(to be read by the Chair or his or her designee at the beginning of each meeting)

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In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

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<sup>1</sup> N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

**TAC Directives to Staff**  
 Pre-12/31/11 (Pending/In Progress/On Going)  
 01/01/12 – Present (Completed/Pending/In Progress)

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
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> DCHC MPO staff are working with the Durham City/County Sustainability Office on implementation
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>
1/9/2013	Send letter to NCDOT and NC BOT on bicycle and pedestrian funding proposal	<u>Completed:</u> See 2/13/2013 TAC Agenda.



41 Revisions to the minutes were distributed at the beginning of the meeting to be discussed  
42 during the item.

43 **Public Comments**

44 There were no comments from the public.

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

46 The Directives to Staff are attached for review.

47 **CONSENT AGENDA:**

48 **December 12, 2012 TAC Meeting Minutes (Attachment 5)**

49 A motion was made by Lydia Lavelle and seconded by Eric Hallman to approve the December  
50 12, 2012 TAC Meeting Minutes with the revisions by Alice Gordon that were distributed at the  
51 beginning of the meeting. "Page 2, lines 51 and 52 – change "Jack Bennett Road" to "Bennett Road"  
52 and add "the" so that the sentence reads as follows: "Alice Gordon asked that the accident at the  
53 Bennett Road and Mt. Carmel Church Road intersection be discussed after agenda item 11." Page 8,  
54 lines 189 and 190 – change the first sentence so that it reads as follows: "Alice Gordon asked that  
55 the accident at the Bennett Road and Mt. Carmel Church Road intersection be discussed." Page 8,  
56 lines 203 and 204 – change the last two lines in this paragraph to read as follows: "past two years.  
57 Alice Gordon stated that this is also the last TAC meeting for Mike Woodard, who is moving up to  
58 serve in the State Senate, and thanked him for his service to the TAC." Page 10, line 235 – change  
59 the first part of the sentence as follows: "Mr. Wilson stated that in regard to the accident at Bennett  
60 Road and Mt. Carmel Church Road the Division office staff is going to be working with Chapel Hill to  
61 make sure the report is submitted next month." The motion carried unanimously.

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**ACTION ITEMS:**

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**Section 5307 – FFY13 Partial Apportionment & Split Recommendation (Attachments 6 & 6A)**

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Maricia Brown provided an introduction for the Section 5307 – FFY13 Partial Apportionment

68

& Split Recommendation, along with the attachments.

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The TCC recommendation is that the TAC endorse the letter to FTA for the FFY13 (partial)

70

distribution of Section 5307 funds.

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A motion was made by Alice Gordon and seconded by Lydia Lavelle to endorse the letter to

72

FTA for the FFY13 (partial) distribution of Section 5307 funds. The motion carried unanimously.

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**MPO Policy and Procedures – Policy #2 Amendment #1 (Attachment 7)**

74

Maricia Brown provided an introduction and update for the MPO Policy and Procedures –

75

Policy #2 Amendment #1, along with the attachment. The TCC recommends a revision to Policy #2 -

76

MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program that will allow each

77

transit agency the flexibility to submit their application for funding to FTA after the full appropriation

78

is released.

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A motion was made by Alice Gordon and seconded by Eric Hallman to approve Amendment

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#1 to MPO Policy #2. The motion carried unanimously.

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**NC Board of Transportation Bicycle and Pedestrian Funding Proposal (Attachment 8)**

82

Dale McKeel provided an update on the NC Board of Transportation Bicycle and Pedestrian

83

Funding Proposal, along with the attachment.

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Ellen Reckhow stated the TAC has been advocating for bicycle/pedestrian projects for a long

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time.

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Mark Ahrendsen stated NCAMPO is going to send a letter with comments and the TAC can do

87

this as well. It is a positive step and is consistent with the outreach NCDOT conducted as part of the

88

TIP development. Mr. Ahrendsen stated it also shouldn't just be for projects that are ready to go. It

89 should be an ongoing commitment to program for long-term needs as well. Changing the allocation  
90 does not mean there is more money. Chuck Watts, Jr. stated there is interest from NCDOT Board  
91 Members. They have been working on it now for about six months. There is a great deal of demand  
92 across the state, but it is unclear what can be done with the new administration. There is some  
93 reticence on the Board of Transportation to earmarking funds for bicycle/pedestrian as there may be  
94 other needs.

95 Mark Ahrendsen stated there is concern that this doesn't create more funds overall. It will  
96 affect funds for other project because there is no new money. It is also related to the Complete  
97 Streets Policy. It will only help if there is a funding source for the policy. There is concern over the  
98 local governments' ability to manage projects. While the bicycle/pedestrian funding is less than 1%  
99 of the budget, the fatalities are about 16% of the state total.

100 Chuck Watts, Jr. stated NCDOT is also looking at another policy for the impact on  
101 environmental health.

102 Ellen Reckhow stated the TAC sent a letter of strong support for the renewal of Chuck Watts,  
103 Jr.'s appointment.

104 Ellen Reckhow stated the TAC should communicate to the state on this proposal.

105 Alice Gordon stated the TAC should write a strong letter. The letter should also answer the  
106 questions regarding project delivery that were raised by the Chief Engineer.

107 Ed Harrison is concerned that this is tied to the equity formula. Chuck Watts, Jr. stated  
108 change is a challenge.

109 A motion was made by Alice Gordon and seconded by Mark Kleinschmidt for the Chair to  
110 work with staff and write a letter based on the earlier discussion emphasizing safety, the need for  
111 sidewalks and bicycle paths near schools because it ties back to health issues as well. Ms. Reckhow  
112 stated the provision of sidewalks and bicycle paths support the transit network.

113 The motion carried unanimously. The letter will be sent to both the Secretary and the Board.

114 **FY 2014-2020 Transportation Improvement Program (Attachment 9)**

115 Ellen Beckmann provided an update on the FY 2014-2020 Transportation Improvement  
116 Program, along with the attachment.

117 Ellen Reckhow stated the TAC advocated for a two year cycle, but not sure if we would  
118 support a three year cycle.

119 Ed Harrison commended NCDOT on the concern over the gas tax legislation. The reason for  
120 legal challenges on projects is because they are terrible projects. Chuck Watts, Jr. stated they are  
121 discussing this at the state level. It is a major problem.

122 Ellen Beckmann stated the TCC will be drafting a letter for the TAC's approval at the February  
123 2013 meeting.

124 **REPORTS:**

125 **Report from the TAC Chair**

126 Ellen Reckhow thanked Lydia Lavelle the past Chair for doing a phenomenal job. Ms.  
127 Reckhow reminded TAC members to comply with the Ethics Law by going online and completing the  
128 State Ethics form January 1 through April 15, 2013. The Ethics education also needs to be completed  
129 and it has a deadline of June 30, 2013. Each member needs to do it individually.

130 **Report from the TCC Chair**

131 Mark Ahrendsen stated there might be changes due to the new management and  
132 administration at NCDOT.

133 Ellen Reckhow stated we should weigh-in on the new long range strategic plan. We need to  
134 be on the lookout for new legislative initiatives.

135 Mark Ahrendsen stated there will be a lot happening on the transit front this year with the  
136 approval of the referendum, the collection of the sales tax revenue, motor vehicle fee increase, and  
137 working toward the implementation of the plans this group has approved.

138 **Report from Staff (Attachment 12)**

139 Felix Nwoko stated the Report from Staff is attached for review.

140 Andy Henry stated the CTP includes maps on how the roads are classified. We will begin on  
141 the CTP as soon as the MTP is finished. We will coordinate with adjacent MPOs, RPOs, and the  
142 counties.

143 **NCDOT Report (Attachment 13)**

144 Mike Kneis, Division 5, provided an update on projects. Lydia Lavelle asked about the  
145 American Tobacco Trail completion. Ed Venable stated the trail will be complete in March 2013; the  
146 bridge itself will be complete July 2013. We expect to have it on the shoulder of I-40 in the later part  
147 of January and it will be set in place mid-March.

148 Ellen Reckhow asked about the bad accident on Erwin Road. Would additional safety signage  
149 be appropriate? An extensive report is done by NCDOT after an accident that involves a fatality.

150 Patrick Wilson, Division 7, provided an update on projects. There are plans to put a  
151 roundabout at Erwin and Mt. Moriah which will help the corridor. It is a March let date with an  
152 October completion date.

153 There was a citizen's information workshop on a couple of private rail crossing closures on  
154 January 14, 2013 from 5-7 pm in Orange County.

155 An update for the intersection of Mt. Carmel Church and Bennett Road that was brought to  
156 the attention of the TAC last month will be discussed by NCDOT and local planning staff after the TCC  
157 meeting and NCDOT will update the TAC in February 2013. Alice Gordon asked if there are funds  
158 available to make the suggested recommendations. Patrick Wilson stated they will consider costs

159 and possible funds available from different sources. Spot Safety probably wouldn't cover the entire  
160 costs.

161 Lydia Lavelle stated the date for the Wilson Park path is not correct. It is almost complete.

162 Patrick Wilson will make the change.

163 Alice Gordon asked if Culbreth Road will be closed next summer. David Bonk stated there  
164 will be a temporary closing of Culbreth Road just to the west of 15-501. Alice Gordon stated there is  
165 a concern over access to the hospital with Culbreth and Columbia Street being closed. Mark  
166 Kleinschmidt stated the closure of Columbia Street will be May through August rather than through  
167 September.

168 **INFORMATIONAL ITEMS:**

169 **Recent News Articles and Updates (Attachment 14)**

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

171 **Letter to Governor-Elect McCrory re Board of Transportation Appointments (Attachment 15)**

172 The letter to Governor-Elect McCrory re Board of Transportation Appointments is attached  
173 for review.

174 **Triangle Transit News Release – January 3, 2013 (Attachment 16)**

175 The Triangle Transit News Release – January 3, 2013 is attached for review.

176 **NC State Ethics Law Compliance**

177 The NC State Ethics Law Compliance information is attached for review.

178 **Adjournment**

179 There being no further business before the Transportation Advisory Committee, the meeting  
180 adjourned at 10:09 a.m.

**MEMORANDUM**

**TO:** Transportation Advisory Committee  
DCHC MPO

**FROM:** DCHC MPO Lead Planning Agency

**DATE:** February 13, 2013

**SUBJECT:** 2012-2013 Unified Planning Work Program (UPWP) – Amendment #1.

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The FY 2013 UPWP approved by the TAC on May 8, 2012 reflected a PL or Section 104(f) federal funds in the amount of \$507,386 (FY 13 allocation and un-obligated funds). Due to calculated error by NCDOT, the MPO FY 2013 PL was revised to \$376,334 (see attached tables for detailed task allocation). An amendment to the FY 2013 UPWP is necessary in order to reflect the *net reduction* PL amount.

- It is recommended that that the LPA Section 104(f) be reduced to \$132,077 (from \$411,445 to \$279,368).
- It is recommended that the Town of Carrboro be allocated \$1,024, the amount de-obligated from the Town's FY 2012 UPWP. (from \$26,538 to \$27,562).

**RESOLUTION**

**TO APPROVE AMENDMENT #1 TO THE FY 2012-2013 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**February 13, 2013**

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

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

**WHEREAS**, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2012-2013 UPWP as outlined on the attached tables; and

**WHEREAS**, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2012-2013

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2012-2013 as described in the attached sheets.**

I, Ellen Reckhow, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 13<sup>th</sup> day of February, 2013

\_\_\_\_\_  
Signature of TAC Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina  
COUNTY OF: Durham

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the 13<sup>th</sup> day of February, 2013, to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public

101 City Hall Plaza  
Durham, NC 27701

My commission expires: \_\_\_\_\_

**Durham-Chapel Hill-Carrboro Urban Area  
 FY 2012-2013 Unified Planning Work Program  
 Funding Distribution by Agency Funding Sources**

**MPO Funding Table - Distribution by Agency**

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$459,463	\$1,837,851	\$102,861	\$411,445	\$14,488	\$14,488	\$115,898	\$63,882	\$63,882	\$511,056	\$640,693	\$78,369	\$2,876,250	\$3,595,312
Carrboro	\$0	\$0	\$6,635	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,635	\$0	\$26,538	\$33,173
Chapel Hill/CHT	\$25,000	\$100,000	\$17,351	\$69,404	\$13,920	\$13,920	\$111,356	\$45,000	\$45,000	\$360,000	\$101,271	\$58,920	\$640,760	\$800,950
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$106,875	\$106,875	\$855,000	\$1,068,750
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$497,463	\$1,989,851	\$126,847	\$507,387	\$28,408	\$28,408	\$227,254	\$215,757	\$215,757	\$1,726,056	\$868,474	\$244,164	\$4,450,548	\$5,563,185

Footnote: All program of activities have been developed with the knowledge that there is no approved Federal Indirect Cost Plan in place at this time of the approval of the FY2013 work program.

**Durham-Chapel Hill-Carrboro Urban Area  
 FY 2012-2013 Unified Planning Work Program  
 Funding Distribution by Agency Funding Sources**

**MPO Funding Table - Distribution by Agency**

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary After Amendment #1 - February 13, 2013			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$459,463	\$1,837,851	\$69,841	\$279,368	\$14,488	\$14,488	\$115,898	\$63,882	\$63,882	\$511,056	\$607,673	\$78,369	\$2,744,173	\$3,430,215
Carrboro	\$0	\$0	\$6,891	\$27,562	\$0	\$0	\$0	\$0	\$0	\$0	\$6,891	\$0	\$27,562	\$34,453
Chapel Hill/CHT	\$25,000	\$100,000	\$17,351	\$69,404	\$13,920	\$13,920	\$111,356	\$45,000	\$45,000	\$360,000	\$101,271	\$58,920	\$640,760	\$800,950
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$106,875	\$106,875	\$855,000	\$1,068,750
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$497,463	\$1,989,851	\$94,083	\$376,334	\$28,408	\$28,408	\$227,254	\$215,757	\$215,757	\$1,726,056	\$835,710	\$244,164	\$4,319,495	\$5,399,368

Footnote: All program of activities have been developed with the knowledge that there is no approved Federal Indirect Cost Plan in place at this time of the approval of the FY2013 work program.

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2012-2013 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

