

**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

**DURHAM – CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**August 14, 2013  
9:00 am**

**Committee Room  
2<sup>nd</sup> Floor Durham City Hall**

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- 1. Roll Call**
- 2. Ethics Reminder**  
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.
- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

**CONSENT AGENDA**

- 6. June 12, 2013 TAC Meeting Minutes  
Attachment 6**

A copy of the June 12, 2013 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the June 12, 2013 TAC meeting.

- 7. FY 2012-2018 Transportation Improvement Program – Amendment #10  
Attachment 7  
Dale McKeel, LPA Staff**

Amendment #10 to the FY 2012-2018 Transportation Improvement Program is necessary to (1) reflect the 2013 Job Access/Reverse Commute and New Freedom Program of Projects (POP) approved by the TAC on June 12, 2013 and (2) delay right-of-way / construction dates for U-5516 and U-5517 to allow additional time for planning and design. Attachment 7 is the resolution with attached tables.

**TCC Recommendation:** Recommend approval of the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area.

**TAC Action:** Approve Amendment #10 to the 2012-18 Transportation Improvement Plan.

**8. TIP Administrative Amendment – Fiscally Constrained Financial Report for the 2012-18 TIP**

**Attachment 8**

**Andy Henry, LPA Staff**

Federal rules (23 USC 134 j) require that each Metropolitan Planning Organization's Transportation Improvement Program (TIP) include a fiscally-constrained financial plan. In the past, the MPO has assumed that the fiscal constraint requirement of the State TIP assured the same for the MPO's TIP. However, the MPO is required to provide a separate financial plan for the TIP.

The DCHC MPO prepared a Financial Plan for the first four years (FY 2012-2015) of the FY 2012-2018 TIP to meet this federal requirement. See attachment 9. The Financial Plan does not intend to change any material information in the TIP, such as a project description or costs, and basically shows the matching of TIP costs and revenues. As a result, this action can be submitted as a simple administrative modification.

**TCC Recommendation:** Recommend approval of the FY 2012-2018 TIP Financial Plan, and submit the Plan as an administrative modification to the FY 2012-2018 TIP.

**TAC Action:** Approve the TIP Administrative Amendment – Fiscally Constrained Financial Report for the 2012-18 TIP.

**9. Section 5310 Designation Status**

**Attachment 9, 9A**

**Maricia Brown, LPA Staff**

The Enhanced Mobility of Seniors and Individuals with Disabilities Program provides formula funding to States and Designated Recipients of large UZAs (UZAs with populations of 200,000 or more) to improve mobility for seniors and individuals with disabilities. This program provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) project that improve access to fixed route service and decrease reliance on complementary para-transit; and (4) projects that are alternatives to public transportation.

Under MAP-21 this program no longer provides a single apportionment to the State; however, it now provides apportionments specifically for large urbanized, small urbanized and rural areas; and will require new designations in large UZAs. Therefore, DCHC has drafted the attached letter and resolution in support of the Durham UZA's Section 5310 Designated Status.

**TCC Recommendation:** Recommend approval of the Resolution and Letter of the Durham UZA Designation status.

**TAC Action:** Approve the Resolution and Letter of the Durham UZA Designation status.

**ACTION ITEMS****10. Update on Old Durham-Chapel Hill Road Project (TIP Project EB-4707)****Attachment 10, 10A****Dale McKeel, LPA Staff****David Bonk, Town of Chapel Hill**

The design for the Old Durham-Chapel Hill Road bicycle and pedestrian project has been completed. The design includes bicycle lanes and sidewalks on both sides of the road, as recommended in the feasibility study adopted by the TAC in 2006. On the Durham side of the project, between Garrett Road and Pope Road, NCDOT is proceeding with right-of-way acquisition and utility relocation, and construction should begin in about 12 to 14 months. At its meeting on June 18, 2013, the Durham Bicycle and Pedestrian Advisory Commission adopted a motion stating its support for the current design of the project.

On the Chapel Hill side of the project, between Pope Road and US 15-501, the Town is considering options for modifying the scope of the project to reduce costs. Project costs have escalated, exceeding the Town of Chapel Hill's ability to provide the required local match. Some of the options under consideration include designs that differ from the cross-section recommended in the adopted feasibility study. The Town of Chapel Hill will be holding meetings with the public and Town advisory boards this summer to discuss the options.

**TCC Action:** Receive report and consider recommendations to the TAC.

**TAC Action:** Receive the report and presentation.

**11. Update on the Watch for Me NC Bicycle and Pedestrian Safety Campaign****Dale McKeel, LPA Staff****Officer David E. Kub, Durham Police Department**

Watch for Me NC is a comprehensive campaign aimed at reducing the number of pedestrians and bicyclists hit and injured in crashes with vehicles. The program is a collaborative effort with state and local agencies, including Carrboro, Chapel Hill, and Durham. The campaign begins in August and continues through November.

**TAC Action:** Receive the 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**

**TAC Action:** Receive report from staff.

**15. NCDOT Report**

**Attachment 15**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**Richard Hancock, Division 8 - NCDOT**

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

**Kelly Becker, Traffic Operations – NCDOT**

**TAC Action:** Receive report of NCDOT

**INFORMATIONAL ITEMS**

**16. Recent News Articles and Updates**

**Attachment 16**

**17. 2013 NC American Planning Association Planning Award Nomination**

**Attachment 17**

**18. Board of Transportation Recommendations – Prioritization 3.0 Scoring Criteria, Weights, and Normalization for All Modes**

**Attachment 18**

**Adjourn**

**Next meeting: September 11, 2013**

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

**Triangle Mobility Action Partnership (Tri-MAP) Bimonthly Forum Meeting  
Friday, August 16, 2013 10:30-11:30 a.m. RDU Airport Authority Building**

**[www.dchcmmpo.org](http://www.dchcmmpo.org)  
[www.twitter.com/dchcmmpo](http://www.twitter.com/dchcmmpo)**

**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. RFQ for website enhancements has been issued.
11/14/2012	Provide recommendation for remaining FY 2012 STPDA projects	<u>In Progress:</u> See 12/12/2012 TAC and 3/13/2013 TAC Agenda.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
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> Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	<u>Completed:</u> New members sworn-in April 4. LPA staff has been in contact with new members. Assignment to DCHC MPO TAC has been made.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Draft MOU has been sent to member governments.

All Completed Directives since 1/1/2013 are shown.



44  
45 Ellen Reckhow, TAC Chair, called the meeting to order at 9:00a.m. and the Roll Call was  
46 conducted.

47 **Ethics Reminder**

48 Ellen Reckhow read the Ethics Reminder for TAC members and asked board members if there  
49 are any known conflicts of interest with respect of matters coming before the board and requested that  
50 if there were any identified during the meeting for them to be announced.

51 **Adjustments to the Agenda**

52 Mark Ahrendsen identified three handouts related to changes in the minutes in regard to item  
53 #6 on the agenda, a one page handout related to Attachment #10A, a one page handout related to Item  
54 #13 – Attachment 13, a change in staff presentation for item #12.

55 **Public Comments**

56 John Kent – Technical Advisor to New Hope Creek Corridor Advisory Committee raised concerns  
57 about ramping up ERAS Process. He wants to consider expanding the study area to include Old Durham-  
58 Chapel Hill Road. He was concerned that there are no alternatives. If there will be an alternative  
59 analysis that there should be some alternatives.

60 Ellen Reckhow stated that there are two alternatives that will be studied related to his concern.  
61 Old Durham-Chapel Hill Road will be studied during the ERAS Process and that there will be a follow-up  
62 at the next TTA Board Meeting.

63 **New Member Introduction**

64 Ellen Reckhow introduced and welcomed Jim Crawford as the new NC Board of Transportation  
65 representative to the group.

66 **Directives to Staff (Attachment 5)**

67 There were no comments.

68 **CONSENT AGENDA:**

69 A motion was made by Lydia Lavelle and seconded by Diane Catotti to move the items. The motion  
70 carried unanimously.

71 **Job Access/Reverse Commute (JARC) and New Freedom (NF) Call for Projects**

72 Maricia Brown provided an introduction for the JARC and New Freedom project, along with  
73 Attachment #11. She provided acknowledgment of two to three month anticipation for the application  
74 review process with the recommendation of getting selected applicants approved and notified, and  
75 getting the application completed prior to August 31<sup>st</sup>.

76 Ed Harrison inquired about the funding percentage comparison for Chapel Hill and lack of  
77 information about the percentage breakdown on Attachment #11.

78 Maricia Brown clarified how the project funding is broken down.

79 Ellen Reckhow commented on the travel, training and job access for seniors. How will this  
80 program be evaluated?

81 Maricia Brown explained the process of how the performance measures are evaluated for each  
82 program such as JARC and NF.

83 Ellen Reckhow stated her interest in getting a report and seeing the results of the program  
84 because of this program's potential to reduce the paratransit cost.

85 Maricia Brown will provide quarterly reports.

86 A motion was made by Alice Gordon and seconded by Diane Catotti to approve the 2013 JARC NF  
87 Program of projects. The motion carried unanimously.

88 **Strategic Highway Corridor (SHC) Modification, Northern Durham Parkway (NDP) (Attachment 12,**  
89 **12A, 12B)**

90 Mark Ahrendsen provided an introduction for the Strategic Highway Corridor (SHC)  
91 modification, Northern Durham Parkway (NDP).

92 Ellen Reckhow commented about the parkway designation being more appropriate as a  
93 boulevard as opposed to a highway.

94 Ed Harrison commented about the reason Durham-Chapel Hill Boulevard was called a  
95 boulevard.

96 Ellen Beckmann explained the Attachment 12 map classification and designation of boulevard,  
97 expressway and freeway as well as how the projects are designed.

98 Mark Ahrendsen commented on the addition of boulevard due to future traffic demand in the  
99 specific area based upon traffic projections and analysis.

100 Ellen Beckmann stated the reason for this request is due to the initiation of the Comprehensive  
101 Transportation Plan (CTP) needing to be mutually adopted by the State and the MPO. A request has  
102 been made for this project to be complete prior to adopting the CTP so the MPO is consistent with the  
103 state. Ellen Beckmann referred the TAC to other attachments associated with project.

104 A motion was made by Diane Catotti and seconded by Lydia Lavelle to request the NCDOT to  
105 change the status of the Northern Durham Parkway from a Freeway to a Boulevard in the NCDOT  
106 Strategic Highway Corridor Plan. The motion carried unanimously.

107 **Strategic Mobility Formula – Update (Attachment 13)**

108 Ellen Beckmann provided an introduction and update for the Strategic Mobility Formula  
109 legislation.

110 Alice Gordon asked why the divisions are paired for funding.

111 Ellen Reckhow asked for an update on the project.

112 Joey Hopkins explained the latest information that he read on Twitter.

113 Ed Harrison questioned the understanding of how the document is read and understood.

114 Ellen Reckhow pointed out the Attachment #20.

115 Alice Gordon inquired about the money and what does exempt mean.

116 Mark Ahrendsen explained that STP-DA funds are exempt from allocated money.

117 Ellen Beckmann explained how the divisions were paired and how the funding is allocated per  
118 division.

119 Ellen Reckhow asked Joey Hopkins if there was any news on the issue on STP-DA being  
120 exempted.

121 Mark Ahrendsen stated that the STP-DA money must be spent in the MPO area.

122 Ellen Reckhow commented on Attachment #13 page 5.

123 Patrick McDonough explained the project fund allocation as well as the time frame of project.

124 Ed Harrison asked if the statewide projects are toward the end of the 2040 period, referring to  
125 the widening of Highway 85 in Orange County, and the 15-501 Freeway conversion.

126 Ellen Beckmann explained how projects are qualified and scored. Ellen Beckmann also updated  
127 the Committee on the Work Group Prioritization update in Attachment 13 and summarized the Strategic  
128 Mobility Formula.

129 **Ramp Metering Study – (Attachment 14)**

130 Battle Whitley provided an introduction for the Ramp Metering Study along with attachments.

131 Ellen Reckhow commented on the study and the possibility of people bypassing the Miami  
132 Boulevard exit and taking the Page Road exit knowing that there is a meter at Miami Boulevard.

133 Ed Harrison asked if the ramp meters would interfere with using auxiliary roads/slip ramps.

134 Battle Whitley stated that some of that was looked at; most of the benefit we would see from a ramp  
135 meter would be at locations without the auxiliary roads because ramp metering would require the travel  
136 and auxiliary lanes to merge.

137 Kosok Chae explained the content of the study to answer Ed Harrison's question.

138 Ellen Reckhow asked if the study included traffic at peak hour, e.g. 5:30 p.m. on a Wednesday  
139 afternoon; if the ramp meter was installed at Miami Boulevard how long people would be sitting on the  
140 ramp waiting to get on the highway.

141 Battle Whitley explained how the light sequence would perform on the ramp (one car per green  
142 light).

143 Damon Seils asked about the timing of meters synchronizing with traffic signals at the  
144 intersections leading to the ramp.

145 Battle Whitley stated that the traffic signals are not synchronized with the ramp meter signal  
146 light.

147 Joey Hopkins provided his experience and observations on ramp meters.

148 Ellen Reckhow commented on her concern about the amount of stacking that is to be expected  
149 at peak hour at the base of the on ramp if the meter ramp signal is not timed to the local signalized  
150 intersections.

151 Joey Hopkins stated that when ramp metering exists in North Carolina that the operation of the  
152 signal lights can be adjusted to fit the need of the affected area.

153 Battle Whitley summed up the benefit of ramp metering.

154 Diane Catotti asked about the cost for each location.

155 Battle Whitley stated that a single lane ramp meter is \$106,000, a dual lane ramp meter is  
156 \$140,000, a meter with a bypass lane is \$170,000, and the freeway-to-freeway cost is \$300,000.

157 Diane Catotti asked what the next step is.

158 Battle Whitley stated that the next step is the education outreach and location research.

159 Damon Seils referenced the benefit cost ratio analysis and asked if the cost included fuel cost.

160 Battle Whitley stated that the benefit is based on the improvement in travel time, multiplied by  
161 the traffic activity at that hour, multiplied by \$82.00 to \$84.00.

162 Ellen Reckhow asked does the cost estimate include widening the ramps.

163 Battle Whitley stated no.

164 **REPORTS:**

165 **Report from the TAC Chair**

166 Ellen Reckhow stated that there is no July meeting and the next meeting is scheduled for August  
167 14, 2013. Ellen Reckhow will not attend this meeting and asked to be excused from the August 14, 2013  
168 meeting. A motioned was made by Diane Catotti and seconded by Alice Gordon. The motion carried  
169 unanimously. Ellen Reckhow stated she informed Mark Kleinschmidt of her absence and that he would  
170 need to be present to Chair the meeting.

171 Ellen Reckhow reminded the board to complete the ethics training by June 30, 2013.

172 Diane Catotti requested to have someone check the completion date.

173 Alice Gordon asked Ellen Beckmann to send the ethics training reminder with link attached.

174 Ellen Reckhow stated that she spoke with the Chatham County representative to this group and  
175 brain stormed on ideas in terms to what can be done to help their participation. They came up with  
176 Chatham County requesting to be notified in advance if there were going to be any Chatham County  
177 issues discussed, and they would try to have someone present.