TAC 2/13/2013 Attachment 7

MPO-Wide Detail Funding Tables  
Amendment #1 Details

2/7/13 3:15 PM

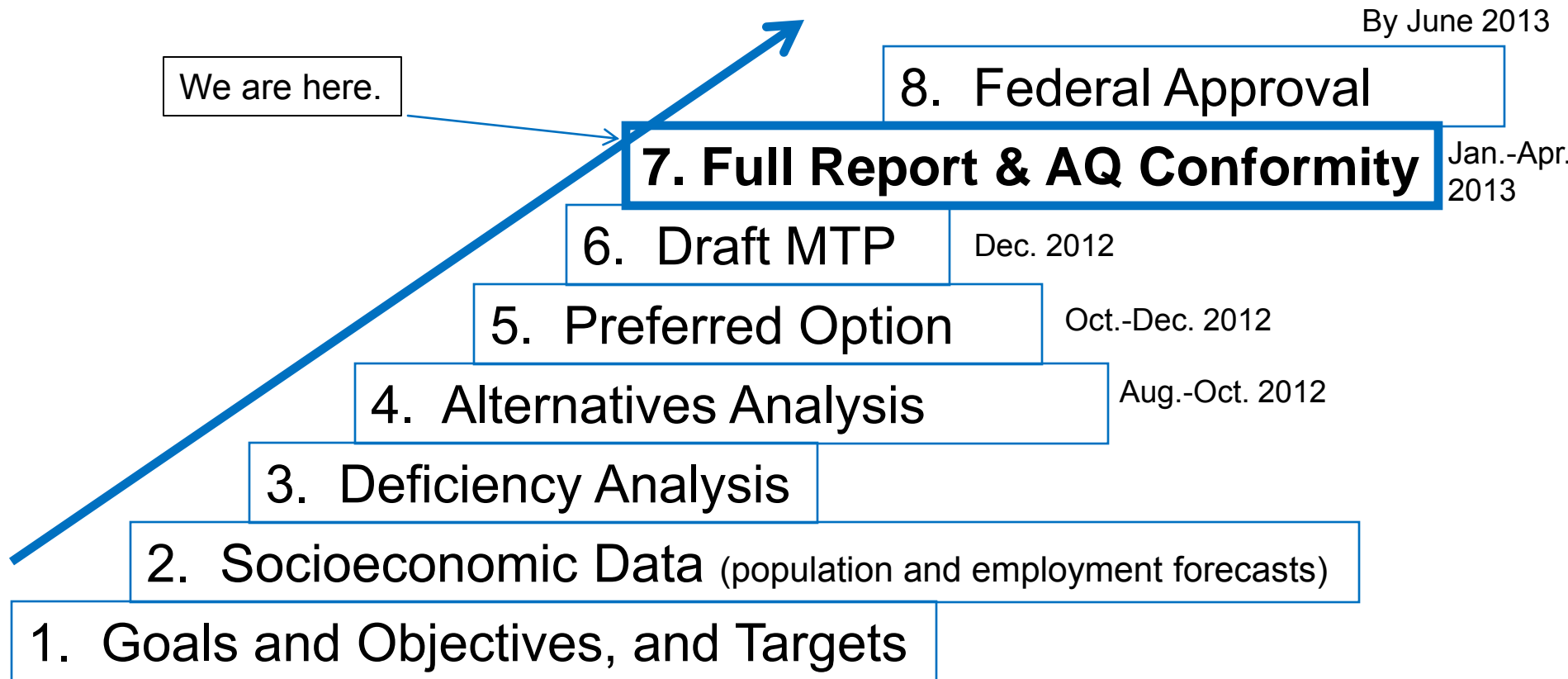
	Task Description	Sec. 104(f)		Task Funding Summary		
		PL		AMENDMENT #1 PROPOSED CHANGES		
		Local 20%	FHWA 80%	Local	Federal	Total
<b>II A</b>	<b>Surveillance of Change</b>					
	1 Traffic Volume Counts			\$0	\$0	\$0
	2 Vehicle Miles of Travel			\$0	\$0	\$0
	3 Street System Changes			\$0	\$0	\$0
	4 Traffic Accidents			\$0	\$0	\$0
	5 Transit System Data			\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change			\$0	\$0	\$0
	7 Air Travel			\$0	\$0	\$0
	8 Vehicle Occupancy Rates			\$0	\$0	\$0
	9 Travel Time Studies			\$0	\$0	\$0
	10 Mapping			\$0	\$0	\$0
	11 Central Area Parking Inventory			\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory			\$0	\$0	\$0
	13 Bike & Ped. Counts			\$0	\$0	\$0
<b>II B</b>	<b>Long Range Transp. Plan</b>					
	1 Collection of Base Year Data			\$0	\$0	\$0
	2 Collection of Network Data			\$0	\$0	\$0
	3 Travel Model Updates			\$0	\$0	\$0
	4 Travel Surveys			\$0	\$0	\$0
	5 Forecast of Data to Horizon year	0	0	\$0	\$0	\$0
	6 Community Goals & Objectives	0	0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	(6,250)	(25,000)	(\$6,250)	(\$25,000)	(\$31,250)
	8 Capacity Deficiency Analysis	(12,500)	(50,000)	(\$12,500)	(\$50,000)	(\$62,500)
	9 Highway Element of th L RTP			\$0	\$0	\$0
	10 Transit Element of the L RTP			\$0	\$0	\$0
	11 Bicycle & Ped. Element of the L RTP			\$0	\$0	\$0
	12 Airport/Air Travel Element of L RTP			\$0	\$0	\$0
	13 Collector Street Element of L RTP			\$0	\$0	\$0
	14 Rail, Water or other mode of L RTP			\$0	\$0	\$0
	15 Freight Movement/Mobility Planning			\$0	\$0	\$0
	16 Financial Planning			\$0	\$0	\$0
	17 Congestion Management Strategies	56	224	\$56	\$224	\$280
	18 Air Qual. Planning/Conformity Anal.			\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>					
	1 Short Range Transit Planning			\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>					
	Planning Work Program			\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>					
	TIP	200	800	\$200	\$800	\$1,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>					
	1 Title VI			\$0	\$0	\$0
	2 Environmental Justice			\$0	\$0	\$0
	3 Minority Business Enterprise			\$0	\$0	\$0
	4 Planning for the Elderly & Disabled			\$0	\$0	\$0
	5 Safety/Drug Control Planning			\$0	\$0	\$0
	6 Public Involvement			\$0	\$0	\$0
	7 Private Sector Participation			\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>					
	1 Transportation Enhancement Plng.			\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.			\$0	\$0	\$0
	3 Special Studies			\$0	\$0	\$0
	4 Regional or Statewide Planning			\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>					
	1 Management & Operations	(14,269)	(57,076)	(\$14,269)	(\$57,076)	(\$71,345)
<b>Totals</b>		<b>(\$32,763)</b>	<b>(\$131,052)</b>	<b>(\$32,763)</b>	<b>(\$131,052)</b>	<b>(\$163,815)</b>

# 2040 Metropolitan Transportation Plan (MTP)

## Full Report and Air Quality Conformity

Transportation Advisory Committee  
February 13, 2013

# What is the 2040 MTP Process?

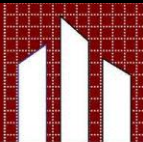




# What is the 2040 MTP Full Report?

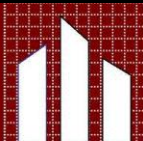
- Format and content are very similar to approved 2035 LRTP, with TAC recommended additions such as:
  - Make assumptions conspicuous, e.g., inflation rate
  - Enhanced output data
- Provides review of MTP development (e.g., SE Data, Goals, Alternatives Analysis)
- Presents selected projects, services and financial plan
  - \* Exact same as TAC approved in December 2012
- Relates 2040 MTP to environmental, socioeconomic geographies, and safety and security.

[See Table of Contents in TAC packet](#)



# What is Air Quality Conformity?

- Full name is “Air Quality Analysis and Determination Report”
- Demonstrates that total emissions projected for 2040 MTP are within emission limits established by the State Implementation Plan (SIP).

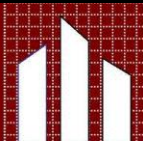


# 2040 MTP and AQ reports

## -- Next Steps

<u>Action</u>	<u>Completion</u>
Approved draft 2040 MTP for Air Quality process	December 12, 2012
Approve release of full report and Air Quality Conformity for public input contingent on TCC review	February 12, 2013
TCC review reports and release*	February 27, 2013
Conduct public hearing for report and Air Quality Conformity	March 13, 2013
Adopt 2040 MTP	April 10, 2013

\* Release by 2/28 meets 42-day public input requirement for 4/10 adoption.



# 2040 MTP and AQ reports

## -- Alternative Schedule

- Staff believe could delay one month and still meet 6/15 federal deadline, i.e.,
  - Release at March TAC meeting
  - Adopt at May TAC meeting
- Delay not recommended because it would risk not meeting 6/15 federal deadline if there are any unanticipated delays.
- Staff believe the biggest risk for delay is the possibility of not meeting air quality for an early horizon year, i.e., 2015 or 2017.

DCHC



Durham-Chapel Hill-Carrboro

**METROPOLITAN**  
Planning Organization

TAC 2/13/2013 Attachment 8

# Comments and Questions

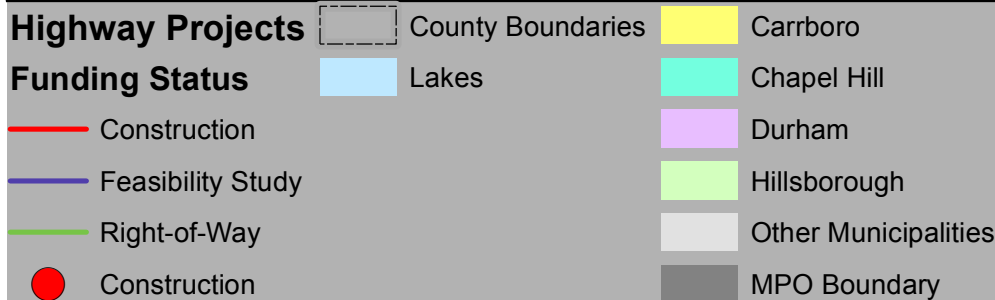
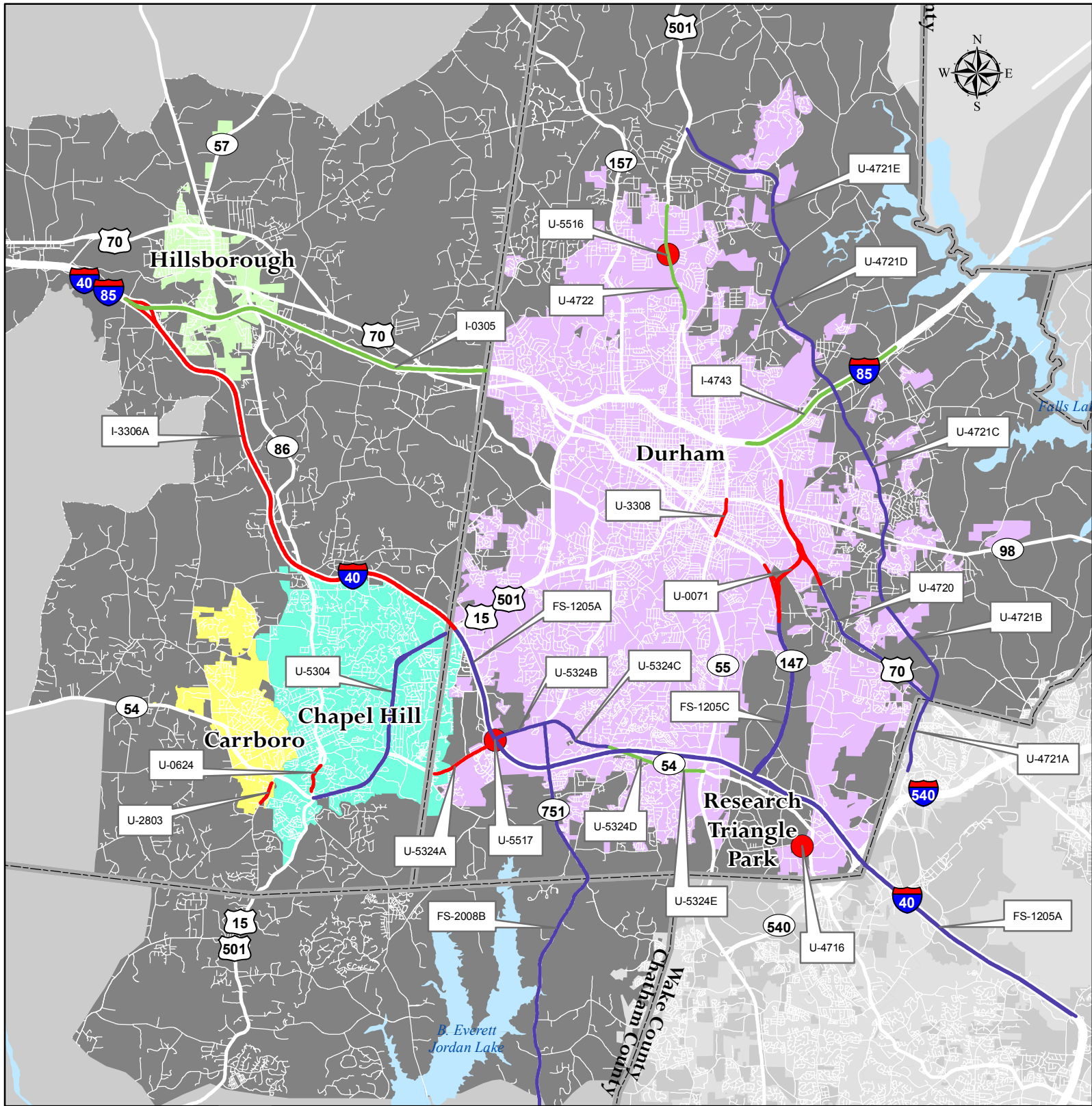
## 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

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1	EXECUTIVE SUMMARY
2	WHAT IS THE PLAN?
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2.2	WHAT IS IN THE PLAN?
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7.9	TRANSPORTATION SYSTEM MANAGEMENT (TSM)
7.10	RECOMMENDED SPECIAL PLANS, PROJECTS AND STUDIES
7.11	ALTERNATIVE PLAN IN CASE OF PLAN LAPSE
8	OUR FINANCIAL PLAN
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	APPENDICES
	1. ROADWAY PROJECTS LIST
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	3. BUS TRANSIT SERVICE LIST
	4. BICYCLE AND PEDESTRIAN FACILITIES LIST
	5. ROAD CROSS-SECTIONS & ACCESS MANAGEMENT
	6. AIR QUALITY CONFORMITY REPORT
	7. PUBLIC COMMENTS
	8. ENVIRONMENTAL JUSTICE PROJECT TABLES
	9. ACRONYMS
	10. GREENHOUSE GAS EMISSIONS (DURHAM COUNTY)
	11. DETAILED MAPS

# Draft 2013-2023 STIP Highway Projects

TAC 2/13/2013 Attachment 9

## Durham Chapel Hill Carrboro Metropolitan Planning Organization



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

**Highway**

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

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

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

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

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

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

**Hillary Honig Ensminger  
705 Shepherd St.  
Durham ,NC 27701**

**Jan 16, 2013**

**To: DCHC MPO Transportation Advisory Committee**

**Attn: Ellen Beckmann**

**MPO Planner**

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

**[Ellen.Beckmann@durhamnc.gov](mailto:Ellen.Beckmann@durhamnc.gov)**

**RE: Public Comment**

**DCHC MPO Draft TIP**

**TCC 1/23/2013**

**TAC 2/13/2013**

**City Hall, Durham, NC 27701**

Upon review of the proposed budget for , the following public comment is submitted for consideration to be included as part of the TIP/STIP 2014-2020 budget allocation:

**Request for Financial Allocation of \$500,000 to be included as a line item in the upcoming TIP / STIP for Pedestrian/Bikeway, lighting and safety maintenance of State owned properties .**

**Currently the line item in the proposed TIP/STIP budget along State owned as well as municipal properties has a budget of \$0 for pedestrian /bikeway maintenance ,safety , and lighting. This lack of andy funding is incongruent with the significant rise of use by tax payers evidenced as an upward trend in demographic and feasibility studies .**

**Of greatest need associated with safety are proper lighting /foot lighting of State owned sidewalks on overpasses , bikeways and proper up lighting of darkened underpasses where State highways run above pedestrian /bikeways making them dangerous as vast unlit areas where rape , drug and criminal activity is prevalent. Duke is rated the 3rd most dangerous campus in the US due to lack of attention to pedestrian /bike safety .**

**As the population increases so does the need to address this concern and to put money aside . Employment growth and Economic Development go hand in hand with an increase in pedestrian safety . Though no line item to account for the pecuniary needs associated with pedestrian /bikeways has been included as part of prior TIP /STIP budgets, now is the time to get on board with what the demographic /feasibility studies are indicating by making a monetary provision for a growing pedestrian/ bike riding population.**

**As a taxpayer I and others utilize the pedestrian right of ways and sidewalks .as our sole way of getting around .We are acutely aware of how much improvement is needed to make these pedestrian /bikeways safe to use.**

**Your attention to this matter is greatly needed and appreciated .**

**Sincerely ,**

**Hillary Honig Ensminger**



## COUNTY OF DURHAM

### *Board of Commissioners*

January 14, 2013

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
 Transportation Advisory Committee  
 101 City Hall Plaza, 4<sup>th</sup> Floor  
 Durham, NC 27701

Dear Members of the Transportation Advisory Committee:

With this letter, the Durham Board of County Commissioners is submitting comments on the Draft FY2014-2020 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Improvement Program (TIP).

On September 6, 2012 the State of North Carolina Board of Transportation released the Draft 2013-2023 Work Plan which included the Draft State Transportation Improvement Program (STIP) in accordance with regulations set forth by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

On October 10, 2012 the DCHC MPO Transportation Advisory Committee (TAC) authorized the release of the Draft FY2014-2020 Transportation Improvement Program (TIP) for public comment. Durham County and other member jurisdictions of the DCHC MPO were asked by the TAC to provide feedback on the Draft FY2014-2020 TIP. We have reviewed the document and understand that the adoption of the final TIP and final STIP has been delayed until June 2014. However, the Board of County Commissioners would like to submit the following recommendations to the DCHC MPO at this time for consideration in developing the final TIP:

- Prioritize sidewalk improvements within one-half mile from schools and specifically, prioritize Cook Road sidewalk improvements in the vicinity of Hillside High School.
- Request continued support for bicycle and pedestrian improvements as well as public transit projects.
- We are concerned with lack of support for funding at the State level for requests made by the Durham Area Transit Authority for bus replacements and encourage fully funding the State match for this project.

Should you have any questions regarding our recommendations, please contact me at any time at (919) 560-0031 or [ffosterjr@dconc.gov](mailto:ffosterjr@dconc.gov).

Sincerely,

A handwritten signature in cursive script that reads "Fred Foster, Jr.".