178 **Report from the TCC Chair**

179 Mark Ahrendsen updated the board and attendees on the RTA trip that was taken by some  
180 board members from May 5, 2013 through May 7, 2013.

181 Diane Catotti suggested that the trip report be circulated to the TAC.

182 **Report from Staff**

183 Felix Nwoko stated the staff report will be updated next month for the next fiscal year.

184 **Reports from NCDOT**

185 Patrick Wilson, NCDOT Division #7, introduced two updates to two projects in southern and  
186 northern Orange County. The Weaver Dairy Road widening project has been extended due to additional  
187 work needed and should be open by the end of July. The Columbia Street project is changing from the  
188 one way pattern back to the normal two way pattern by August. The Smith Level Road project's  
189 contractor is working on utility road locations.

190 Lydia Lavelle requested the completion date for the Smith Level Road project.

191 Patrick Wilson stated that it is scheduled for May 2015.

192 Patrick Wilson informed the board about the NC 86 resurfacing north of Hillsborough. The  
193 scheduled completion date is October 31, 2013.

194 Lydia Lavelle asked if there are procedures in place when working on local projects that may  
195 overlap jurisdictions and impact other projects.

196 Patrick Wilson stated that there was a coordination meeting between the DOT, Orange County,  
197 contractors, the Town of Chapel Hill, and the Town of Carrboro that discussed the various projects to  
198 keep the roads active and moving during the summer due to detours and road closures.

199 Ed Harrison stated that the Town Manager distributed a memo summarizing all of the projects.

200 Joey Hopkins, NCDOT Division #5, introduced updates on projects. The Main Street Bridge  
201 project on Campus Drive at Duke is on schedule and should be open by the end of August 2013. The  
202 State Forest Road Bridge is finished; however, the road is not open yet because of water safety issues  
203 that are being addressed.

204 Darius Sturdivant, NCDOT Division #8, introduced updates on projects. The American Tobacco  
205 Trail funding agreements have been signed by the Town of Cary and the local program management  
206 unit. Details will be discussed by the Town of Cary and the local program management unit. The US 15-  
207 501 Corridor Study was kicked off and Stantec will be the consultant working on the plan. They have  
208 identified 25 intersections along the corridor between Pittsboro, US-64 and NC-54 in Chapel Hill; this is

209 about a 13 mile stretch in which there are 15 signalized intersections, and 10 unsignalized intersections.  
210 Stantec is performing traffic counts. The traffic counts will be studied to ensure that 2040 projections  
211 are reasonable and in line with the current travel demand model. There were details of the Orange  
212 County side of the project discussed at the meeting. Darius Sturtivant stated that he wanted to make  
213 sure that Stantec is in touch with Derrick Woods of NCDOT and Patrick at the Triangle Transit Authority  
214 to ensure that all parties are aware of project details. Stantec is currently working on traffic counts and  
215 will have a draft report in October 2013. Darius Sturdivant will speak with a Stantec representative  
216 about presenting updates to the TAC Board.

217 Ed Harrison asked about the feasibility study that Derrick Woods was working on.

218 Darius Sturdivant stated that the feasibility study is on the Columbia Street project and asked  
219 David Bonk to provide some details on the Columbia Street study.

220 David Bonk stated that the Columbia Street study is a separate project. There are two other  
221 studies. There is a feasibility study on Fordham Boulevard (US 15-501) from the Franklin Street split to  
222 US 15-501 South and the previously discussed US 15-501 corridor study from Fordham Boulevard to  
223 Pittsboro. The feasibility study is a variety of transportation improvements ranging from possible  
224 superstreet implementation, transit improvements, and bike and ped accommodations through the  
225 entire corridor. The two projects interface at the interchange of South Columbia Street and Fordham  
226 Boulevard, which is problematic for various reasons especially for the 15-501 South approach. This was  
227 discussed and the consensus was that the feasibility study should probably address the main issue  
228 rather than the corridor study; however, the corridor study is focused on road way improvements while  
229 it will take into account the issues. David Bonk explained that the two studies are different in their focus  
230 and the feasibility study is far more comprehensive than the corridor study will be.

231 Lydia Lavelle asked if there was a website or location where the study can be followed.

232 Darius Sturdivant stated that the consultant is working on developing a website for the study  
233 and that he will pass the information on to the board as soon as it is available.

234 **Report from TCC Chair**

235 Mark Ahrendsen updated the board and attendees that the work is continuing on the  
236 bicycle/pedestrian bridge over I-40, which is scheduled to be completed by October 2013.

237 Dale McKeel introduced a project update on the Old Durham Chapel Hill Road project. The  
238 Town of Chapel Hill is considering a design change to the project. The current design of the project has  
239 bike lanes and sidewalks on both sides of the road and the change would be to have a trail that would  
240 be on one side of the road instead of the bike lane and sidewalk. Durham is currently waiting on Chapel  
241 Hill's decision on the design of project, and if Chapel Hill decides to go with the trail Durham may  
242 consider the trail design as well.

243 **INFORMATIONAL ITEMS:**

244 Ellen Reckhow stated that the board has the informational items.

245 **Adjournment**

246 There being no further business before the Transportation Advisory Committee, the meeting  
247 was adjourned at 11:14 a.m.

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

**AMENDMENT #10  
August 14, 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**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

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

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

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

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

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

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on May 8, 2013; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachments to Resolution for Amendment #10 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of August, 2013.

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Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: August 14, 2013

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

## Attachment to Resolution for Amendment #10 to DCHC 2012-2018 MTIP

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## ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY12 (000)	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)
TM-5304	Durham Area Transit Authority and Durham Center for Senior Life	Capital – Travel Training	JARC	5316			\$100				
			Local	L			\$25				
TM-5305	Chapel Hill Transit	Operating – night service	JARC	5316			\$68				
			Local	L			\$68				
TM-5306	Chapel Hill Transit	Operating Assistance – continuation of service hour extensions	JARC	5316			\$37				
			Local	L			\$37				
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC projects	JARC	5316			\$23				
TN-5132	Durham Area Transit Authority	Capital – membership in Go Triangle Regional Call Center	FNF	5317			\$105				
			Local	L			\$26				
TN-5133	Durham Senior Life Center	Capital –continuation of Travel Training	FNF	5317			\$24				
			Local	L			\$6				
TN-5134	City of Durham	City of Durham planning and program administration of 5317 New Freedom Projects	FNF	5317			\$14				

## REVISIONS TO THE 2012-2020 STIP

## HIGHWAY PROGRAM

## STIP MODIFICATIONS

## DIVISION 5

* U-5516	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR	RIGHT-OF-WAY	FY 2015 -	\$2,000,000	(C)
DURHAM	1639 (INFINITY ROAD) INTERSECTION IN DURHAM.	CONSTRUCTION	FY 2016 -	\$2,100,000	(T)
<b>PROJ. CATEGORY</b>	ADD LANES THROUGH INTERSECTION.			<u>\$4,100,000</u>	
REGIONAL	<b><u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 15 AND</u></b>				
	<b><u>CONSTRUCTION FROM FY 14 TO FY 16 TO ALLOW</u></b>				
	<b><u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u></b>				

U-5517	NC 54, SR 1110 (FARRINGTON ROAD) TO I-40	RIGHT-OF-WAY	FY 2014 -	\$300,000	(T)
DURHAM	EASTBOUND ENTRANCE RAMP IN DURHAM.	CONSTRUCTION	FY 2015 -	\$1,300,000	(T)
<b>PROJ. CATEGORY</b>	CONSTRUCT SLIP RAMP.			<u>\$1,600,000</u>	
REGIONAL	<b><u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u></b>				
	<b><u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u></b>				
	<b><u>DESIGN.</u></b>				

\* INDICATES FEDERAL AMENDMENT

~~Wednesday, July 10, 2013~~

**DCHC MPO  
FY 2012-2018 Transportation Improvement Program  
Financial Plan**

**Contents**

**Introduction**

**Revenue Information on State and Federal Funding (NCDOT)**

**Revenue Information on Local Funding**

**Summary of FY 2012-2015 TIP Costs**

**Summary of FY 2012-2015 TIP Costs by Funding Type**

**Summary of FY 2012-2015 TIP Operations & Maintenance Costs**

**Summary of FY 2012-2015 TIP Costs by Primary Mode**

**Introduction**

Federal rules require that each Metropolitan Planning Organization's Transportation Improvement Program (TIP) include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that are reasonably expected to be available to carry out the program; and identifies innovative financing techniques to finance projects, programs, and strategies (23 USC 134 j).