Fred Foster  
Chair, Durham Board of County Commissioners

Hillsborough TIP comments.txt

From: Margaret Hauth <Margaret.Hauth@hillsboroughnc.org>  
Sent: Friday, December 07, 2012 3:10 PM  
To: Beckmann, Ellen  
Subject: Hillsborough TIP comments

Ellen,  
Hillsborough won't have any formal comments on the draft TIP from the elected board.

I ask that the following comments be included on our behalf:

- 1) Include Hillsborough as supporting any discussion about the equity formula and its impact on the region's ability to address local priorities when funding is routed to Interstates. (I-0305 on I-85 & projects on NC 86 & Old NC 86)
- 2) If there is a way to comment on the interrelatedness of I-0305 and Hillsborough's requests for NC 86 & Old NC 86: the Interstate project is holding up two local projects that are important to our economic viability and ability to thrive.
- 3) Federal Bridge project 4962 – request from the town for the project to include a temporary bridge due to the extreme traffic volumes on this route and the lack of convenient detour options.

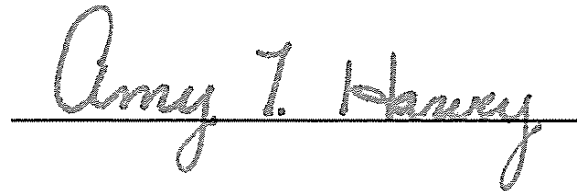
Margaret A. Hauth, AICP  
Planning Director  
P. O. Box 429  
101 E Orange Street  
Hillsborough, NC 27278  
919.732.1270 ext 86  
919.644-2390  
www.ci.hillsborough.nc.us

Please limit total message size to 5 MB or smaller to ensure the message reaches me.

Pursuant to NCGS Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) that may be sent in response to it \*may\* be considered public record and as such are subject to request and review by anyone at anytime.

**I, Amy T. Harvey, Acting Town Clerk of the Town of Chapel Hill, North Carolina, hereby certify that the attached is a true and correct copy of (2012-12-03/R-14) adopted by the Chapel Hill Town Council on December 3, 2012.**

**This the 5th day of December, 2012.**

A handwritten signature in cursive script, reading "Amy T. Harvey", is written over a horizontal line.

**Amy T. Harvey  
Acting Town Clerk**



**A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT FY2014-2020 DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM (2012-12-03/R-14)**

WHEREAS, on September 6, 2012 the State of North Carolina Board of Transportation approved the Draft 2013-2023 State Transportation Improvement Program (STIP) in accordance with regulations set forth by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration; and

WHEREAS, on October 10, 2012 the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee (DCHC MPO TAC) authorized the release of the Draft FY2014-2020 Transportation Improvement Program (TIP) for public comment; and

WHEREAS, the Town of Chapel Hill and member jurisdictions of the DCHC MPO were asked by the Transportation Advisory Committee to provide feedback on the Draft FY2014-2020 TIP in preparation for January 2013 priority sessions with the North Carolina Department of Transportation; and

WHEREAS, the Town has reviewed the Draft FY2014-2020 TIP.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council submit the following recommendations on the Draft FY2014-2020 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Improvement Program:

- Project I-3306A, Interstate 40 (Interstate 85 to Durham County) Widening should include improvements to the NC86/I40 interchange and noise mitigation, including noise walls and modifications to the roadway pavement.
- Project U-5304, US 15-501/Fordham Blvd Feasibility Study, should be initiated as soon as possible.
- Additional funding for Project U-0624, South Columbia Street, should be allocated to offset anticipated increased operating costs to Chapel Hill Transit due to construction delays and re-routing.

This the 3rd day of December, 2012.

## Draft FY 2014-2020 Transportation Improvement Program

### Summary of Public Comments

**Comment:** Citizen called to request funding for street lighting on roadways. Particular concerns are the NC 147 overpass of Buchanan Blvd., the Chapel Hill St. interchange with NC 147, and a sidewalk that extends from the northern end of Shepherd St. to Chapel Hill St. (immediately adjacent to the ramp from Chapel Hill St. to southbound NC 147). Citizen also requested a financial allocation of \$500,000 for pedestrian/bikeway lighting and safety maintenance of State-owned properties.

**Response:** NCDOT is responsible for street lighting on interstates and freeways. Street lighting at other locations is considered to be the responsibility of the local government on both local and State roadways.

The citizen's request for additional lighting on Buchanan Blvd. and the Shepherd St. sidewalk was forwarded to staff at the City of Durham. According to City staff, the City has enhanced the lighting on Buchanan between Wilkerson St. and Main St. with additional and higher wattage bulbs. Adding lighting south of Wilkerson St. would require agreement by the residents along the street. The lighting on Buchanan Blvd. under NC 147 meets City standards, and the City does not plan to add any lighting.

The sidewalk that extends from Shepherd St. to Chapel Hill St. is not immediately adjacent to a roadway. The City only provides lighting on sidewalks adjacent to roadways. This sidewalk appears to be on State property, outside the control-of-access fence for NC 147, adjacent to a charter school. When Shepherd St. was disconnected by the construction of the freeway, it appears that the sidewalk on the west side was left in place. The school may be able to light this sidewalk from its property if it desired, but this would likely require that the school submit a site plan.

Lighting at the interchanges on NC 147 has been requested by the City of Durham. NCDOT evaluated these interchanges and determined that they meet warrants for streetlighting. However a funding source has not been identified. A project to modernize NC 147 including redesigning interchanges was requested by Division 5 in Prioritization 2.0. This project did not score very well and was not funded. Streetlighting may be able to be incorporated in this project request.

LPA Staff recommendation is to request that NCDOT consider funding streetlighting on roads other than freeways and interstates in light of the Complete Streets policy and Statewide Bicycle and Pedestrian Plan development. LPA Staff recommends adding streetlighting to the description of the NC 147 modernization project request and reconsider this project in Prioritization 3.0. The City of Durham will continue to consider funding specific streetlighting projects in their budgeting process.

## Summary of Local Government Comments

**Comment:** The Town of Chapel Hill requests that project I-3306A (I-40 widening from I-85 to Durham County) include improvements to the NC 86/I-40 interchange and noise mitigations, including noise walls and modifications to the roadway pavement.

**Response:** LPA Staff recommends raising the requests through the environmental review process for I-3306A. Decisions on this project are likely to progress before the second draft TIP is developed. Town and MPO staffs have already raised the interchange improvement issue with NCDOT staff at the internal scoping meeting for the project and potential interchange improvements are being investigated. Funding availability through the TIP project may be a limitation. In addition, NCDOT plans on receiving a Categorical Exclusion for the widening as it will occur within the existing right-of-way. The extent of interchange improvements possible under I-3306A may be limited to avoid requirement of an Environmental Assessment. While a complete interchange redesign may not be possible under I-3306A, the MPO can request interim improvements to address existing traffic issues.

**Comment:** The Town of Chapel Hill requests that the Feasibility Study for U-5304 (Fordham Boulevard) should be initiated as soon as possible.

**Response:** LPA Staff have contacted NCDOT staff requesting a schedule for this study. NCDOT staff has responded that they are beginning to develop the scope for this project and have solicited initial staff feedback. U-5304 had some funding in the FY 12-18 TIP for pedestrian, bicycle, and transit accommodations that was eliminated in the Draft FY 14-20 TIP. While we understand the need to discuss the scope of the project with all of the relevant stakeholders before funding a project, we request that this occur as soon as possible and restore the funded project in the TIP. The Feasibility Study should include an analysis of any impacts the project will have on the Durham-Orange light rail project including studying how transit vehicles can access station areas.

**Comment:** The Town of Chapel Hill requests additional funding for U-0624 (S. Columbia St. modernization) to offset anticipated increased operating costs to Chapel Hill Transit due to construction delays and re-routing.

**Response:** The Town sent a separate letter with this request to NCDOT. In response NCDOT shortened and adjusted the construction phase for the project. LPA Staff understand that the Town still has concerns about the additional cost to run the bus service and is investigating options for funding.

**Comment:** Chapel Hill Transit provided several corrections and additions to the draft TIP for their projects.

**Response:** NCDOT PTD staff will be contacted to request these changes. Due to the delay in development of the final TIP, NCDOT PTD staff should re-consult public transit providers to ensure that their current needs are addressed in the second draft TIP.

**Comment:** Hillsborough staff expresses concern over the impact that the equity formula has on our region's ability to address local priorities when funding is routed to Interstate projects (I-0305 on I-85 and projects on NC 86 and Old NC 86)

**Response:** LPA Staff and the TAC have expressed similar concerns in the past. In regard to this TIP development process, it would be helpful for NCDOT to provide more information on how the equity formula impacted the selection of projects. LPA Staff recommends requesting that NCDOT provide documentation of which projects could have been funded in our region if Interstate improvements were exempted from the equity formula. This information could be helpful in pursuing legislative changes to the equity formula.

**Comment:** Hillsborough staff are concerned that the delay in I-0305 (I-85 widening) is holding up to local projects at the NC 86 and Old NC 86 interchanges that are important to economic vitality and ability to thrive.

**Response:** I-0305 did not score well in Prioritization 2.0 and thus was not funded in the draft TIP. While we understand that the Statewide Mobility category is very competitive and, based on the quantitative methodology, this project did not score very highly, perhaps the interchange improvements could be considered separately and accelerated. The MPO could pursue this approach through Prioritization 3.0 or future Mobility Fund prioritization processes.

**Comment:** Hillsborough staff request that B-4962 includes a temporary bridge due to the extreme traffic volumes and lack of convenient detour options.

**Response:** B-4962 is replacement of the US 70 Bypass bridge over the Eno River. LPA Staff recommend forwarding this concern to NCDOT and requesting a response.

**Comment:** Durham County requests the prioritization of sidewalk improvements within one-half mile from schools, specifically the Cook Road sidewalk improvements in the vicinity of Hillside High School.

**Response:** Proximity to schools is included in both the State and MPO prioritization processes for bike/ped project. However, this is one factor of many others in both processes. The MPO can consider making adjustments to our process to give greater consideration to schools as part of Prioritization 3.0 and can also make a request that NCDOT make similar changes to their process. The DurhamWalks sidewalk prioritization process also includes schools as a factor. This process was changed in 2011 to give greater weight to projects near schools and parks.

Cook Road is a City of Durham street that has been considered for prioritization by the City of Durham, MPO, and NCDOT. The project ranked #64 in the state out of 354 pedestrian projects. The project ranked #19 in the DurhamWalks pedestrian plan. It is also one of 24 projects on the City's "Unfunded Sidewalk Priority List." LPA Staff shares the concerns of Durham County on this project and recommends continuing to pursue funding for the project. City of Durham and MPO STPDA and CMAQ funding may be the best opportunities for funding the project considering the limited state funding for pedestrian projects.

**Comment:** There are no replacement buses in the TIP for DATA. Replacement buses were requested and prioritized by the MPO during Prioritization 2.0. DATA estimates that they need the following number of replacement buses:

<b>Year</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Replacement Buses</b>	12	10	6
<b>Cost Estimates (hybrid buses)</b>	\$7,218,240	\$6,195,656	\$3,828,918

**Response:** NCDOT PTD staff will be contacted to request this addition. Due to the delay in development of the final TIP, NCDOT PTD staff should re-consult public transit providers to ensure that their current needs are addressed in the second draft TIP.

## TCC Recommended Comments to be Sent to NCDOT

- Request that NCDOT consider funding streetlighting on roads other than freeways and interstates in light of the Complete Streets policy and Statewide Bicycle and Pedestrian Plan development.
- Document the Town of Chapel Hill's concerns on I-3306A and note that we look forward to working with NCDOT to address these issues through the environmental review process.
- Request that NCDOT initiate the Feasibility Study for U-5304 as soon as possible and provide a placeholder for funding for the project in the second draft TIP to replace the funding previously allocated to the project in the 2009-2015 TIP.
- Request that NCDOT PTD re-consult with public transportation providers prior to development of the second draft TIP to ensure that all needed public transit projects are included in the document.
- Request that NCDOT provide MPOs more description and documentation of the impact that the equity formula had on the selection of projects for the draft TIP, including the role of funding expensive Interstate projects.
- Request that B-4962 includes a temporary bridge due to the extreme traffic volumes and lack of convenient detour options.
- Request that NCDOT consider the recommendations of the Statewide Bicycle and Pedestrian Plan when developing the TIP including increasing the funding allocated to bicycle and pedestrian projects and request that NCDOT provide more consideration to projects within ½ mile of schools when prioritizing projects.
- Request that NCDOT provide information on how it plans to implement the Transportation Alternatives program.
- Express concern that NCDOT funded no Highway-Modernization projects on the Regional and Subregional tiers in the MPO. Very few projects were funded in this category statewide and it does not appear that any of the funded projects were on-road bicycle facilities. This means that no State-allocated federal funding is being used to retrofit State-owned roadways to include on-road bicycle lanes. The DCHC MPO submitted \$253 million of these types of projects and they are a high priority for the MPO. Several of the MPO's projects scored highly in this category. The desire for additional funding for these types of projects was expressed at the statewide investment summits. The draft TIP does not reflect the desires of the DCHC MPO and many others in the state to fund these types of projects.
- Express concern that the allocation of funding to highway and non-highway modes remained constant despite the overwhelming desire at the statewide investment summits for additional funding for non-highway modes.
- Express concern that the statewide public transportation budget decreased and request an explanation of the change.
- Express appreciate that the statewide bicycle/pedestrian budget increased, but request that this should increase further and that on-road bicycle projects should be funded through the Highway-Modernization category.

- Request that NCDOT change their incidental sidewalk funding policy for TIP projects to not require local funding for incidental sidewalks associated with TIP projects.

## METROPOLITAN PLANNING

Year	2013	2014
Estimated funding	\$ 311 M	\$ 314 M

\*Calculated (sum of estimated individual State Metropolitan Planning apportionments)

### Program purpose

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

**Statutory and regulatory citation(s):** MAP-21 §§ 1105, 1201; 23 USC 104, 134; 23 CFR Part 450

### Funding features

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, an amount is set aside for the State's Metropolitan Planning program via a calculation based on the relative size of the State's FY 2009 Metropolitan Planning apportionment. (See "Apportionment" fact sheet for a description of this calculation.)

### Set-asides

From the State's Metropolitan Planning apportionment, a proportionate share of funds for the State's Transportation Alternatives Program is to be set aside. (See "Apportionment" fact sheet for a description of this calculation).

**Federal share:** Determined in accordance with 23 USC 120.

### Key modifications

Modifications to the metropolitan planning process include the following:

#### Performance-based planning

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the MAP-21 surface transportation performance measures (see: National Goals and Performance Management Measures fact sheet).
- The performance targets selected by an MPO will be coordinated with the relevant State to ensure consistency to the maximum extent practicable.
- Performance targets selected by an MPO will be coordinated with public transportation providers, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process other performance-based transportation plans or processes.
- The MPOs will establish performance targets not later than 180 days after the date that the relevant State or public transportation provider establishes performance targets.

- Within 2 years of enactment of MAP-21, the structure of all MPOs will be required to include officials of public agencies that administer or operate public transportation systems.

#### Long Range Transportation Plan (Plan)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.

#### Transportation Improvement Program (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

#### **Continuing provisions**

Significant continuing provisions include:

- The minimum population required for an MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a 5 year cycle (or more frequently if the MPO elects to do so).
- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

#### **Performance report**

The Secretary is required to submit a report to Congress not later than 5 years after the date of enactment of MAP-21. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments;
- The effectiveness of the performance-based planning process for each metropolitan planning organization;
- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and
- The technical capacity of MPOs that operate within a metropolitan planning area of less than 200,000, and their ability to carry out the planning requirements.