The DCHC MPO prepared this Financial Plan for the first four years (FY 2012-2015) of the FY 2012-2018 TIP in coordination with the North Carolina Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Revenue and cost information for projects was provided by the NCDOT State Transportation Improvement Program Unit.

**Revenue Information on State and Federal Funding (NCDOT)**

**HIGHWAY PROGRAM BUDGETS**

**Transportation Revenue Forecast**

**State Budget**

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax and vehicle fees (mostly on trucks). North Carolina's transportation funding comprises roughly 75 percent state revenues and 25 percent federal.

State Revenues are from revenue projections in the Governor's Recommended Biennium Budget are a consensus forecast by Office of State Budget and Management, Legislative Fiscal Research Division and NC Department of Transportation. The Governor's budget forecast serves as a base from which NCDOT

staff develops the Work Program forecast for the remaining years. Motor Fuel revenues are forecast based on crude oil prices and expected consumption, derived from information from the US Department of Energy and IHS Global Insight, a private financial forecasting company. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19–84. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which is based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The forecast assumes that a new multi-year reauthorization bill will not take place until SFY 2013, and that the overall program structure will remain unchanged. In the interim, Federal-Aid revenues are assumed to remain at the FY 2010 level until 2013 and will then grow at the same rate assumed by the Congressional Budget Office for national revenue growth.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The state MFT rate, under state law, has a fixed portion and variable portion that is based on wholesale prices and can adjust every six months, on January 1st and July 1st. The federal MFT rate, set by Congress, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. The Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output. Vehicle fuel efficiency and alternate fuel vehicles affect fuel consumption in the outer years of the forecast.

### **The Highway Construction Budget**

The highway construction budget consists of the Federal Aid Construction Program and the Intrastate and Urban Loop Programs from the North Carolina Highway Trust Fund. Combined funding is expected to be \$1.582 billion for Federal Fiscal Year (FFY) 2012. Planning and design is budgeted at \$168.5 million, leaving \$1.413 billion for right-of-way and construction. During the seven-year State Transportation Improvement Program (STIP) time period, \$11.5 billion is expected to be available for the STIP right of way and construction.

### **Federal Aid Program**

The Federal Aid Construction Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. This effectively limits the amount of federal funds that can be utilized in any one year. In the recent past, in order to comply with overall federal budget constraints, USDOT has taken back or rescinded previously apportioned budget. While these rescissions have had minimal impact on our program to date, continued use of this budget mechanism could adversely affect future budgets.

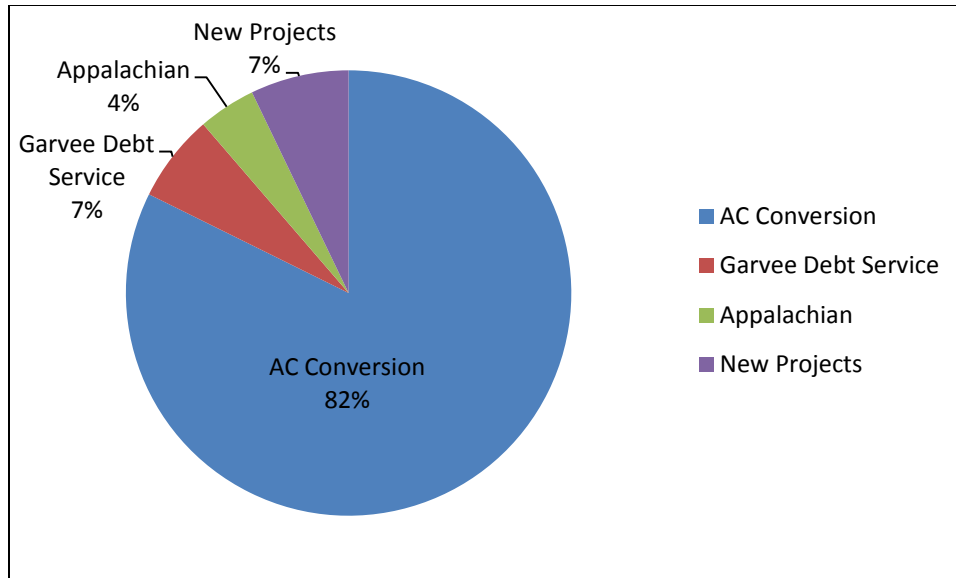
Although North Carolina's total apportionment of federal funds for FFY 2012 is expected to be about \$958.4 million, it is anticipated that the obligation limitation applied to most federal aid categories will be about \$785 million. Funds for other federal aid categories not subject to this obligation limit bring the total federal funds expected to be available in FFY 2012 to \$909.9 million.

The amount of state matching funds needed for the Federal Aid Program is expected to be \$236.7 million, which will be funded by the State Highway Trust Fund. When federal funds are used on a Trust Fund eligible project, the Trust Fund law allows an amount equal to those federal funds to be used to fund state STIP construction projects, which allows the Department to also have a small annual state construction program.

**Federal Aid Construction Program - FFY 2012**  
(\$ in Millions)

Category	Federal Funds	Required State Matching Funds	Total
Interstate Maintenance	172.2	19.1	191.3
Appalachian Development	38.2	9.6	47.8
Bridge Program	140.5	35.1	175.6
National Highway System	203.2	50.8	254.0
Congestion Mitigation	48.2	12.1	60.3
Surface Transportation Program	231.5	57.9	289.4
Highway Safety Improvement	37.9	9.5	47.4
Equity Bonus	86.7	21.7	108.4
<b>Total Apportionment</b>	<b>958.4</b>	<b>215.8</b>	<b>1174.2</b>
Obligation Limitation	785.0	205.4	990.4
Equity Bonus	65.7	16.4	82.1
Appalachian Development	38.2	9.6	47.8
Exempt Equity Bonus	21.0	5.3	26.3
<b>Total Estimated Federal Funding Availability</b>	<b>909.9</b>	<b>236.7</b>	<b>1146.6</b>

**Proposed Use of FFY 2012 Obligation Authority**



**Total Funds Available = \$910M**

The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. The existing federal bill (SAFETEA-LU) expired September 30, 2009. Estimates of federal funds beyond that date are conservative, but may change greatly both in amount and program structure as Congress works to pass a new Federal Surface Transportation Bill. "Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program." NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management.

### **GARVEE Bonds**

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. In October 2007, the Department received \$287.6 million in GARVEE bond proceeds and in 2009 received \$242.5 million.

**GARVEE Bond Program**  
**\$ in Millions**

<b>State Fiscal</b>	<b>Bond Proceeds</b>	<b>Debt Service</b>
2008	\$299.90	\$ 5.06
2009		59.33
2010	263.14	67.17
2011		82.00
2012		58.10
2013		58.16
2014		56.32
2015		46.11
2016		46.14
2017		46.13
2018		46.14

### **NC State Highway Trust Fund**

The 1989 General Assembly created the North Carolina Highway Trust Fund to complete a 3,600-mile intrastate system of four-lane roads; widen and improve 113 miles of existing interstate highways; build multi-lane loops and connectors near seven major cities (now expanded to ten); provide additional funds in order to pave all unpaved secondary roads and provide additional funds for municipal streets. Revenues for the Trust Fund are generated from the state motor fuels tax, the 3 percent use tax on the sale of motor vehicles, DMV titles and other fees, and interest income. The Trust Fund Law specifies that a designated amount (\$ 170 million) will be transferred each year from the Trust Fund to the General Fund. Also, an inflationary adjustment was added to the \$170 million base transfer. This transfer has been modified in the recent past. In 2009, \$145 million was transferred to the General Fund and the remaining \$25 million was allocated to the NCTA. In 2010, \$106 million went to the General Fund, \$40 million to NCTA, and \$24 million was allocated to the new Mobility Fund. Approximately one half of Trust Fund revenues generated from title and other fees are allocated to the paving of secondary roads. A maximum of 4.2 percent of the remaining Trust Fund revenues may be used for administration of the Trust Fund Program and the NC Turnpike Authority. The balance of revenues is distributed as follows:

- 61.95 percent to the Intrastate System;
- 25.05 percent to Urban Loops;
- 6.5 percent to pave Secondary Roads;
- 6.5 percent to Municipal Street Aid Program (the Powell Bill program)

This STIP budget is based on the budget and projections developed by NCDOT and the Office of State Budget and Management in the January of 2011. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues available for all programs are projected to be about \$825 million for FY 2012 and \$6.3 billion during the 7-year

period. Of this \$6.3 billion in revenue, \$4.6 billion is allocated to the Intrastate and Urban Loop STIP programs. The remainder is utilized for Mobility funds, NCTA, and non-STIP purposes.

**Projected State Highway Trust Fund Revenues  
(\$ in millions)**

<b>Funding Element (SFY)</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>7 Year STIP Total</b>
25% of Motor Fuels Tax	\$430.5	\$450.9	\$453.8	\$459.3	\$463.0	\$469.7	\$474.9	\$3202.1
3% Use Tax	474.3	485.0	492.0	537.7	562.5	551.1	544.6	3647.2
Title Fees	76.4	78.1	78.8	83.2	85.5	84.4	83.8	570.2
Investment Income	1.0	1.0	1.0	1.0	1.0	1.0	1.0	7.0
Miscellaneous Fees	15.0	15.3	15.5	16.3	16.7	16.6	16.4	111.8
Transfers Out	-172.5	-172.5	-172.5	-172.5	-172.5	-172.5	-172.5	-1207.5
<b>Total Trust Fund</b>	<b>\$824.7</b>	<b>\$857.8</b>	<b>\$868.6</b>	<b>\$925.0</b>	<b>\$956.2</b>	<b>\$950.3</b>	<b>\$948.2</b>	<b>\$6330.8</b>

**State Highway Trust Fund Allocations  
(\$ in millions)**

<b>Program (SFY)</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>7 Year STIP Total</b>
Intrastate Highway System	\$439.0	\$458.0	\$472.9	\$501.1	\$529.1	\$522.7	\$523.9	\$3446.7
Urban Loops	147.8	153.7	147.1	179.2	188.1	178.9	184.3	1179.1
Powell Bill & Secondary Roads	128.0	132.7	134.3	142.8	147.5	146.4	145.9	977.6
GO Debt Service for Intrastate & Loops	68.0	70.2	70.7	55.8	44.1	55.1	47.0	410.9
Program Administration	41.9	43.2	43.6	46.1	47.4	47.2	47.1	316.5
<b>Total Allocations</b>	<b>\$824.7</b>	<b>\$857.8</b>	<b>\$868.6</b>	<b>\$925.0</b>	<b>\$956.2</b>	<b>\$950.3</b>	<b>\$948.2</b>	<b>\$6330.8</b>

## Mobility Program

The Mobility Program is for projects where the primary purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include widening projects, new location projects, conversion of grade-separation to interchange projects, signal system coordination projects, dynamic message signs and traffic cameras, new multi-use trail projects, new buses for a new bus route, new passenger/commuter/light rail service, adding double track to a rail line, new ferry vessel for expanded ferry service or replacement of an existing vessel with a larger and/or faster vessel, runway extension to accommodate larger planes. The SFY 2011/2012 budget for the Mobility Program is \$31 million.

## Anticipated Inflation Impact

Inflation has not been factored into the above revenue estimates. However, when programming projects in the STIP the following inflation factors for future construction and right of way cost increases were used to reserve the budget at an overall inflation rate of 4% for the five year work plan. Project costs and revenue projections shown in this planning document budget are in constant 2011 dollars. Therefore, to find the true anticipated future year project costs, multiply the 2011 cost shown in the STIP by the following inflation factors: 2012 - 1.02, 2013 - 1.0608, 2014 - 1.1032, 2015 – 1.1474, 2016 - 1.1933, 2017 - 1.1933, and 2018 - 1.1933.

### 2012-2018 STIP Budget with future Year Inflation Adjusted Costs

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	TOTAL
Right of Way/ Construction Budget	\$1,435	\$1,325	\$1,349	\$1,435	\$1,485	\$1,437	\$1,449	\$9,915
Prior Years' Budget Authority	\$131	\$131	\$131	\$131	\$131			\$657
Inflation Factor	1.02	1.06	1.1	1.15	1.19	1.19	1.19	
STIP with Inflated Cost Estimate	\$1,581	\$1,602	\$1,622	\$1,606	\$1,720	\$1,391	\$1,493	\$11,015
\$ Under/(Over)	(\$15)	(\$150)	(\$152)	(\$50)	(\$103)	\$56	(\$44)	(\$457)
% Under/(Over)	(1.1%)	(11.9%)	(12.4%)	(3.9%)	(8.1%)	4.5%	(3.6%)	(5.1%)

### Highway Construction Budget

(\$ in millions)

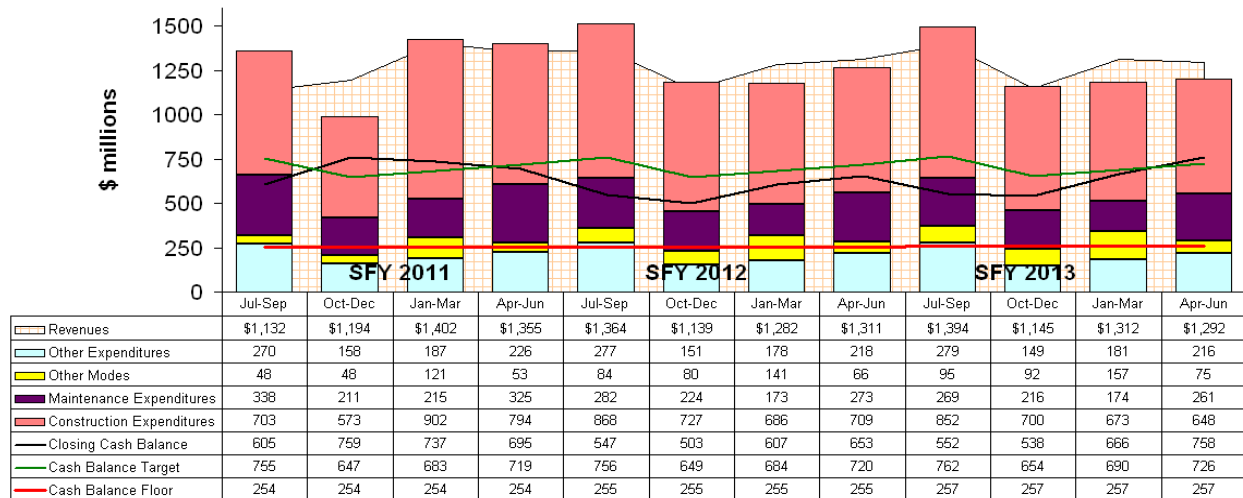
Category(FY)	2012	2013	2014	2015	2016	2017	2018	7 Year STIP Totals
Federal Aid Construction (1)	\$909.9	\$995.1	\$1024.4	\$1049.0	\$1065.7	\$1092.6	\$1098.9	\$7235.6
Intrastate and Loops	586.8	611.6	619.9	680.3	717.3	701.7	708.2	4625.8
Mobility Funds	31.0	45.0	58.0	58.0	58.0	58.0	58.0	366.0
NCTA	99.0	99.0	112.0	112.0	112.0	112.0	112.0	758.0
Less: Cost Overruns	-45.1	-49.9	-51.2	-55.1	-57.3	-57.7	-58.2	-374.5
Subtotal	1581.6	1700.8	1763.1	1844.2	1895.7	1906.6	1918.9	12610.9
Less Planning and Design	-168.5	-159.5	-163.5	-151.5	-151.5	-151.5	-151.5	-1097.5
<b>STIP R/W and Construction Budget</b>	<b>\$1413.1</b>	<b>\$1541.3</b>	<b>\$1599.6</b>	<b>\$1692.7</b>	<b>\$1744.2</b>	<b>\$1755.1</b>	<b>\$1767.4</b>	<b>\$11513.4</b>