U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

## Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) – Statewide and Metropolitan Planning

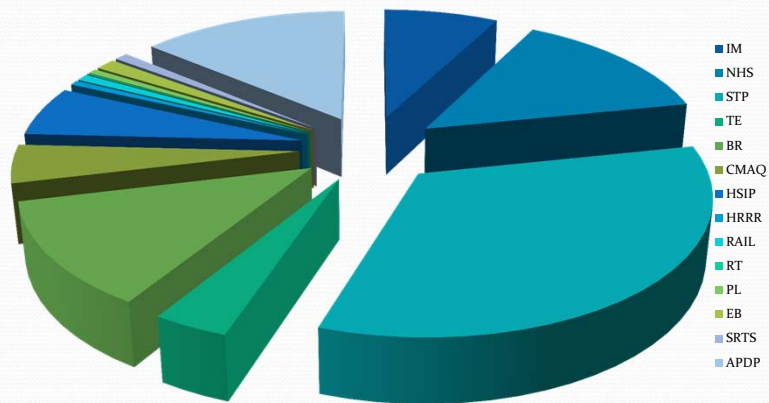
September 7, 2012

### Stable Funding

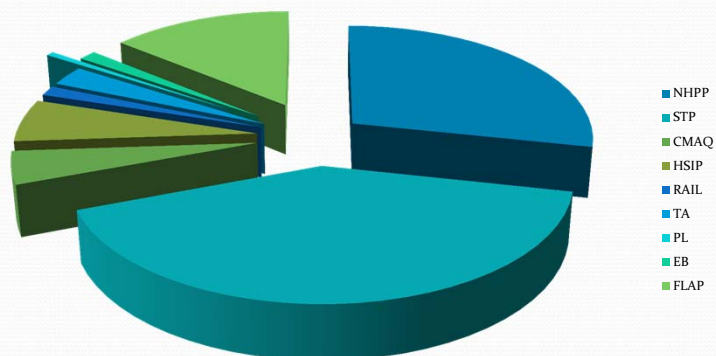
- Program authorized through FY14
  - Current law through end of FY12
  - Most new provisions go into effect on October 1<sup>st</sup>
- Avg. annual funding at FY12 levels (plus minor inflation)
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund (HTF)
- Substantial programmatic consolidation
  - No earmarks
  - Most discretionary programs eliminated

3

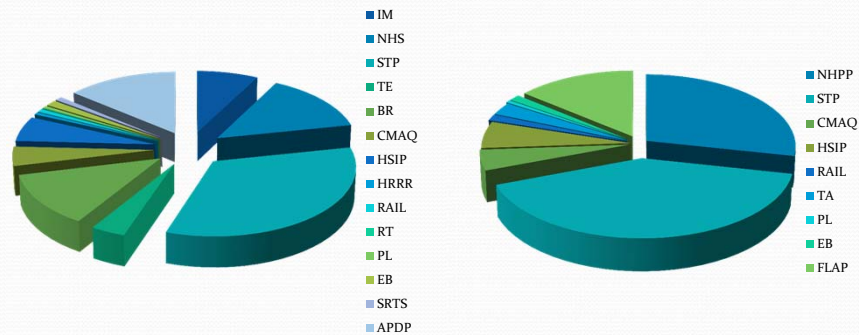
## SAFETEA-LU Funding Categories



## Map21 Funding Categories



## Differences



## Transportation Alternatives Program

- Combined **TE, RT (partial), SRTS**
- Subject to Equity Formula
- State may transfer up to 50% to NHPP, STP, HSIP, CMAQ, and/or Metro Planning
  - Only for TA available anywhere in the State
- TMA- Must be obligated to eligible projects through a competitive process in consultation with the State

## Census Effects

- Gained 2 new MPOs: New Bern, and Myrtle Beach area
- Gained 3 new TMAs: Wilmington, Hickory, and Cabbarus-Rowan
- Funding remained the same but now split between more parties
- MTP needs to be updated to reflect 2010 UZA data within 4 years of the Census definition (**March 26, 2016**)

## Performance Management

## Performance Management

- Identifies Seven National Goals
  - Safety
  - Infrastructure Conditions
  - Congestion Reduction
  - System Reliability
  - Freight Movement and Economic Vitality
  - Environmental Sustainability
  - Reduced Project Delivery Delays

(23 USC 150(b))

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## Performance Management

- States, metropolitan planning organizations and providers of public transportation agencies develop plans and programs and select projects to achieve targets
- States to report to USDOT on progress toward targets (within 4 years of enactment; biennially thereafter)

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# Metropolitan Transportation Planning

## Metropolitan Transportation Planning

### **MAP-21 Performance Management Provisions**

- Establish transparent, accountable decision-making framework for States, Metropolitan Planning Organizations and Providers of Public Transportation to identify multimodal capital investments and project priorities
- Emphasize sound multimodal planning processes

## Metropolitan Transportation Planning

- Support the seven National Goals and the general transit purposes outlined in MAP-21
  - **Transit Operator must be voting member of TAC in TMAs**
- MPOs to establish performance targets to address USDOT established surface transportation performance measures
- Selection of performance targets by the MPO shall be coordinated with relevant State and providers of public transportation to ensure consistency to the maximum extent practicable
- Targets will be used to track progress towards attainment of critical performance outcomes for the MPO region
- May adopt locally defined performance measures and targets

## Metropolitan Transportation Planning

### **Planning process: performance-driven, outcome based. (23 U.S.C. 134(c)(1) & (h)(2))**

- Support the seven National Goals and the general transit purposes identified in MAP-21
- MPOs to establish performance targets to address USDOT established surface transportation system performance measures
- Selection of performance targets by the MPO shall be coordinated with relevant State and providers of public transportation to ensure consistency to the maximum extent practicable.
- Targets will be used to track progress towards attainment of critical performance outcomes for the MPO region.
- May adopt locally defined performance measures and targets

## Metropolitan Transportation Planning

- Metropolitan Transportation Plan (MTP) shall include
  - a description of the transportation system performance measures and respective performance targets. (23 U.S.C. 134(i)(2)(B))
  - a system performance report and subsequent updates evaluating the condition and performance of the transportation system including (23 USC 134(i)(2)(C)):
    - Progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports.
    - For MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved transportation system condition and performance.

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## Metropolitan Transportation Planning

### TIP Project Selection

- MPO serving a TMA selects all Federally funded projects from the approved TIP (except those on the NHS) in consultation with the State and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by State in cooperation with the MPO(s) designated for the area. (23 U.S.C. 134(k)(4))
- State selects all Title 23 projects from the approved TIP in a non-TMA MPO planning area and the designated recipient of public transportation funding selects title 49 chapter 53 projects from the approved TIP in cooperation with the MPO. (23 U.S.C. 134(j)(5))

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## Thank You

C. Jill S. Stark

919-747-7027

Jill.Stark@dot.gov

**RESOLUTION OF THE (NAME OF MUNICIPALITY) COUNCIL**

**SUPPORTING THE PARTICIPATION IN THE WATCH FOR ME NC PEDESTRIAN/BICYCLE SAFETY CAMPAIGN**

**IN COOPERATION WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, it is a priority of the (NAME OF MUNICIPALITY) to protect human health and safety; and

**WHEREAS**, the (NAME OF MUNICIPALITY) recognizes bicycling and walking as important and viable modes of transportation and recreation; and

**WHEREAS**, (NAME OF MUNICIPALITY) recognizes the importance of educating pedestrians, bicyclists and drivers on how to share the road safely; and

**WHEREAS**, the North Carolina Department of Transportation is leading a pedestrian and bicycle safety campaign for the Triangle region, known as Watch for Me NC; and

**WHEREAS**, the North Carolina Department of Transportation is seeking commitment from Triangle-Area communities for involvement in the Watch for Me NC 2013 campaign; and

**WHEREAS**, the Watch for Me NC campaign would provide safety education for pedestrians, cyclists and drivers through various strategies and provide training to officers to support enforcement activities.

**NOW THEREFORE BE IT RESOLVED THAT THE (NAME OF MUNICIPALITY) COUNCIL**, pledges, in cooperation with the North Carolina Department of Transportation, to participate in the 2013 Watch for Me NC campaign, with involvement by the municipality’s police department to carry out enforcement activities in support of the campaign.

**Adopted this (INSERT DATE).**

**ATTEST:**

\_\_\_\_\_

Name (Clerk)

\_\_\_\_\_

Name (Mayor)

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** February 13, 2013

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

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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 Released - 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

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

<b>Contract Number:</b> C202436	<b>Route:</b> SR-1322, US-70
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> B-3638, R-5164F
<b>Length:</b> 1.233 miles	<b>Federal Aid Number:</b> BRSTP-70B(2)
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.	
<b>Contractor Name:</b> DEVERE CONSTRUCTION COMPANY, INC	
<b>Contract Amount:</b> \$1,969,734.20	<b>Cost Overrun/Underrun:</b> 3.28%
<b>Availability Date:</b> 7/30/2012	<b>Letting Date:</b> 6/19/2012
<b>Completion Date:</b> 3/18/2014	<b>Work Began:</b> 9/17/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 3/18/2014
<b>Last Estimate Thru:</b> 12/31/2012	<b>Scheduled Progress:</b> 13%
<b>Last Estimate Paid:</b> 1/11/2013	<b>Actual Progress:</b> 26.4%

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

<b>Contract Number:</b> C202875	<b>Route:</b> I-540
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> I-5307, I-5310
<b>Length:</b> 17.133 miles	<b>Federal Aid Number:</b> IM-0540(23)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
<b>Type of Work:</b> MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,384,157.45	<b>Cost Overrun/Underrun:</b> -6.8%
<b>Availability Date:</b> 2/27/2012	<b>Letting Date:</b> 1/17/2012
<b>Completion Date:</b> 11/15/2012	<b>Work Began:</b> 2/27/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 4/1/2013
<b>Last Estimate Thru:</b> 11/22/2012	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 12/10/2012	<b>Actual Progress:</b> 85.1%

<b>Contract Number:</b> C203117	<b>Route:</b> SR-1005, SR-1008, SR-1630 SR-1631, SR-1834, SR-1945 SR-2000, SR-2002, SR-2005 SR-2010, SR-2015, SR-2100 SR-2162, SR-2217, SR-2232 SR-2234, SR-2329, SR-2349
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SR-2406, SR-3015, SR-3099  
SR-3555

**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 32.362 miles  
**Resident Engineer:** Chad D. Hinnant  
**Location Description:** 23 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.  
**Contractor Name:** THE LANE CONSTRUCTION CORP  
**Contract Amount:** \$5,803,217.05  
**Availability Date:** 8/27/2012  
**Completion Date:** 5/31/2013  
**Revised Completion Date:**  
**Last Estimate Thru:** 1/31/2013  
**Last Estimate Paid:**

**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)733-9499  
**Cost Overrun/Underrun:** 0%  
**Letting Date:** 7/17/2012  
**Work Began:** 9/4/2012  
**Estimated Completion:** 5/31/2013  
**Scheduled Progress:** 62%  
**Actual Progress:** 29.94%

**Contract Number:** C203128  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 4.203 miles  
**Resident Engineer:** Cadmus Capehart, PE  
**Location Description:** CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.  
**Type of Work:** GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$10,900,447.15  
**Availability Date:** 12/31/2012  
**Completion Date:** 12/28/2015  
**Revised Completion Date:**  
**Last Estimate Thru:**  
**Last Estimate Paid:**

**Route:** SR-1978  
**County:** Durham  
**TIP Number:** U-4716A, U-4716B, U-4716C  
**Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**RE Phone Number:** (919)840-0914  
**Cost Overrun/Underrun:**  
**Letting Date:** 11/20/2012  
**Work Began:**  
**Estimated Completion:**  
**Scheduled Progress:**  
**Actual Progress:**

**Contract Number:** C203188  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 30.21 miles  
**Resident Engineer:** Mark W. Luther, PE  
**Location Description:** US-158 FROM OLD DURHAM RD TO SR-1576, AND 10 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.  
**Contractor Name:** CAROLINA SUNROCK LLC  
**Contract Amount:** \$3,899,875.03  
**Availability Date:** 3/11/2013  
**Completion Date:** 8/12/2013  
**Revised Completion Date:**  
**Last Estimate Thru:**  
**Last Estimate Paid:**

**Route:** US-158  
**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:**  
**Letting Date:** 11/20/2012  
**Work Began:**  
**Estimated Completion:**  
**Scheduled Progress:**  
**Actual Progress:**

**Contract Number:** C203220  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 21.88 miles  
**Resident Engineer:** Mark W. Luther, PE  
**Location Description:** US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.  
**Contractor Name:** CAROLINA SUNROCK LLC  
**Contract Amount:** \$4,789,367.50  
**Availability Date:** 3/18/2013  
**Completion Date:** 10/18/2013  
**Revised Completion Date:**  
**Last Estimate Thru:**  
**Last Estimate Paid:**

**Route:** -  
**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:**  
**Letting Date:** 12/18/2012  
**Work Began:**  
**Estimated Completion:**  
**Scheduled Progress:**  
**Actual Progress:**

**Contract Number:** DE00030  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 0 miles  
**Resident Engineer:** Cadmus Capehart, PE

**Route:** I-40, I-85, SR-1728  
**County:** Durham  
**TIP Number:** R-4049R  
**Federal Aid Number:** STP-000S(416)  
**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:** 0%

**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:** 5/1/2013

**Last Estimate Thru:** 12/31/2012

**Scheduled Progress:** 13.5%

**Last Estimate Paid:** 1/7/2013

**Actual Progress:** 8.2%

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
07/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET
09/13	C-5230	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - TRAFFIC SIGNAL CONTROLLER UPGRADE * PROJECT DELETED FROM 2013-2023 STIP *
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
05/14	N/A	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - Roundabout
06/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane) _ Turn Lanes on Old Oxford and Signal
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
06/14	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
07/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS
07/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS
09/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
09/14	U-5517	5	DURHAM	Raleigh Letting (LET)	FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS

## 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.			In District Design / Construction Summer 2013 by NCDOT Work Forces	\$40,000.00	Small Construction Funds
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	10/16/2012	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 Awarded	\$4,946,000	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	82% Complete 85% Schedule	13.4 Million	ARRA / TIP
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	Summer 2013	10/1/2013	In R/W	\$450,000	High Hazard Safety
Orange / Carrboro	W-5207 I / 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street)	Summer 2013		Preliminary Engineering	\$50,000	High Hazard Safety
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	SS-4907 AP 43640.1.1 43640.2.1 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 District Design / NCDOT Work Forces	\$25,600.00	Spot Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
Orange	W-5318	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co.	2/19/2013	Fall 2013	Let pending	\$4.75 million	High Hazard Safety
Orange	I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013			\$4,300,000	TIP

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Chapel Hill	43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system)	Spring 2013	Summer 2013	Municipal Agreement with TOCH pending	\$75,000.00	Small Construction Funds
Orange / Hillsborough	C-5184 / 46234.3.1	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	CMAQ
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			Delayed R/W to FY 13 and Construction to FY 14 / 15 to allow City to secure increased funding	\$4.9 million	
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 .			<b>Delay Construction from FY12 to FY13 / Planning &amp; Design</b>	\$149,880 / \$655,000	
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)	Spring 2013	Summer 2013	Municipal Agreement with TOCH Executed 9/18/11	\$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	Spring 2013	Summer 2013	Municipal Agreement with TOCH Executed 8/9/12	\$30,000.00	Division Enhancement
Orange / Carrboro	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Municipal Agreement with TOC; 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	Fall 2012	Construction complete;Final closeout pending	\$300,000.00	SRTS

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
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	<b>90% Complete</b>	\$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	11/26/2012	<b>95% complete</b>	\$39,262.65 PE \$129,431.35 C	STPDA
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 TOC; 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 TOC(replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange / Carrboro	U-4726 DF	Bicycle detection at Signalized Intersections	<b>FFY 2013</b>	<b>FFY 2013</b>	Municipal Agreement with TOC	\$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			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		Fall 2013	Submittals pending	\$1,310,000 / additional funds \$1,000,000 8/12	STPDA

## McCrory pick for DOT draws cautious response

The Herald-Sun By Ray Gronberg Posted January 3, 2013

DURHAM —Incoming Gov. Pat McCrory's transportation secretary is a familiar face to local officials, but a mysterious one on the issue they most care about.

McCrory on Thursday announced that he'd tapped former Wake County Schools Superintendent and U.S. Army Brig. Gen. Tony Tata to run the N.C. Department of Transportation.

Immediate reaction locally was muted.

"That's going to be very interesting," Durham Mayor Bill Bell said of the Tata appointment. "I don't know the gentleman, though I have met him. It looks like he's making a career change to a certain extent."

Likewise, Triangle Transit General Manager David King said "only time will tell" whether the appointment is a good one.

"He could be an all star, or he could fall down on his face," King said. "It's an interesting pick, I'll tell you that."

King, like Bell, said he'd met Tata but had little in the way of serious dealings with him.

"He had no brush with our business and I have no knowledge of what his attitudes are on transit," King said. "But being a military man, he'll take his marching orders from his boss."

Tata is fresh off a short run as Wake schools superintendent.

He was brought in by a majority-Republican school board to develop a new pupil-assignment plan but quickly fell out of favor after Democrats won control after the 2011 election. He clashed openly with a couple of Democratic members, and was sacked this fall after the district had busing problems early in the school year.

Tata comes to DOT with "the experience of having managed large organizations," King said, adding that "you don't become a general without being a good manager and good people person and well-disciplined."

But he added that the DOT secretary position is notorious for having to answer to many masters – including the governor, the governor's key aides, the state Board of Transportation and the 170-member General Assembly.