*The forecast assumes that a new multi-year reauthorization will not take place until SFY 2013. In the interim, Federal-Aid revenues are assumed to remain at the SFY 2010 level and will grow at the same rate assumed by the Congressional Budget Office for national revenue growth in the Federal Highway Trust Fund.*

### Cash Model

NCDOT uses a cash model to manage its operations on a cash-flow basis, the Department uses statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity. These projections serve as the basis for the dollar values found herein.

**36 Month Cash Model**  
**Sample View**  
**(\$ in Millions)**



A cash target equivalent to 12% of anticipated revenues plus estimated Powell Bill allocation was established to constrain spending and provide for prudent cash reserves. Also, NCGS §143: 28.1 established a cash balance floor equivalent to approximately 5% of anticipated revenues. The proposed STIP was modeled to insure that the department would have adequate cash to pay for all programmed projects, operations and maintenance activities through 2018. Based on the program of projects and anticipated revenue, it appears that there should be adequate funding available to support the program.

### Revenue Information on Local Funding

Local funding is being provided for transportation projects within the DCHC MPO. For MPO-specific Highway projects, all of this local funding is being provided as the match for federal CMAQ and STPDA funding. The local funding is primarily being provided by the municipalities within the MPO, Durham, Chapel Hill, Carrboro, Hillsborough, and Cary, for bicycle, pedestrian, and transit projects as a twenty percent match for federal funding. (Cary is not a member of the DCHC MPO, but is providing the local match for one project in Chatham County in the FY 12-18 TIP.)

One project, U-4727, uses federal STPDA funding to supplement the MPO's Unified Planning Work Program. The local match is primarily provided by the City of Durham with local jurisdictions often providing a portion of the match for specific planning projects within their jurisdictions. In addition, one project, C-4924, uses federal CMAQ funding to fund a regional Transportation Demand Management program administered by Triangle J Council of Governments. The local funding associated with this project is provided by the selected local service providers. The local service providers are selected during a call for projects and could include local governments, nonprofit organizations, universities, or other entities. Lastly, one project, U-4716, a rail and highway improvement project near Hopson Road

in Durham includes private funding for road improvements associated with a development. This funding is classified as “O – County/Other Local Government.”

Local funding is also being provided for Transit projects. Typically, for capital projects, the local government provides a ten percent local match, the state provides a ten percent match, and federal funding is provided at eighty percent. These local funds are provided by the City of Durham, Town of Chapel Hill, and Triangle Transit. Operating assistance transit projects often include up to fifty percent local funding.

Each local government’s adopted budgets and Capital Improvement Programs provide details about how these local funds are to be provided.

- Durham <http://durhamnc.gov/ich/as/bms/Pages/Yearly-Bud-CIP.aspx>
- Chapel Hill <http://www.townofchapelhill.org/index.aspx?page=1321>
- Carrboro <http://townofcarrboro.org/MS/budget.htm>
- Hillsborough <http://www.ci.hillsborough.nc.us/content/town-budget>
- Cary <http://www.townofcary.org/Departments/Administration/Budget.htm>

### **Summary of FY 2012-2015 TIP Costs**

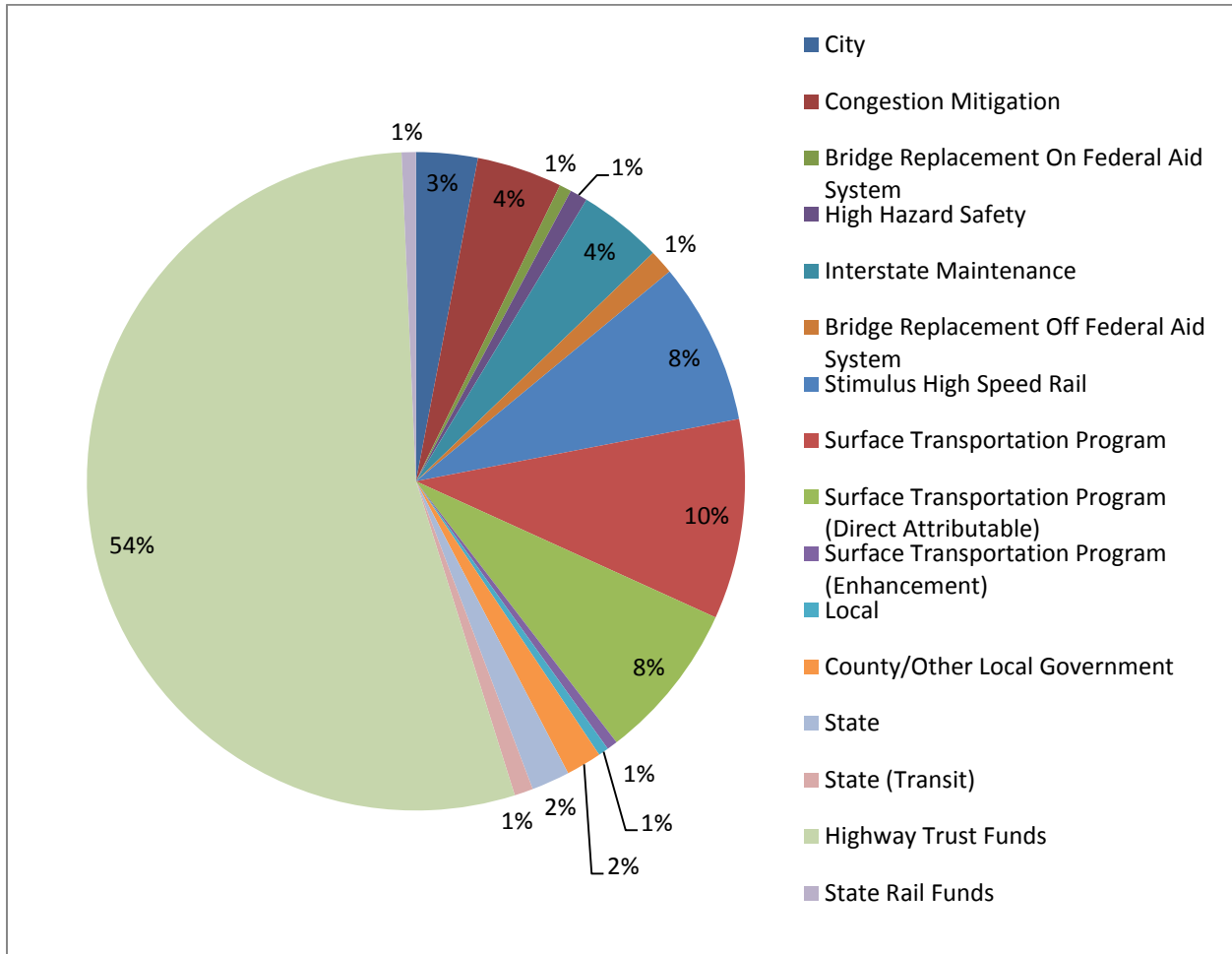
#### **Highway Funding for MPO-Specific Projects**

#### **DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)**

*(estimates are in thousands of dollars)*

FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	Total
C	City	1644	1260	2449	1393	6,746
CMAQ	Congestion Mitigation		2021	3419	3907	9,347
FA	Bridge Replacement On Federal Aid System	1326				1,326
HES	High Hazard Safety	1178	751			1,929
IMPM	Interstate Maintenance	427	444	463	7881	9,215
NFA	Bridge Replacement Off Federal Aid System	635	660	686	712	2,693
STHSR	Stimulus High Speed Rail	1650	3054	9099	3962	17,765
STP	Surface Transportation Program	6053	29		15834	21,916
STPDA	Surface Transportation Program (Direct Attributable)	8443	2085	5772	1065	17,365
STPEB	Surface Transportation Program (Enhancement)				1176	1,176
L	Local	414	304	198	212	1,128
O	County/Other Local Government	66	462	2442	934	3,904

S	State	36	4142	5	5	4,188
S(5)	State (Transit)	482	502	522	543	2,049
T	Highway Trust Funds	25449	28463	32820	34135	120,867
T2001	State Rail Funds	367	381	397	413	1,558
	Total	48,170	44,558	58,272	72,172	223,172



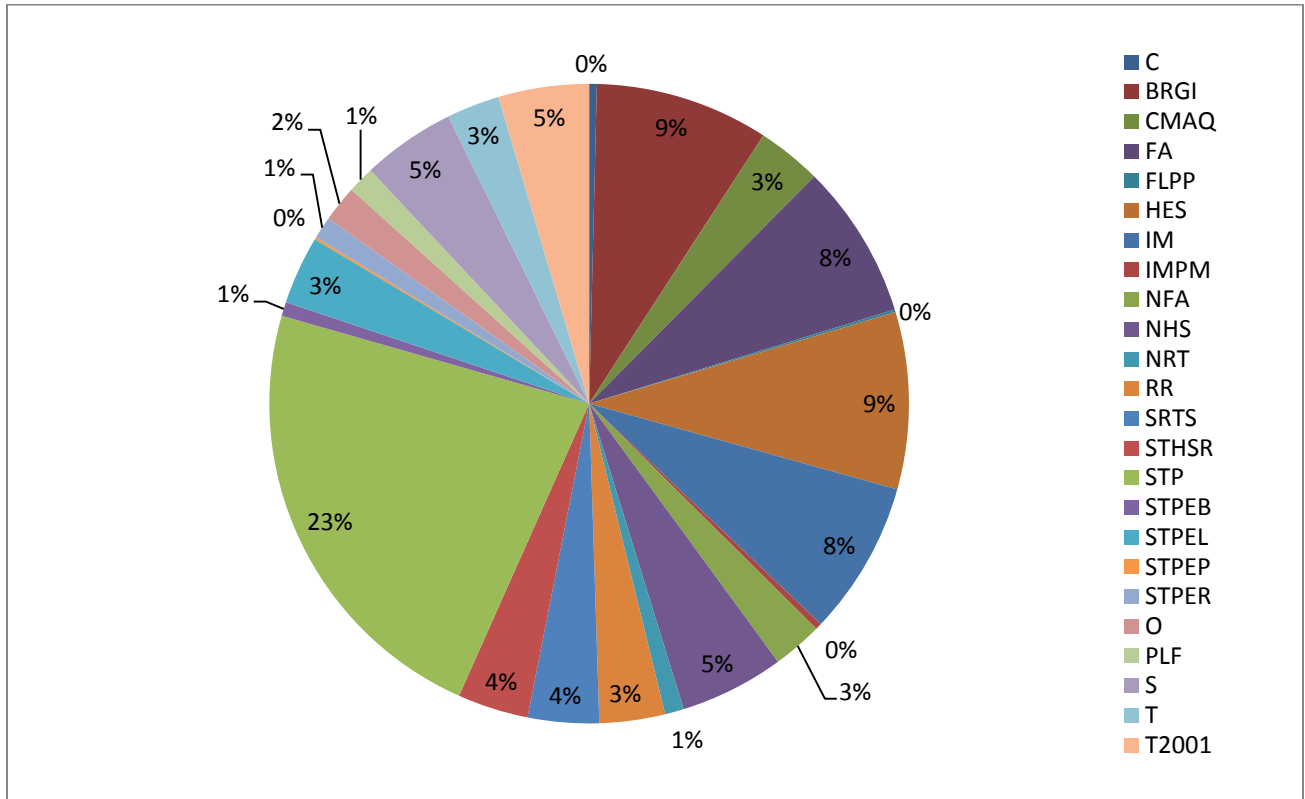
### Highway Funding for Statewide Projects

The DCHC MPO represents approximately 4.16% of the State’s population based on the 2010 Census. The MPO assumes approximately 4.16% of the statewide project funding would be used in the MPO.

**STATEWIDE  
(INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)**  
*(estimates are in thousands of dollars)*

Funding	Description	2012	2013	2014	2015	Total	DCHC Share
C	City		647	696	749	2,092	87
BRGI	Bridge Inspection	11,220	11,668	12,135	12,621	47,644	1,984
CMAQ	Congestion Mitigation	81	5,523	5,859	6,216	17,679	736
FA	Bridge Replacement On Federal Aid System	2,550	2,652	2,758	34,422	42,382	1,765
FLPP	Federal Lands Program	173	180	187	194	734	31
HES	High Hazard Safety	11,424	11,880	12,355	12,850	48,509	2,020
IM	Interstate Maintenance	9,945	10,342	10,756	11,187	42,230	1,759
IMPM	Interstate Maintenance	408	424	441	458	1,731	72
NFA	Bridge Replacement Off Federal Aid System	2,550	2,652	2,758	5,737	13,697	570
NHS	National Highway System	4,845	5,038	5,239	13,481	28,603	1,191
NRT	National Recreation Trails	1,224	1,272	1,323	1,376	5,195	216
RR	Rail-Highway Safety	13,830	1,325	1,378	1,433	17,966	748
SRTS	Safe Roads to School	4,590	4,773	4,963	5,161	19,487	811
STHSR	Stimulus High Speed Rail	18,372	1,073			19,445	810
STP	Surface Transportation Program	29,070	30,232	31,440	32,699	123,441	5,140
STPEB	Surface Transportation Program (Enhancement)	907	942	978	1,016	3,843	160
STPEL	Surface Transportation Program (Enhancement)	4,411	4,586	4,768	4,960	18,725	780
STPEP	Surface Transportation Program (Enhancement)	153	159	165	172	649	27
STPER	Surface Transportation Program (Enhancement)	1,428	1,485	1,544	1,606	6,063	252
O	County/Other Local Government	8,180	571	594	617	9,962	415
PLF	Personalized Automobile License plate Funds	1,723	1,791	1,863	1,938	7,315	305

S	State	11,553	8,123	2,932	3,048	25,656	1,068
T	Highway Trust Funds	1,530	1,591	1,654	9,752	14,527	605
T2001	State Rail Funds	5,789	6,058	6,344	6,642	24,833	1,034
	Total	145,956	114,987	113,130	168,335	542,408	22,587