"It's quite a juggling act," King said of the politics embedded in the position.

McCrory, a Republican, said he wants Tata to develop a 25-year infrastructure plan for the state, reorganize the department, fix the Division of Motor Vehicles and deal with DOT's common-to-every-state maintenance dilemmas.

Durham officials have business of their own with the department in the next few years, on the highway front including the scheduled start of construction on a widening of Alston Avenue and on the all-new East End Connector.

But King's question about Tata's attitudes on transit touched on the biggest project of all, a planned light-rail connection between Durham and Chapel Hill.

Construction on that is still a long-term prospect, but officials are counting on the state underwriting about 25 percent of the bill. That would follow the precedent set when Charlotte – whose then-mayor was McCrory – financed the development of its own rail system.

McCrory on Thursday said it's possible he'll support a rail project in the Triangle, "if they meet the same criteria I asked for when I was mayor of Charlotte regarding [a] federal match and also if they meet the ridership potential and do the right land-use" planning.

Apprised of that comment, King said: "Good. That's all we could ask of him. In fact, it's good to hear him say that."

He added that local ridership projections are comparable to what Charlotte officials launched with, and that both regions are ahead of the curve on the land-use front by focusing density around potential stations.

But Bell, a Democrat, said N.C. House Speaker Thom Tillis, R-Mecklenburg, recently hinted to city and town leaders from across the state that the General Assembly may have other ideas.

Tillis “maybe implied that Charlotte was the last region to see” large state construction subsidies for transit and that others might receive only expanded authority to tax their own citizens to pay for it, Bell said.

Tata will be taking over DOT from current Secretary Gene Conti, an appointee of outgoing Gov. Beverly Perdue who had prior experience in both the state and federal transportation departments.

Conti has received praise from many politicians, McCrory included, for insisting that DOT rely more heavily on data in its decision-making.

## **Gulley retiring from transit agency this summer**

The Herald-Sun By Ray Gronberg Posted January 3, 2013

DURHAM —Former Durham Mayor Wib Gulley will step down as general counsel of Triangle Transit sometime this summer, opting to retire now that the agency has local funding lined up for a series of service expansions.

Triangle Transit officials announced the decision Thursday, along with plans to launch a search for Gulley’s successor. He has been general counsel since 2004.

“I’ll be 65 next summer and I feel like I’m looking forward to a new chapter in my life,” said Gulley, who’s also been a state senator. “I’ll probably try some new things and I don’t know that I’ll stop working, but I’ll stop working full-time.”

The announcement was accompanied by praise from colleagues.

When it comes to hiring a replacement, “his resume is going to be very, very hard to match,” said David King, Triangle Transit’s general manager, who added that he considers it “foolish to think” a successor can match Gulley’s experience.

“It’s going to be a blow,” King said.

Durham County Commissioner Ellen Reckhow said Gulley had told her and other members of the agency board “a couple of months ago” that he was looking to retire this summer.

He “has been an excellent general counsel and we have benefited tremendously from his political savvy,” Reckhow said.

Gulley’s decision comes in the wake of the fall’s successful push to persuade voters in Orange County to support a referendum authorizing a half-percent sales-tax surcharge to finance transit projects.

The Orange referendum followed by a year a similar, also successful campaign in Durham County. With both counties on board, the Triangle Transit board last month voted to begin collecting the tax April 1.

The levy is expected to generate a combined \$25 million a year and, at first, will help pay for new and expanded bus routes in the two counties. Eventually, it’s supposed to provide the local share of the money needed for annual debt payments on a new light-rail line between Durham and Chapel Hill.

Gulley was one of the driving forces behind the effort first to get General Assembly authorization for the referendum and then in convincing county leaders to schedule the votes.

The path to a vote proved harder in Orange. There, Gulley was usually the one at the podium in meetings answering county leaders' questions about the process and the legal agreements developed to support it.

"We've come a great distance and climbed a lot of serious mountains to get us to this point," Gulley said Thursday. "In some ways, I hate leaving. Now that we've done these things, the fun [of implementing the region's transit planning] really begins."

Triangle Transit officials said a board subcommittee will oversee the search process for a new counsel. Wake County delegate Jeff Merritt will chair the group. Reckhow, Wake delegate Fred O'Day, Chapel Hill Town Councilman Ed Harrison and state Board of Transportation member Chuck Watts will also serve on it.

King, who's headed the agency since October 2006, on Thursday said it's possible he will follow Gulley into retirement "in the next year or two."

A key question for him is the timing of a potential sales-tax referendum in Wake County, the Triangle's largest. Wake commissioners have yet to schedule a vote, and polling suggests the outcome would turn on a razor-thin margin.

"I had hoped and I still hope to be able to be here and be part of getting all three counties to approve the half cent sales tax and in so doing approve the plan that would be funded by the tax," King said. "That would be a satisfying, at least, way to leave."

## **Retirement will cap Gulley's 24 years supporting Triangle Transit, 9 as its lawyer**

The News and Observer - Crosstown Traffic By BruceSiceloff January 4, 2013 3:09 p.m.

Wib Gulley says he'll retire this summer after nine years as the in-house lawyer for Triangle Transit, and 24 years as one of the region's chief advocates for public transportation.

"It's really great to look back and reflect how far this has come in terms of creating a vital organization that serves an important service in the region," Gulley, who turns 65 in July, said Friday.

As Durham mayor from 1985 to 1989, Gulley helped launch the three-county transit agency and became its first board chairman in 1989. He was Triangle Transit's primary legislative champion during six terms in the state Senate, where he chaired a subcommittee that oversees transportation spending.

In 2004 Gulley was embarrassed when the Triangle Transit board refused in a split vote to hire him as its general counsel. Some board members said his Senate duties would divert too much of his attention away from the job. But he got the job two months later after he resigned his legislative seat.

He left the Senate, he said then, partly because his work as a lawmaker kept him from earning enough money as a lawyer with a small private practice in Durham. He started out at Triangle Transit with a salary of \$112,700. Now he is paid \$170,343.

Gulley said he'll stay on the job a little while after the board finds a successor, and then figure out how to spend his new free time.

"I don't know exactly what comes next. I'm excited about small things such as more sports, reading, travel. I think I'll probably end up with some kind of engagement, because there are a lot of interesting possibilities out there in the Durham community and our region," Gulley said.

Gulley has played a lead role as Triangle Transit worked with local governments to develop plans for beefed-up bus service and new rail transit lines. In April, Durham and Orange county residents will start paying a half-cent sales tax to help pay for the transit expansion, which was approved by voters in the two counties. Wake County commissioners have not agreed to let voters consider the transit tax.

“(Gulley’s) 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,” David King, Triangle Transit’s general manager, said in a news release. “We will miss him greatly.”

## Road Worrier: He's not 'The General,' but he's the boss at DOT

The News and Observer By Bruce Sicheloff January 8, 2013  
By Bruce Sicheloff - staff columnist The News and Observer

Gov. Pat McCrory issued brief marching orders last week to a new transportation secretary whose name he had not yet learned to pronounce.

His most specific new directive for Tony Tata was a small one: to work with Susan Klutz, the new cultural resources secretary, “on integrating art in future transportation projects, especially our bridges throughout North Carolina.”

What else can we expect for transportation – besides bridges that are nicer to look at – during the McCrory-Tata administration? It’s early yet, but there are a few clues.

The new Republican governor, who took office Saturday, gave jobs to men and women he had known for years during his political and business career in Charlotte. He clearly was not well-acquainted with Tata, a former Army general who had been fired in September after 20 months as Wake County school superintendent.

McCrory introduced him at a news conference as “a person who’s known here as ‘The General.’ ” But Tata left the military in 2009. He’s not one of the starched-shirt types you meet in public life who puff themselves up with outdated honorifics such as “Judge” or “Colonel.” Tata is not known as The General.

And his name isn’t “TATT-uh,” as McCrory repeatedly called him. After two years of TV and radio news saturation, thousands of Triangle dwellers know that Tony calls himself “TAY-tuh.”

McCrory realized his error when he heard a reporter address Tata.

“I probably butchered your name,” McCrory told him. “I apologize.”

Tata shrugged it off. He told his new boss, “Sometimes it’s hard to get that long A.”

Most of McCrory’s directives to his new department heads amounted to good-government principles: improved efficiency, more long-range planning, better maintenance.

“We have issues not only building roads and infrastructure, but how do we maintain the roads and bridges and rail,” McCrory said. “I want to make sure we have a long-term structural and financial plan to do that with regard to the maintenance.”

The legislature has beefed up spending for road and bridge maintenance – partly by cutting DOT funds for bus and rail transit. Triangle counties will be looking for state funds as they develop plans for light rail and commuter trains.

McCrory helped launch Charlotte’s rail transit line when he served as its mayor, and he won state funding to cover 25 percent of the construction cost. Asked if, as governor, he will give the Triangle the same deal, McCrory answered with a qualified yes.

“If they meet the same criteria that I asked for when I was mayor of Charlotte, regarding federal (matching funds), and also if they meet the ridership potential and do the right land use, I will be working with my secretary to support those types of efforts,” McCrory said, with a nod toward Tata.

Tata spoke only briefly and said he had a lot of work to do. He said he would “develop a bipartisan commission to design a 25-year vision that, among other things, will help us focus resources on the most important projects.” He takes charge of 13,400 workers and a \$5.4 billion budget at DOT.

Tata stands to benefit from governance changes ordered four years ago by former Democratic Gov. Bev Perdue, and written into law by the Republican-led legislature.

Perdue came into office embarrassed by the clumsy ethical transgressions of Democratic fundraisers who had been rewarded with seats on the Board of Transportation. She took away most of the board's political power and gave it to her transportation secretary.

No longer would board members decide – often in secret – which roads get built, and which builders get the contracts. These decisions are now made by the transportation secretary, and are supposed to be based on transparent, objective criteria and local government recommendations.

When Tata was Wake school superintendent, he was caught up in partisan rancor that divided the school board between the Republicans who hired him and the Democrats who later fired him. A McCrory spokesman said the school board's decision to fire Tata was "political."

But at DOT, Tata can expect a more harmonious and submissive board. Its members will be his policy advisers – not his political bosses.

Julie White, who lobbies for urban transportation needs, sees Tata as a good fit for the new job.

"Tata comes from a military background and is very much about leadership, efficiency and data-driven decisions," said White, executive director of the N.C. Metropolitan Coalition, which represents big-town mayors. "It continues (McCrory's) vision for transportation and keeping us globally competitive."

The appointment puts a retired one-star Army general in charge of an agency where the No. 2 man also comes from a military background: Jim Trogdon, an active-duty two-star general in the N.C. National Guard.

Both men have served tours in Afghanistan, and their records have other experiences in common, including a focus on fighting improvised roadside bombs.

Tata is registered as an unaffiliated voter. Trogdon, a Democrat, is admired by Republican legislators who – unlike his DOT co-workers – love to call Trogdon "The General."

Now we'll have two generals.

## **Durham County to resurface 21.9 miles of state roads**

The Herald Sun January 9, 2013 @ 07:37 PM

N. C. DOT

DURHAM —The N.C. Department of Transportation has awarded a \$4.8 million contract to Carolina Sunrock LLC of Raleigh to improve 21.9 miles of Durham County roads.

The 13 roads slated for improvements include sections of N.C. 54 and U.S. 70 East. The contract calls for milling and resurfacing 1.7 miles of N.C. 54 in both directions between I-40 and the Orange County line, and 1.3 miles of eastbound U.S. 70 between Pleasant Drive and Miami Boulevard.

Similar improvements are set for:

- T.W. Alexander Drive between N.C. 54 and south of Cornwallis Road;
- Ellis Road between Riddle Road and just east of the Durham Freeway;
- Duke Street between Lakewood Avenue and the Durham Freeway;

- Geer Street between Roxboro Street and Mangum Street;
- Barbee Chapel Road between its two intersections with N.C. 54;
- Riddle Road between N.C. 55 and Fayetteville Road;
- Orange Factory Road between U.S. 501 and west of Treyburn Road;
- Russell Road between Umstead Road and Guess Road;
- Bivins Road between Umstead Road and Kelvin Drive;
- Mason Road between U.S. 501 and N.C. 157; and
- Glover Road between Ellis Road and Angier Avenue.

The project can begin as early as March 18, and is scheduled to be finished by Oct. 18.

Since many of these roads are commuter and commercial routes, there will be restrictions on when lanes can be closed or narrowed during weekdays. On N.C. 54, all lanes must remain open between 6 a.m. and 9 p.m. Monday through Friday. The same requirement will be in place for the other roads on weekdays during rush hours, with all lanes remaining open between 6-9 a.m. and 4-7 p.m.

## **NCDOT reduces South Columbia Street work schedule**

The News and Observer Blogs Submitted by tgrubb61 on 01/10/2013 - 01:16

The N.C. Department of Transportation will close South Columbia Street for only three months this summer – good news for Chapel Hill's transit partners.

The 0.8-mile widening project started in December. The southbound lane of South Columbia Street would have closed April 1, routing traffic past UNC Hospitals on Manning Drive to N.C. 54 for six months.

Besides disrupting traffic, Chapel Hill Transit officials predicted it could cost a minimum of \$850,000 to \$1.5 million to reroute and adjust bus schedules. If they added more buses and drivers to maintain existing service levels, the cost could have been \$1.25 million to nearly \$1.93 million, officials said.

UNC Chancellor Holden Thorp wrote Dec. 11 to NCDOT Secretary Eugene Conti Jr. to ask if the state could help relieve the financial burden.

Conti responded Jan. 3 that the work had been rescheduled for roughly mid-May to mid-August.

"I certainly understand your concerns, and I have requested Division Engineer Mike Mills to investigate the proposed construction schedule as listed in the current contract to determine if this could be revised to address the amount of time that the transit buses would be affected," Conti wrote.

The transit partners – Chapel Hill, Carrboro and UNC – will meet at 11 a.m. Jan. 15 in the Chapel Hill Transit Operations Training Room, 6900 Millhouse Road.

## **Tony Tata outlines plans for fixing DMV, boosting jobs, and getting around the state**

The News and Observer – Crosstown Traffic Submitted by Bruce Siceloff on 01/10/2013 - 17:03

Tony Tata honored his predecessor as state transportation secretary, Gene Conti, and gave members of the state Board of Transportation his plan for getting started as the new head of the state Department of Transportation Thursday. (See 1/8/2013 Road Worrer, "He's not 'The General,' but he's the boss at DOT," with reader comments.)

"I want to thank you Secretary Conti for all of your hard work, building such a great department, leaving a department in such good condition, and building a foundation for success for the future," Tata said. He gave Conti a DOT in-house honor, making him a "Road Gang" member.

Conti beamed and offered a brief but cheerful farewell to his successor before walking out of the board room: "Thank you very much and, uh, enjoy it!"

Tata is a retired Army general and former Wake County school superintendent. He said his priorities are to improve the Division of Motor Vehicles, to make transportation improvements that enhance job creation and reduce urban congestion, and to improve overall efficiency at DOT. He did not describe any shortcomings at DMV or elsewhere at DOT.

"The governor's goals for me as secretary ... are first and foremost to enhance what is already a good department and enhance the customer focus on what we're doing. And in particular within the (Division) of Motor Vehicles. So that's going to be an initial focus area for us.

"And the second piece, the governor really wants to leverage what we do with infrastructure, and the vision for infrastructure in the 2040 plan, and take that and help it enhance the job creation in the state. Because you know the governor campaigned on increasing jobs within the state.

"And one way to do that is to make sure we're very smart about how we're creating infrastructure and reducing congestion in the urban areas and increasing the ability to get to the outlying rural areas. And the multi-modal piece is certainly part of that.

"And I think a third goal would be the efficiency of our organization. Are we as lean and mean as we can be? And do we have redundancy, do we have gaps that we need to fill? And how can we increase our performance, increase customer service, increase our ability to more rapidly build infrastructure while making sure we are as efficient as we can possibly be.

"And so I would say that those are the three focus areas writ large for me as a secretary and I really look forward to getting out into each of your areas and meeting with you and your constituent groups with whom you work."

Tata promised to do a lot of traveling around the state, just as he had visited each of Wake County's 169 schools during his first year as school superintendent.

"I think my history has shown that in the military I was sort of a front-line, foxhole kind of leader, whether or not that was as a lieutenant in the Army or as a brigadier general. Staff in Afghanistan used to say: 'If you want to get shot at, go with General Tata.'"

Tata was speaking to Board of Transportation members appointed by former Gov. Bev Perdue, a Democrat. Tata's boss, Republican Gov. Pat McCrory, is expected in coming weeks to replace most or all of the board members with his own appointees.

## **A Carolina governor who breaks all molds**

The Washington Post By Neal Peirce January 13, 2013

"Leadership needs to be state and local -- Republican and Democrat -- governors and mayors taking bold steps, regardless of political affiliation, trying to solve problems."

How refreshing to hear those words in today's hyperpartisan world! And how difficult to make the vision work.

But the assertion does come from Pat McCrory, a politician who's learned how to form crosspartisan alliances before. The former 14-year mayor of Charlotte, McCrory clinched the Republican nomination and then sailed to easy victory last November to be inaugurated earlier this month as the first big-city leader to become governor in North Carolina's history.

McCrory initially caught my attention when, as mayor, he faced down Charlotte's powerful developers by requiring sidewalks on most streets of new suburban tracts. Even more impressively, he fought fervid naysayers to win overwhelming voter approval for Charlotte's now highly acclaimed and popular light rail line, delivering Charlotteans easy mobility and relief from congested traffic.

McCrory's success showed the essence of being a mayor is not the ideology, certainly not the excessive partisanship so rampant in today's national and, increasingly, state politics. Instead it's pragmatism -- dealing first and foremost with day-to-day constituent demands for efficient services such as policing, trash removal, fixing potholes, transit and more. And then setting a vision for the city's long-term development.

The Southern setting is also significant. Historically, rural politicians often scorned cities as "cauldrons of evil." Apparently that's a dead and gone strategy in increasingly urban North Carolina: The ex-mayor of the largest city has won the governorship with thousands of votes to spare.

So what's McCrory's top priority as governor? It's infrastructure. "I'm an Eisenhower disciple," he told me. "Infrastructure can play a key role in helping the economy and helping communities, urban and rural alike."

The big issue, he suggests, is to create a 25-year North Carolina infrastructure plan, and not just road building but four broad areas important to both cities and rural areas -- transportation, water, energy and communications. His interest in joint approaches stems from his experience in Charlotte, "where we redid our water and sewer at the same time we expanded transit and road lines."

But McCrory has ties to the usual anti-spending Republican right as well. His selection as budget director is Art Pope, a wealthy businessman who helped start conservative-oriented government think tanks and has helped bankroll a series of tea party-like Republican candidates for the Legislature.

For transportation secretary, McCrory nominated Tony Tata, a retired Army general and former Fox News commentator who had recently served a stormy brief stint as Wake County school superintendent. Tata has no experience in U.S. road and transit issues, but McCrory notes: "He did a lot of the infrastructure in Afghanistan and Iraq. I figured if he could do it there, under fire, he can do it in North Carolina."

Tata's the man McCrory's instructed to develop the state's 25-year transportation plan as "a vision of where we need to build our infrastructure." The idea, says the new governor, is "to show the draft plan to the public and then get feedback." Will it cost money? McCrory assumes so, but says: "The problem in the past was asking people for money without showing them the plan."

McCrory's conservative side is illustrated by the issue of climate change -- a special peril for North Carolina's coastal communities. He'll only say (without specifics) that the solution is "to clean the air, clean the water, clean the land."

Yet his visionary side is indisputable. He questions how smart it is to grant cash and other incentives to draw industries from one state to another. Companies' real bottom line, he suggests, is more likely long-term tax rates, education, infrastructure, quality of life. And, he believes that "incentives aren't free -- they're a tax on someone else."

Pragmatically, he's not sure he'll be able to stop incentives in view of North Carolina's currently slow economy. "When do you blink when so many people are hurting?" He's not sure -- though he believes agreements with other governors might avert the need.

And significantly, McCrory was a key founder, in 2009, of a multistate Southern coalition to plan joint approaches -- the Piedmont Alliance for Quality Growth. Now, he says, he'd like to recruit his fellow governors from Georgia, South Carolina, Virginia and Tennessee to work with him on a regionwide 25-year transportation agenda.

Referring to the other governors, McCrory says: "At one moment I'll be competing with my friends next door" for businesses. "But I'll also seek alliances with them on a broad array of issues -- energy, oil and gas exploration, electric generation, solar and wind, ports, water, roads and transportation crossing infrastructure, the environment -- major issues the state borders don't recognize."

Again, it's Pat McCrory -- mixed visionary, pragmatist, friend of many moderates and ultra-conservatives alike. I detect few more interesting mixes in today's American politics and public life.

## Reckhow likely to keep transit board seat

The Herald-Sun By Ray Gronberg January 15, 2013 @ 06:31 PM

DURHAM — County officials worked out a deal Monday that will allow County Commissioners Fred Foster and Ellen Reckhow to both serve on the Triangle Transit board.

The arrangement supplants a proposal that called for Foster to replace Reckhow on the panel, which oversees the agency that operates regional bus service and the Durham Area Transit Authority.

Reckhow is in line to keep her seat, until November at least, because Commissioner Michael Page agreed to swap with her an appointment to another board.

The City Council has to approve Reckhow's replacement of Page on the transit board because Page occupies a seat that state law says is controlled by both the city and county governments.

But Mayor Bill Bell on Tuesday said the city's OK could come next week.

"Ellen called me [to explain the idea] and I don't have a problem with it," Bell said, adding that he'd asked City Clerk Ann Gray's staff to add the matter as "a priority item" to the council's Jan. 22 agenda.

Commissioners approved the swap Monday night, voting 5-0 to give a county controlled seat on the Triangle Transit board to Foster and 5-0 to support Page's move to swap his Triangle Transit seat with Reckhow for one on the board of Operation Breakthrough.

Page is already on the Operation Breakthrough board and wanted to stay on it for at least a short time. But Foster, the commissioners' chairman, had proposed replacing him on the Operation Breakthrough board with Reckhow.

The assignments are a housekeeping chore the commissioners have to go through after every election, as they figure out who will represent the county on an assortment of civic groups.

Like Page, Reckhow wasn't eager to give up her previous assignment.

She has served on the Triangle Transit board since 2005 and is in line to play a key role in the search for a successor to the agency's general counsel, former Durham Mayor Wib Gulley.

The agency also has to plan the first round of bus-system improvements financed by a new half-percent sales-tax surcharge that goes into effect in Durham and Orange counties on April 1. The levy will generate about \$25 million a year to start.

"When Michael broached the concept of a switch, it was perfect," Reckhow told her fellow commissioners on Monday.

The overall package of appointments gave Foster a portfolio that will make him the commissioners' liaison to business groups like the Greater Durham Chamber of Commerce, Downtown Durham Inc. and the Durham Convention & Visitors Bureau.

Reckhow got an arts-heavy portfolio that includes seats on the Carolina Theatre and Durham Arts Council boards. Page got a heavy dose of human-services work, his assignments including seats on the county mental health, homeless services and child protection boards.

Commissioner Brenda Howerton's portfolio has a criminal-justice and workforce development emphasis. New Commissioner Wendy Jacobs inherited many of the assignments of mentor and former Commissioner Becky Heron, including postings on the county animal control board and stadium authority.

Reckhow and Howerton will represent the county on the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, the group that oversees road and transit planning for the western Triangle.

Howerton, Page and Jacobs likewise will serve on the Joint City/County Planning Committee, the group of city and county officials that does the preliminary work on any changes to Durham's land-use regulations.

In other action Monday night, commissioners approved a plan by Durham Regional Hospital officials to change the facility's name to Duke Regional Hospital.

Administrators have said the move is marketing-driven, to capitalize on and emphasize the hospital's tie to the Duke University Health System. The system operates Durham Regional for the county.

## **Road Worrier: In a jam, bus turns shoulder into the I-40 fast lane**

The News and Observer By Bruce Sicheloff - By Bruce Sicheloff The News and Observer

Published in: Traffic Tuesday, January 22, 2013

There were a few slippery spots on Interstate 40 in Durham on Friday morning after a light overnight snow, and more than a few wrecks.

I knew we'd be in stop-and-crawl mode for quite a while when I saw the prognosis on an overhead message board. The Wade Avenue exit was 12 miles away, it said; "EST TIME 46 - 56 MINS."

Oh boy. This would have been a good morning to ride the bus.

It was the first icy rush hour since the July launch of the bus-on-shoulder program, which allows transit drivers to ease their way around traffic jams by using the freeway shoulder.

The option kicks in when traffic slows below 35 mph. Bus drivers may travel on the shoulder up to 15 mph faster than freeway traffic, and no faster than 35 mph.

Sure enough, here came a tall, green Triangle Transit bus on the Chapel Hill-Raleigh express CRX route. It rolled past three lanes of us car-bound commuters at maybe 17 mph. The shoulder looked like the fast lane.

There were skeptics last year when the state Department of Transportation authorized a pilot bus-on-shoulder program on 10 miles of I-40 in Durham County, plus two more miles on the eastbound shoulder from N.C. 147 through Research Triangle Park to Page Road.

Wouldn't a big bus lumbering on and off the shoulder become a magnet for collisions with cars driving on I-40 and its on- and off-ramps?

Roger Ekstrom of Raleigh, a regular CRX rider, shared these worries at first. Now he's a fan of the bus-on-shoulder option.

"It got backed up last Thursday afternoon," said Ekstrom, 30, a dual degree student in graduate programs at UNC-Chapel Hill and N.C. State University. "We just slid over onto the shoulder pretty easily after everything had slowed down to a crawl at best. We went along the shoulder for a good ways, probably a few miles.

"We pretty much leapfrogged over the sluggish part, crossed two or three of the on-ramps and exit ramps without any problem whatsoever. Went along at a nice 35 mph and slipped back into traffic right when it was starting to pick up again," Ekstrom said.

That's how it's supposed to work. The bus-on-shoulder thing happens only when freeway traffic is slowed to back-street speeds, so everybody should have plenty of time to avoid mishap.

Triangle Transit drivers have used the shoulder option 223 times in the first six months, mostly during the afternoon rush and mostly in the eastbound lanes. They have a perfect safety record so far: zero accidents, according to Meredith McDiarmid, an engineer who oversees traffic systems operations for DOT.

“So far, we’ve achieved our goals at least from a safety perspective,” McDiarmid said. With drivers using the maneuver only once or twice a day, it’s hard to show a measurable effect on bus service. But some riders say their buses seem less likely to run late nowadays.

“Usually I would say we’re rarely later than about 10 minutes either way,” said Erin Crouse, 27, of Chapel Hill.

The pilot program will wrap up sometime this spring. DOT seems likely to extend it to even busier stretches of I-40 and other freeways around the state.

When DOT begins a dreaded repair project this summer that will strangle traffic for three years on Raleigh’s I-40/I-440 southern Beltline, the rush-hour delays also will get worse on other roads as Beltline drivers look for new routes.

“We’re anticipating there is going to be much greater congestion on I-40 between Raleigh and Research Triangle Park,” said John Tallmadge, Triangle Transit commuter resources director. “So we’d like to be able to use bus-on-shoulder on that area, and all along Wade Avenue to Blue Ridge Road.”

Look for buses on the southern Beltline shoulders, too – but probably not until the rebuild is finished in 2016, Tallmadge said. During construction work, when several lanes are closed at a time, the shoulders frequently will be converted for use as temporary traffic lanes.

## **New tax hikes eyed for roads, transit**

Larry Copeland, USA TODAY 7:47a.m. EST January 25, 2013

### **Story Highlights**

- Revenue for transportation projects turning stagnant in some states
- At least 13 states considering gas-tax alternatives
- Gas tax 'inherently a shrinking revenue source for all states,' Virginia observer says

States are scrambling to find taxes to pay for highway repairs and their public transit systems, including payroll and sales taxes, and raising taxes paid by gasoline stations.

The proposals, being kicked around in at least 13 states as governors lay out their legislative agendas for the year, come as states find revenue from stagnant federal and state gasoline taxes isn't keeping up with highways, bridges and urban transit systems that increasingly are falling into disrepair.

"We're seeing a wide variety of funding and financing proposals being put forward to address funding transportation crises," says Jaime Rall, transportation senior policy specialist at the National Conference of State Legislatures (NCSL).

Among them:

Massachusetts Gov. Deval Patrick, a Democrat, is considering several options to raise about \$1 billion a year, including raising the state's 21-cents-a-gallon gasoline tax, raising the sales tax, increasing the income tax or imposing a tax based on the miles a vehicle travels.

Virginia Gov. Bob McDonnell, a Republican, wants to scrap the 17.5-cents-a-gallon state gasoline tax and increase the state's 5% sales tax to 5.8%, with the additional money going to transportation. If passed by the Legislature, Virginia would become the only state without a gas tax paid at the pump.

Pennsylvania Gov. Tom Corbett, a Republican, wants to remove a cap on the oil company franchise tax paid by gas stations to raise an estimated \$1.9 billion a year.

Funding transportation has reached a point of national crisis, says the American Society of Engineers, which estimates the country needs to spend \$2.7 trillion on total infrastructure between now and 2020, but is falling more than \$1 trillion short of that.

A big reason for the hustle for new taxes: Federal and state gasoline taxes, the primary way of funding transportation, aren't keeping up with demands as automobiles become more fuel-efficient, people drive less, and electric and hybrid vehicles increase in number.

Compounding the situation: The federal gasoline tax, which goes back to the states to pay for transportation, has been set at 18.4 cents a gallon for two decades. Some states haven't raised gasoline taxes in a quarter-century.

During the same time, construction costs have soared. That has diminished the purchasing power of the federal gasoline tax by 33% since 1993 when it was last raised, according to the National Surface Transportation Infrastructure Finance Commission, which issued a report in 2009.

On average, the value of state gasoline taxes has effectively fallen 20% because of inflation for a nationwide total of \$10 billion a year, according to a report last year by the NCSL.

That's left states looking for a way out of the funding crunch, and many are keeping an eye on what happens in Virginia.

"The gas tax is inherently a shrinking revenue source for all states," says Jeff Caldwell, McDonnell's press secretary. "We've already heard from other states interested in this proposal and looking for more information."

## Time to tweak gas taxes? States weigh options

Larry Copeland, USA TODAY 7:47a.m. EST January 25, 2013

### Story Highlights

- Virginia: 'Novel approach' focuses on sales tax for transit funds
- Oregon, Washington, Vermont: Tax cars by miles traveled?
- Wyoming: May hike gas tax for first time in 14 years

A great tax debate is breaking out in state capitals from Vermont to Texas: How do we maintain and expand our vital-but-aging networks of roads, bridges and urban transit systems?

For nearly a century, the nation has funded projects primarily with revenue from gasoline taxes. But the gasoline tax has lost its value over the past decade. Changes in fuel-saving automotive technology and driving habits are resulting in less revenue to repair crumbling bridges, repave highways or upgrade buses and trains.

During the same time, many states have been loath to raise the tax. Sixteen states haven't raised gasoline taxes in 20 years or more, according to the policy think tank Institute on Taxation and Economic Policy.

So year after year, states have seen money for transportation slow to a trickle while critical transportation projects languished on engineers' drawing boards, the inventory of dilapidated and dangerous bridges swelled, and trains and buses got older and creakier.

The debate now is over whether the gas tax can be made sustainable with some fixes, whether other forms of taxation will pay for roads, or whether fees — such as highway tolls and per-mile-traveled charges — can fund transportation networks.

## VIRGINIA MAY DUMP GAS TAXES

Nowhere is the debate more watched than in Virginia, where Gov. Bob McDonnell seeks to radically reform state transportation funding by repealing his state's 17.5-cents-a-gallon gas tax and replacing it with a transportation-targeted increase in the state sales tax.

McDonnell's press secretary, Jeff Caldwell, says the governor's "very novel approach" reflects his understanding that gasoline tax revenue will only continue to decline.

There are reasons for that. Since 2001, the number of miles driven per person has declined for every age group. People don't start driving until a later age. Many are turning to public transit, bicycling or walking. Since 2000, the number of bicycle commuters has increased 40% nationally, according to the National Conference of State Legislatures (NCSL).

And, Caldwell says, "If you raise the gas tax, it will inherently drive up the price of gas without addressing long-term the issue of declining (gas tax) revenue."

McDonnell's proposal, which would have to be approved by his state's legislature, is drawing fire from many quarters.

"He's just substituting one tax for another," says Joshua Schank, president of the Eno Center for Transportation, a non-partisan think tank based in Washington, D.C.

"It's a very bad move because it discards the 'user pays' funding concept that we've had ever since the gas tax was first collected by Oregon in 1919," says Bob Poole, director of transportation policy at the Reason Foundation, a libertarian policy research group.

"It's fundamentally bad tax policy," says Carl Davis, senior analyst at the liberal-leaning Institute on Taxation and Economic Policy. "With the gas tax, if you drive more, you pay more in taxes. Or, if you drive a heavier vehicle that does more damage to the roads, you pay more. If you get rid of the gas tax entirely and rely on the sales tax, you are very literally giving drivers a free ride."

Virginia's proposal is "by and large unprecedented," says Jaime Rall, a transportation analyst at the NCSL. The nearest example she could think of was a Hawaii state Senate bill last year that would have increased the vehicle weight tax and repealed the state fuel tax. The measure failed.

## HOW GAS TAXES COULD CHANGE

Davis recommends linking, or indexing, state gasoline taxes to the rate of growth in the costs of concrete, steel and other infrastructure components. No state currently does, although Florida's gasoline tax rate is linked to the inflation rate measured by the consumer price index. Thirteen states link their gas tax rate to the price of gasoline, he says.

Among the funding options being debated in at least 13 states:

**Other taxes and fees.** Higher sales taxes, new taxes on gasoline stations, higher motor vehicle registration fees and more tolls are among the options being considered in Virginia, Pennsylvania, Massachusetts and Michigan.

In Texas, where the 20-cents-a-gallon gas tax hasn't been raised in 21 years, a state House committee reported in December that the state would have no money for new projects at the current funding level. The Legislature is considering a bill that would rededicate all motor vehicle taxes for transportation. Currently, the money also goes to education and other non-infrastructure expenditures.

**Raising the gasoline tax.** Wyoming appears to be the closest to raising the gasoline tax this year. A proposal to boost it for the first time in 14 years — from 14 cents a gallon to 24 cents — passed in the House and is being debated in the Senate. Minnesota lawmakers are mulling a new report from Democratic Gov. Mark Dayton's transportation advisory committee, which recommends higher gasoline taxes and vehicle registration fees. Higher taxes at the pump are also being considered in Massachusetts and Missouri.

But debating raising the tax is far more common than actually raising it. Since 2008, only a handful of states — including Hawaii, Indiana, Minnesota, Oregon, Rhode Island and Vermont — and the District of Columbia have raised it, Rall says.

Schank and Davis say that raising gas taxes is politically difficult because politicians have done a poor job of explaining to voters the connection between the taxes they pay at the pump and better roads, less congestion and safer rides.

"People don't like the gas tax when they talk about it in isolation, but they really don't like bad roads," Davis says.

Republican lawmakers in Wisconsin already are rejecting an advisory committee's early recommendations to raise the tax and imposing a mileage-based, vehicle-registration fee.

The federal gas tax has not been raised in two decades, but Congress has supplemented declining revenue by borrowing from the general fund for transportation — an option not available to most states, which have balanced budget requirements.

**Tax by miles traveled.** Oregon, Washington and Vermont are among states considering replacing or supplementing the gasoline tax with one that taxes vehicles by the miles they travel. Oregon has legislation that would impose such a tax on 2015 or later-model-year cars that get at least 55 miles per gallon. New federal fuel-efficiency standards passed last year require that by 2025, cars average 54.5 miles per gallon, nearly double the current average.

In Washington, where gasoline tax revenue has been projected to drop by more than \$5 billion total between 2007 and 2023, a legislative commission wants to study how such a tax would work.

At least 18 states have studied the idea, Rall says. But no state has moved beyond the experimentation phase and passed miles-traveled taxes on all vehicles, she says.

One problem is privacy concerns, because for the tax to work, cars would have to be equipped with GPS tracking devices that tally the miles driven.

Poole, the Libertarian, favors charging motorists for miles driven. "This is a true user fee, like tolls," he says.

He argues that privacy concerns could be eased by converting existing E-Z Pass transponders, currently used in about half the states, to mileage trackers. "That way," he says, "people don't need any Big Brother technology in their cars."

## **GAS TAXES IN 50 STATES AND D.C.**

Many states haven't raised their taxes on gasoline in years. Here, by state, are the total state taxes on a gallon of gasoline and the number of years since the last tax increase:

### **State (total state taxes) . . . Years since hike**

Alabama (20.9 cents) . . . 20

Alaska (8.0 cents) . . . 42

Arizona (19.0 cents) . . . 22

Arkansas (21.8 cents) . . . 11

California (48.7 cents) . . . 0

Colorado (22.0 cents) . . . 21

Connecticut (45.0 cents) . . . 0

Delaware (23.0 cents) . . . 17  
 District of Columbia (23.5 cents) . . . 3  
 Florida 35.5 cents) . . . 0  
 Georgia (28.5 cents) . . . 1  
 Hawaii (47.1 cents) . . . 1  
 Idaho (25.0 cents) . . . 16  
 Illinois (39.1 cents) . . . 1  
 Indiana (38.0 cents) . . . 1  
 Iowa (22.0 cents) . . . 23  
 Kansas (25.0 cents) . . . 9  
 Kentucky (29.9 cents) . . . 0  
 Louisiana (20.0 cents) . . . 22  
 Maine (31.5 cents) . . . 1  
 Maryland (23.5 cents) . . . 20  
 Massachusetts (23.5 cents) . . . 21  
 Michigan (38.7 cents) . . . 1  
 Minnesota (28.6 cents) . . . 0  
 Mississippi (18.8 cents) . . . 0  
 Missouri (17.3 cents) . . . 16  
 Montana (27.8 cents) . . . 18  
 Nebraska (27.2 cents) . . . 2  
 Nevada (33.1 cents) . . . 20  
 New Hampshire (19.6 cents) . . . 21  
 New Jersey (14.5 cents) . . . 21  
 New Mexico (18.9 cents) . . . 19  
 New York (50.6 cents) . . . 0  
 North Carolina (37.8 cents) . . . 0  
 North Dakota (23.0 cents) . . . 7  
 Ohio (28.0 cents) . . . 7  
 Oklahoma (17.0 cents) . . . 25

Oregon (31.0 cents) . . .	1
Pennsylvania (32.3 cents) . . .	6
Rhode Island (33.0 cents) . . .	3
South Carolina (16.8 cents) . . .	23
South Dakota (24.0 cents) . . .	13
Tennessee (21.4 cents) . . .	23
Texas (20.0 cents) . . .	21
Utah (24.5 cents) . . .	15
Vermont (26.7 cents) . . .	0
Virginia (19.9 cents) . . .	25
Washington (37.5 cents) . . .	4
West Virginia (34.7 cents) . . .	0
Wisconsin (32.9 cents) . . .	6
Wyoming (14.0 cents) . . .	14

Sources: Institute on Taxation and Economic Policy; American Petroleum Institute

## Reckhow questions DOT maintenance spending

The Herald-Sun By Ray Gronberg Jan. 29, 2013 @ 07:58 PM

DURHAM —State Department of Transportation engineers got a grilling this week from a county commissioner who's worried the agency's budget is shortchanging repair work on Durham's back roads.

The questions from Commissioner Ellen Reckhow came as she and her colleagues were getting ready to sign off on \$587,995 worth of projects the state proposes.

Reckhow noted that the list subject to the county's approval had shrunk significantly in recent years, dropping from \$1.4 million in fiscal 2008-09 and \$1.1 million in fiscal 2010-11 to what it is today.

"There must be road repair and maintenance needs that aren't being addressed with [this] quantity of money," she said.

But DOT officials said the apparent shrinkage masks the decisions the General Assembly has made in recent years to free up funds for bridge repairs and paving projects across the state.

Legislators in the process are taking money out of a pot that was subject to local control, said Joey Hopkins, deputy division engineer for DOT's Division 5.

"Our overall maintenance budget is about the same over the last few years. The concern Ellen had that Durham is seeing less is really not true," Hopkins said, adding that it is true that because of the budget shuffles, fewer projects are subject to county review.

The lion's share of the General Assembly's budget moves came in 2011 and 2012, as chambers led by Republicans moved money into bridge work and paving.

The changes put more of the decision-making about where to spend money in DOT's hands and less in those of county boards, particularly when it comes to paving gravel roads.

That's a bit of a sore point for commissioners, who in recent years insisted that DOT replace a washed-out bridge in northern Durham County along State Forest Road, contra the advice of agency staffers.

Hopkins' boss, Division Engineer Wally Bowman, recalled the dispute during Monday's commissioners meeting, saying the now-under-construction bridge is in "one of those areas that was a very, very low need" because of its lack of traffic.

But Reckhow said commissioners wanted it replaced because volunteer firefighters were worried the lack of a crossing there would hinder the response to emergency calls in the Rougemont area.

"We felt it was a health and safety issue," Reckhow said.

Decision-making authority aside, there were also state budget reductions for fiscal 2012-13 that came because legislators opted to cap North Carolina's gasoline tax at 37.5 cents a gallon.

The decision headed off a likely increase of the gas tax, and in the budget, the General Assembly acknowledged making cuts to "meet [a] new revenue target." Funding for secondary roads was among them.

Overall, the two funds that supply DOT most of its state monies are providing it \$75.3 million less than they did in fiscal 2011-12.

But at a combined \$3.1 billion, they still are supplying nearly \$129 million more than they did in fiscal 2007-08, the state's last pre-recession budget.

Hopkins said inflation has eaten into the agency's purchasing power.

But fiscal 2012-13 allocations to DOT from the state's highway fund and highway trust fund – allocations that help pay for all the department's programs, not just maintenance – are 4.4 percent larger than they were in fiscal 2007-08.

Nationally, construction costs dropped by about 4.2 percent in that time, according to an index published by the New York-based Turner Construction Co.

Crude oil prices – a key driver of the cost of asphalt – also dropped by about 4.3 percent in the past five years, according to the U.S. Energy Information Administration.

## **Tax collector fears repeal of new system for vehicle taxes**

The Herald-Sun By Ray Gronberg February 3, 2013 @ 9:42 PM

DURHAM – The county's chief tax collector wants County Commissioners to fight any move by the state to backtrack on a 2005 plan to tightly couple vehicle registrations and the payment of vehicle-related property taxes.

The program is on the verge of implementation and abandoning it now would mean writing off the money that's been spent on software and other preparations, Kim Simpson told County Commissioners Friday.

It also would mean abandoning an initiative that promises to improve the collection rate for taxes on cars and trucks, which in Durham lags well behind the collection rate for levies on real property, she said.

The program, approved in 2005 by the General Assembly, would require owners to pay local property taxes on a vehicle at the same time they renew its registration.

The N.C. Division of Motor Vehicles would collect the combined check and relay the tax payment to the vehicle's home county.

"Citizens are ready for this to take place," Simpson said. "And it's a smart thing for local and state government to work together for it to occur."

The law was supposed to go into effect for fiscal 2009-10, but legislators gave DMV and the state Department of Revenue permission to delay the launch until they had "an integrated computer system" that could manage the collection effort.

The agencies put that discretion to use, as it's taken a while to get the system up and running. But they think it's ready now, and the combined-payment requirement is supposed to go into effect on July.

That's unless the General Assembly changes its mind, and four legislators have proposed it do just that.

On Wednesday, state Reps. Edgar Starnes of Surry County and Sarah Stevens of Caldwell, both Republicans, filed a bill that would repeal the program. Reps. Harry Warren and Carl Ford, both R-Rowan, signed on as co-sponsors.

Starnes and Stevens represent two counties that have long opposed the measure. Simpson speculated that possibly impact on the counties' revenue flows or hometown businesses accounted for the opposition.

Vehicle registration and tax payments are now an entirely separate matter, with DMV and its contractors responsible only for collecting the actual registration fee. Counties have been responsible for collecting all property taxes, including those on cars and trucks.

Simpson's office usually manages to collect about 99 percent of the taxes due on real estate and personal property, but in fiscal 2011-12 it made good on only 90 percent of its vehicle-related billings.

And over time it's become harder, not easier, to convince people to pay up.

As of Jan. 31 – seven full months into fiscal 2012-13 – the Durham tax office had collected a bit under 72 percent of what vehicle owners owe.

That's down from 73 percent on the same date in 2012 and 74 percent in 2011.

Real-property collections hovered at 96 percent on Jan. 31, consistent with their showing in 2012 and a percentage point better than Durham officials had managed at that point in 2011.

N.C. Association of County Commissioners staffers said Friday their group is also keen to head off the Starnes/Stevens bill.

Its chief lobbyist, Johanna Reese, told Durham commissioners the computer system the state needed to implement combined payments cost it "several million" dollars and by contract will have to be paid for whether or not it's put to use.

## **Sen. Hartsell files bill to tap N.C. Railroad for millions**

The News and Observer By Bruce Siceloff February 4, 2013 9:30 PM

RALEIGH -- The state-owned N.C. Railroad would be required to sell off some real estate, pay millions of dollars in dividends to the state, and submit to more thorough state oversight under legislation filed last week in the General Assembly.

A legislative staff report last year concluded that the N.C. Railroad has benefited since the state became its sole stockholder in 1998, but the state has not profited from the relationship. Sixty freight trains and 10 passenger trains run each day on NCRRT tracks that curve across the state for 317 miles, from Charlotte through the Triangle to Morehead City.

Sen. Fletcher L. Hartsell Jr., a Republican from Concord, filed a bill Jan. 31 that would implement legislative staff recommendations to:

- Collect a one-time \$15.5 million dividend from the railroad by June 30.
- Collect annual dividends in future years worth 25 percent of the trackage fees paid to the N.C. Railroad by Norfolk-Southern Railway – about \$3.7 million a year.
- Require the N.C. Railroad to set strategic objectives and create a performance management system.
- Require new, detailed financial reporting from the railroad, including the Form 10-K information that publicly held companies report to the U.S. Securities and Exchange Commission.

- Have two railroad directors who also are members of the state Board of Transportation.
- Require the railroad to sell 14 parcels valued at \$6 million that lie outside the rail corridor, and give the proceeds to the state.

Some of these sites generate rental income for the railroad – in all, nearly \$100,000 a year. Most of the real estate is in Carteret and Craven counties.

The list includes the former sites of two 19th century train depots in the Triangle: a 5-acre tract in Hillsborough that includes a gravel parking lot for nearby businesses, and a 0.3-acre lot in Morrisville.

Hartsell is co-chairman of a joint House-Senate committee that endorsed the staff recommendations in October. Some legislators have said the state should sell the railroad itself, but committee members said it should remain in state hands.

“The proposed bill would give us a little more information as shareholders, and the corporation would get a little more direction from its shareholders,” Hartsell said Friday. “It’s really to enhance economic development and the function of the railroad.”

The legislature stopped collecting dividends from the railroad several years ago and told railroad officials instead to spend the money on tracks, bridges and other improvements to the rail corridor. More than \$150 million in investments are planned over the next decade, including \$100 million to double-track the rails in Raleigh from downtown to the Beltline in southeast Raleigh, and from Cary to Morrisville.

Scott Saylor, the railroad president, told Hartsell’s committee in October that the railroad might have to scale back its capital improvement plans if it is required to pay dividends to the state.

## **McCrorry appoints 10 Board of Transportation members**

The News and Observer Crosstown Traffic Blog Submitted by BruceSiceloff on 02/04/2013 - 17:06

Republican Gov. Pat McCrorry named 10 men to the state Board of Transportation on Monday, including several developers and a former state Republican Party chairman.

The board has 19 members. It wasn’t clear whether McCrorry intends to replace any of the nine members whose replacements were not named Monday. A spokesman said only that these appointments were the only ones being announced now.

Division 1 (northeast): Malcolm Fearing of Manteo, president of Outer Banks Insurance Agency.

Division 3 (southeast): Michael Lee of Wilmington, a lawyer at Lee Law Firm PLLC.

Division 5 (Wake, Durham and five more Triangle-area counties): Michael Smith of Raleigh, president of Kane Realty Corp., developer of North Hills.

Division 7 (Orange, Guilford and other Triad-area counties): Dwight Stone of Greensboro, president of D. Stone Builders Inc.

Division 9 (Forsyth and other Triad and central Piedmont counties): Jake Alexander of Salisbury, sales director of Genan Inc.

Division 11 (northwest): James Palermo of Boone, executive in residence at Johnson & Wales University.

Division 13 (west): David Brown of Asheville, owner of D.L.B. Properties.

At Large (environment): Ferrel Blount of Bethel, a farmer and president of Blount Companies, and former state Republican Party chairman.

At Large (ports and aviation): John Lennon of Wilmington, managing partner of Oceancrest Advisory Services LLC.

At Large (government and finance): Edward Curran of Charlotte, president and CEO of The Bissell Companies.

## **Commuters' wasted time in traffic costs \$121B**

*By CHRIS TOMLINSON | Associated Press – February 5, 2013*

AUSTIN, Texas (AP) — An annual study of national driving patterns shows that Americans spent 5.5 billion additional hours sitting in traffic in 2011.

The Texas A&M Transportation Institute released a report Tuesday that found Americans are adapting to road congestion by allowing, on average, an hour to make a trip that would take 20 minutes without traffic. The Urban Mobility Report also says clogged roads cost Americans \$121 billion in time and fuel in 2011.

It also determined that the 10 most congested cities are Washington, Los Angeles, San Francisco-Oakland, New York-Newark, Boston, Houston, Atlanta, Chicago, Philadelphia and Seattle.

The report is one of the key tools used by experts to solve traffic problems. But the institute advises that every community has unique challenges and require different, multi-faceted approaches to solving congestion.

## **Road Worrier: NC DOT can blame its customers or learn from them**

The News and Observer By Bruce Siceoff - staff columnist February 5, 2013

Thank you for calling Customer Service. How may I insult you?

Oh, let me count the ways.

You could double-bill the drivers you hope to turn into loyal, paying customers for your billion-dollar toll road. Then, without apology, blame them for your blunder.

That's the N.C. Turnpike Authority approach. Who do they think they are – the DMV?

At the state Department of Transportation, now under new management, customer service is a hot concept. It was a catchphrase in Pat McCrory's gubernatorial campaign and became a mission mantra for Tony Tata, his new DOT secretary.

Tata is focusing first on the Division of Motor Vehicles, where there's plenty of room for improvement in customer service. Chapel Hill, where I live, has gone three months without a license tag office. A note on the door tells drivers to go to Durham.

Tata is considering recommendations to open offices on weekends, establish shopping mall kiosks, and provide online options for parents who keep driving logs for teens with learner's permits.

And after he makes DMV more responsive to the millions of drivers it regulates, Tata might be ready to fix the Turnpike Authority. He'll find some unhappy customers there.

Last week, the agency said at least 800 drivers had paid twice for their trips on the Triangle Expressway in January. They were charged through debit accounts linked to E-ZPass transponders they got from toll agencies in northern and Midwestern states, and also through N.C. Quick Pass transponder accounts.

Dane Berglund, who runs the turnpike customer office in Morrisville, said customers were at fault for having more than one flavor of transponder stuck to their windshields.

This is a common practice among folks who do lots of driving through states with toll roads. The Sun Pass works in Florida. The N.C. Quick Pass works in North Carolina.

The E-ZPass works in Virginia and 13 other states – and it didn't work anywhere else until Jan. 3, when the E-ZPass became legal electronic tender for TriEx transactions.

Berglund pointed out in a Feb. 1 letter to customers that their fine-print contracts include a general admonition to use just one transponder at a time.

But the Turnpike Authority never mentioned this in news releases, in letters to customers or on its website before the start of E-ZPass transactions in North Carolina. It did not post signs.

And Berglund's bad-customer letter did not say: "We should have installed software and procedures to prevent this double-billing." Or, "we should have warned you." Or simply, "we're sorry this happened."

Turnpike customer problems go beyond E-ZPass.

Drivers with Quick Passes qualify for a low toll rate, but sometimes they're billed by mail at a higher rate. There are the late fees and penalties that pile up uncommonly fast.

And there are complaints about the difficulty of doing turnpike business online.

"They're like: 'It's so easy to do this on the website,'" Stacey Ruesch, 37, of Cary told the Road Worrier. "Well, I work in (information technology), and I was pulling my hair out. I gave up and sent everything by mail."

DOT employs diligent public workers who build good roads and run good ferries, and work around the clock to keep them open in bad weather. They expose themselves to dangerous traffic on Triangle freeways, and to formidable natural elements from the Smokies to the Outer Banks.

But sometimes, when things go wrong, they like to blame the customers.

Back in 2005, traffic engineers blamed drivers for crashes at a complicated Glenwood Avenue interchange in West Raleigh. DOT had adjusted a series of traffic signals, and suddenly there was a red arrow where drivers had been accustomed to a green arrow.

"I don't know why people are running the red," one DOT traffic engineer harrumphed. "The display is clear and visible."

Maybe so. But there were 16 crashes in 23 days. DOT finally changed the red arrow back to green. The crashes stopped.

Similarly, on Hillsborough Street in Raleigh, DOT and city engineers designed a quirky, twin-ring roundabout at the N.C. State University Bell Tower. It was so complicated that the city published a user manual.

But drivers were still confused. Police counted 100 roundabout crashes in 20 months. City experts distributed more manuals, erected more warning signs, and said drivers should be more careful.

Finally they gave up and reverted to a simple single ring. In the seven months since then, police have logged just one crash at the Bell Tower roundabout.

Traffic engineers sometimes are slow to recognize these kinds of problems, because they don't spend much time talking to drivers.

Tata can learn a lot about customer service if he talks to the people waiting in line at DMV offices and at the turnpike customer service center in Morrisville. And when things go wrong, maybe he'll learn to say: "We're sorry. We'll try to do better."

## Washington rated the worst for traffic congestion — again

The Washington Post By Ashley Halsey Feb 05, 2013 05:01 AM EST

When it comes to traffic congestion around Washington, even the good news is bad, and it goes downhill from there.

The city that so hungers to be No. 1 at something — usually on a gridiron or diamond-shaped field — has again risen to the top as the most congested metropolitan area in the United States, a place where the average driver burns 67 hours and 32 gallons of gas each year sitting in traffic.

The No. 1 ranking is the good news. The bad news is that it's going to get worse.

The annual crunching of numbers by the Texas A&M Transportation Institute projects that unless something is done about traffic, the economic recovery will put more wheels on the road and create more congestion. By 2020, analysts say, the average U.S. driver will spend an additional seven hours in traffic each year and waste six more gallons of gas.

The Institute's calculations are based on data from transponders on millions of moving vehicles. It comes from Inrix, the commercial network that also provides much of the information used in traffic reports on radio, television and the Internet.

After Washington, the four most congested metro areas in the nation were among the perennial contenders: Los Angeles, San Francisco, New York and Boston. **Raleigh-Durham rated as the easiest major city to get around.**

Rankings are relative and don't say much about your personal commuting misery, unless there's perverse pride in being No. 1 or you're looking to move some place where congestion isn't so bad. (Traffic is light in Bakersfield, Calif.)

For the first time this year, the Institute came up with a new metric to salt the wound that is traffic congestion around Washington. It calculates the true meaning of an expression often used on traffic radio reports — "allow a little extra time" — a polite way of telling drivers that their traffic nightmare meter has hit the red zone.

The Institute calls it the Planning Time Index, and this is how Tim Lomax, one of the study's authors, explains it: "It's predicated on the notion that your boss will let you be late to work one time a month and you'd better be on time the other 19 days."

So, the new index compares the time it would take to make a trip in light traffic with the time you need to allow if you want to be punctual for work (or anywhere else) 19 days out of 20.

It's a new index that tells an old story: No place is worse than Washington, which rates 5.72 and is behind metro Los Angeles and New York. Baltimore ranks 15th among large cities with a 3.81, while Salt Lake City is at the bottom with a 2.02.

What does that mean?

"If you had a 20-minute trip in light traffic, 20 times 5.7 is almost 2 hours that you ought to allow for a really important trip in the middle of rush hour," Lomax said. "That's the combined effect of weather and bad crashes and special events and construction, and in y'all's cases, presidential motorcades. It's everything rolled together."

The Institute provided a plan for addressing congestion that applies to the Washington region and the rest of the nation. It was a collection of ideas, many of which are already in use.

It included addressing immediate traffic problems — such as having tow trucks poised to sweep away wrecks and stalled vehicles, and using metered freeway on ramps to modulate traffic flow — and obvious goals of increasing capacity, encouraging transit use and embracing flexible work schedules.

“You should be able to call the boss and say ‘Traffic’s bad today, how about if I telecommute for now and come in two hours later?’” Lomax said. “And you need to take advantage of those options when they make sense for you. Don’t just get stuck in the rut of ‘I drive my car to work every day because that’s just what I do.’”

Pete Ruane, the blunt-spoken president of the American Road and Transportation Builders Association, said the area had a double-barreled problem.

“Washington, D.C., has the dubious distinction of being number one in two areas. It is the capital of partisan gridlock, and now traffic gridlock,” he said. “The real news in the report is the projection that traffic congestion costs will balloon another 65 percent by 2020 if we maintain the status quo. The number of hours of lost time will also skyrocket 55 percent.”

## Durham loses seat on state transportation board

The Herald-Sun By Ray Gronberg February 6, 2013

DURHAM —For the first time in eight years, Durham won’t have a hometown appointee on the state Board of Transportation to ride herd on projects like the planned East End Connector.

Gov. Pat McCrory’s staff announced this week that he was replacing Durham lawyer Chuck Watts and nine other members of the board, which oversees the work of the N.C. Department of Transportation.

Watts’ designated successor is Mike Smith, a Raleigh developer who’s president of Kane Realty Corp. The appointment becomes official only after consultations with legislators.

Local officials had asked McCrory to retain Watts, but the lawyer on Tuesday said he was always going to be “happy either way.”

McCrory’s predecessor, former Gov. Beverly Perdue, sought “to take the politics out of the role and make it more of a policy-oriented board,” Watts added. “Assuming they continue that idea about [its] role, I can’t imagine [the change in delegates] making that much difference.”

McCrory’s decision affected 10 members of the board whose terms were expiring early this year. Nine other members whose terms are supposed to run until 2015 remain, for now.

But existing state law allows the governor to remove Board of Transportation members whenever he or she wants.

And in the N.C. Senate, Republicans who control the chamber have proposed a law that would in essence fire the current members of five similar boards, the most prominent being the state Utilities Commission and the Environmental Management Commission.

The bill as yet doesn’t affect the Board of Transportation, but the bill’s sponsors made no bones about their desire to see more Republicans filling state appointive posts.

To accomplish that, their draft signaled a willingness to wipe out staggered-term provisions that in some cases date from 1965 that are supposed to provide a check on gubernatorial or legislative power.

McCrory’s Board of Transportation appointments hewed to the more-Republicans theme, as the 10 he named included eight members of the GOP. An unaffiliated voter and a Democrat rounded out the slate. Existing law

requires that at least three board members have to be registered with a party that isn't the governor's. McCrory is a Republican.

State Board of Elections records show that all 10 of his appointees had given money to either McCrory's 2008 or 2012 campaigns for governor, or both.

Collectively, they supplied \$46,779, which doesn't count any donations to the McCrory campaign from family members or associates.

Watts didn't donate any money to Perdue or McCrory.

His predecessor, Durham lawyer Ken Spaulding, in 2000 gave \$250 to former Gov. Mike Easley's campaign. Spaulding served on the board from 2005 to 2009, under an appointment from Easley.

Smith, who couldn't be reached for comment, like Watts and Spaulding will hold the board's Division 5 seat. The division covers Durham, Wake, Granville, Person, Franklin, Vance and Warren counties.

The seat shuffle also affected the Division 7 seat, which among others covers Orange County. For it, McCrory replaced a Greensboro lawyer, Michael Fox, with a Greensboro contractor, Dwight Stone.

Durham's eight-year hold on the Division 5 seat was unusual given that Wake, population-wise, is by far the division's largest county.

But Durham is predominantly Democratic, and local groups like the Spaulding-financed Durham Committee on the Affairs of Black People are key to Democrats' statewide get-out-the-vote effort.

The division's population disparity traditionally made it "very hard to make sure Durham County as well as other counties within Division 5 were able to get some of their roads completed," Spaulding said.

Smith arrives on the board with a track record that suggests he's pro-transit. His firm is behind Raleigh's North Hills project, a large mixed-use development that's "multi-modal in approach" when it comes to accommodating different types of conveyances, Regional Transportation Alliance Executive Director Joe Milazzo said.

Kane Realty is a member of the alliance, a pro-transit business group that helped marshal support for recent transit-tax referenda in Durham and Orange counties.

Milazzo voiced no unhappiness with the appointment. "The folks we've had to this point, Chuck Watts and his predecessors, have done a nice job representing the region," he said. "I'm sure Mike will do the same."

**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

February 4, 2013

Secretary of Transportation Anthony Tata  
N.C. Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Tata:

Congratulations on your appointment as Secretary of Transportation. 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 policy board, the Transportation Advisory Committee, and the staff of the MPO look forward to working with you and your administration on transportation issues.

There is great support for alternative transportation modes in the DCHC MPO region. The region is home to three universities, Duke, N.C. Central, and UNC-Chapel Hill, that increasingly rely on walking, biking, and transit as a means for students and staff to access campus. The DCHC MPO has a policy that allocates all of our directly allocated Surface Transportation Program funds (STPDA) to non-highway projects, more than \$4 million annually. Three public and one private fixed-route transit systems serve the DCHC MPO region, Durham Area Transit Authority, Chapel Hill Transit, Triangle Transit, and Duke University Transit. And voters in both Orange and Durham counties recently approved referenda for a half-cent sales tax increase devoted to bus and rail transit improvements.

In recent months there has been discussion by NCDOT staff and the Board of Transportation regarding an increase in funding for bicycle and pedestrian projects throughout the state. On January 9, the DCHC Transportation Advisory Committee unanimously voted to support increased bicycle and pedestrian funding. Among the reasons cited for this support were the following:

- Health and environmental benefits of walking and biking.
- Improved safety for cyclists and pedestrians, who accounted for about 16 percent of North Carolina highway fatalities in 2012. In contrast, less than 0.5% of the State's transportation budget goes towards the bicycle and pedestrian program.
- Improved walking and cycling routes to schools. State funding for school transportation has decreased. Providing facilities that allow more children to safely walk and bike to school can help alleviate transportation costs and promote more healthy and active youth.
- Improved bicycle and pedestrian connectivity between transit routes and residences, workplaces, shopping, and other destinations. Nearly all transit trips start or end with a walking

or cycling trip. Bicycle and pedestrian connectivity will be essential to the successful implementation of our regional transit system.

- Increased bicycle and pedestrian funding is also essential to support NCDOT's Complete Streets Policy, which in many ways is based on the policies put into place in Charlotte when Governor McCrory was mayor.

While there may be some concerns on the significant percentage increase that the proposal would represent from current funding levels, please note that the proposed funding level still represents a small percentage of the State's overall transportation budget. According to information shared at the December Board of Transportation meeting, the proposed funding level is only 2.2% of the total of all fourteen Divisions' equity dollars. This percentage is much more consistent with the funding level that NCDOT's local and regional stakeholders recommended at the seven statewide investment summits held in 2012. The average recommendation from these seven summits was that 2.4% of the State's budget should go towards bicycle and pedestrian projects.

Many of the identified needs for bicycle and pedestrian facilities are along state-maintained roadways; therefore it is reasonable that there be a state role in funding these improvements, even if the projects are designed and constructed by local governments. There has been concern that bicycle and pedestrian projects are susceptible to delays. In order to address this concern, we encourage NCDOT to partner with MPOs, RPOs, and local governments across the state to discuss implementation strategies to ensure that projects are delivered in a timely, efficient manner.

While we heartily endorse the proposal to increase funding for bicycle and pedestrian projects, we also have some recommendations for ways that the State can better support the implementation of bicycle and pedestrian facilities. The current proposal focuses on the construction needs for "shovel-ready" projects. We recommend that the Department simultaneously look at ways that it can better determine, evaluate, and support longer-term bicycle and pedestrian needs. Assisting local governments with project design, permitting, and right-of-way acquisition will help ensure that more projects are ready to be constructed when funding becomes available.

In addition, the Department should reconsider the funding of incidental sidewalks in its Pedestrian Policy Guidelines. This policy requires up to a fifty percent local match for sidewalks that are constructed as part of highway projects. To be consistent with the Complete Streets Policy, NCDOT should treat these incidental sidewalks as transportation elements necessary to provide a complete multi-modal transportation project, and the funding for these sidewalks should not require a local contribution. Making this change would demonstrate the Department's commitment to Complete Streets and build many miles of new sidewalks across the State.

The DCHC MPO recognizes the limited state and federal transportation funding and the tremendous transportation needs in North Carolina. We understand that the proposal for increased bicycle and pedestrian funding will not result in an overall increase in transportation funding and that some highway funding will need to be re-allocated to support this proposal. We accept this trade-off and believe that the

benefits of more bicycle and pedestrian facilities outweigh the negative impacts the proposal may have on highway projects.

We appreciate your consideration of our position on this important matter, and we look forward to working with you to improve transportation in North Carolina.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Reckhow", with a long horizontal flourish extending to the right.

Ellen Reckhow, Chair

Transportation Advisory Committee

cc: NC Board of Transportation Members  
DCHC MPO TAC members and alternates  
Lauren Blackburn, Director, NCDOT Division of Bicycle and Pedestrian Transportation  
Wally Bowman, PE, NCDOT Division 5  
Mike Mills, PE, NCDOT Division 7  
Richard Hancock, PE, NCDOT Division 8