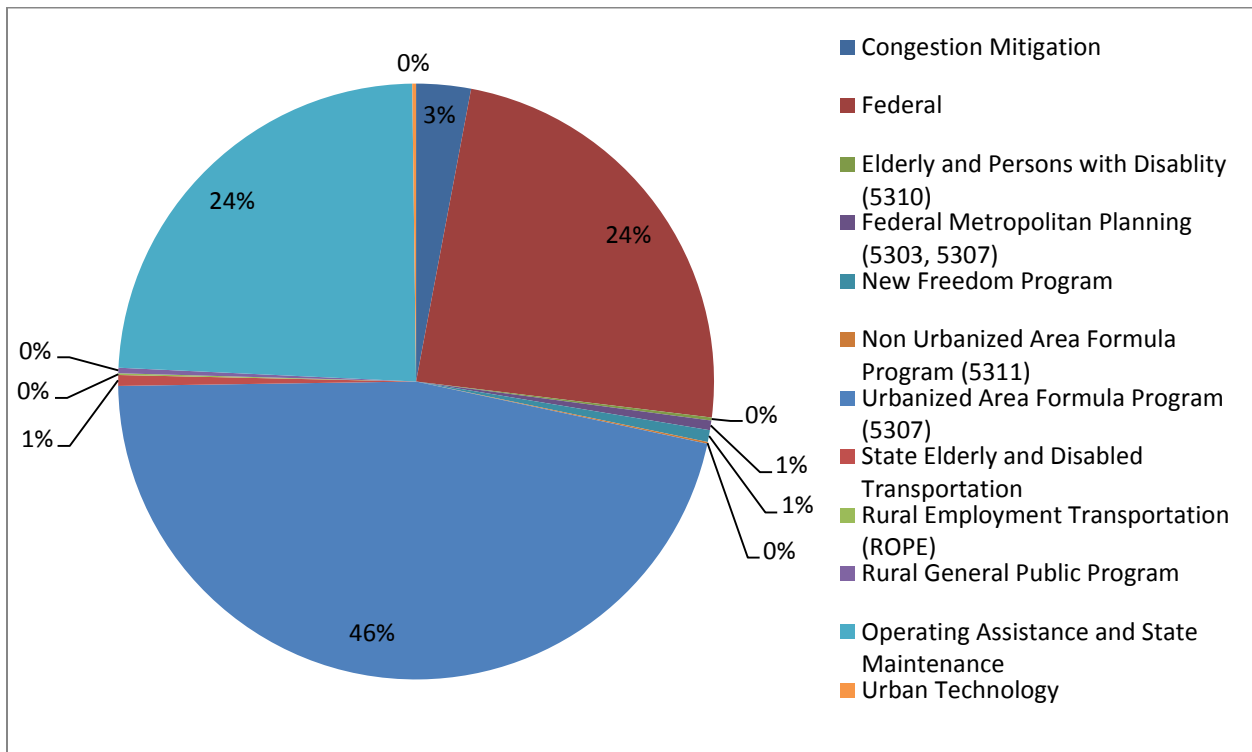


**Transit Funding**

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  
(INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)**

*(estimates are in thousands of dollars)*

FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	Total
CMAQ	Congestion Mitigation		2114	1432		3,546
FED	Federal	1141	3767	11649	12147	28,704
FEPD	Elderly and Persons with Disability (5310)	194				194
FMPL	Federal Metropolitan Planning (5303, 5307)	146	153	160	165	624
FNF	New Freedom Program	335	138	144	150	767
FNU	Non Urbanized Area Formula Program (5311)	117				117
FUZ	Urbanized Area Formula Program (5307)	21582	10777	9971	13247	55,577
EDTAP	State Elderly and Disabled Transportation	165	172	178	186	701
EMP	Rural Employment Transportation (ROPE)	26	27	28	29	110
RGP	Rural General Public Program	84	87	91	94	356
SMAP	Operating Assistance and State Maintenance	6852	7033	7315	7608	28,808
UTCH	Urban Technology	245				245
	Total	30,887	24,268	30,968	33,626	119,749

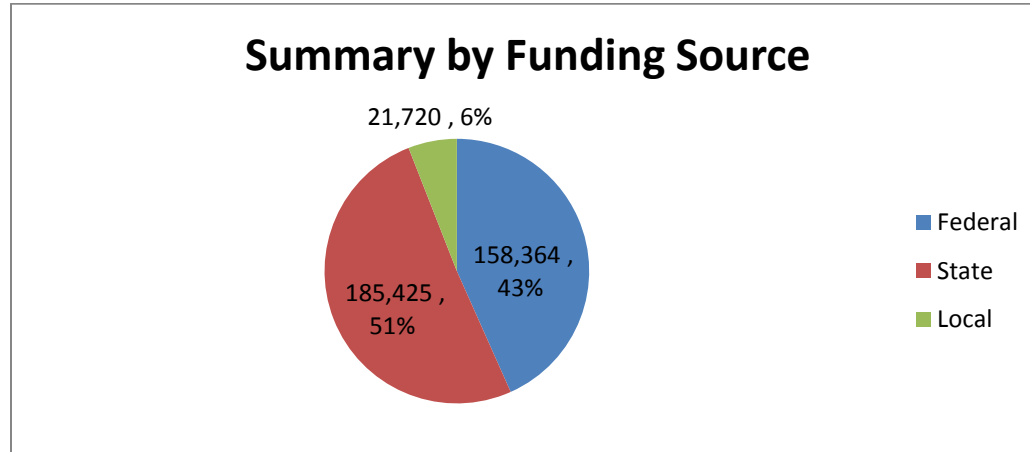


**Summary of FY 2012-2015 TIP Costs by Funding Type**

The total estimated funding for all transportation projects in the DCHC MPO is shown in the following table. Approximately \$365,508,000 will be used in the DCHC MPO over FY 2012-2015.

	Federal	State	Local	Total
<b>Highway – MPO</b>	71,528	139,866	11,778	223,172
<b>Highway - Statewide Projects</b>	15,328	6,757	502	22,587
<b>Public Transportation</b>	71,507	38,802	9,440	119,749
<b>Total</b>	<b>158,364</b>	<b>185,425</b>	<b>21,720</b>	<b>365,508</b>

\*Figures are in thousands of dollars



#### **Summary of FY 2012-2015 TIP Operations & Maintenance Costs**

Funding levels for FHWA Operations and Maintenance were derived by first averaging the most recent 5 year, per county expenditures. These figures were then factored to reflect the proportion of each county's population that is included within the Metropolitan Planning Area (MPA). Total Operations and Maintenance expenditures were compared to total overall expenditures to estimate levels per funding category. It is estimated that approximately 30% of the Highway Obligations will be for Operations and Maintenance. (See Figure 2 for details) This method was determined to be the most effective for estimating O&M because of the limits placed by the aggregation of the data.

#### **FY2008-2012 TIP Operations and Maintenance Costs (Actual)**

County	FY 2008*	FY 2009*	FY 2010*	FY 2011*	FY 2012*	Total*
Durham	12,933	9,208	9,709	13,466	12,127	57,444
Orange	5,781	6,826	6,614	10,410	13,620	43,251
Chatham	9,223	6,897	5,640	12,898	15,498	50,157
<b>Total</b>	<b>27,938</b>	<b>22,931</b>	<b>21,963</b>	<b>36,774</b>	<b>41,245</b>	<b>150,852</b>

\*Figures are in thousands of dollars

**FY2012-2015 TIP Operations and Maintenance Costs (Estimated)**

Annual Avg.	Population	Pop. in MPO	% of Pop. in MPO	Annual Avg. in MPO*	4 year MPO O&M*
11,489	267,587	267,587	100%	11,489	
8,650	133,857	114,268	85%	7,384	
10,031	63,493	15,231	24%	2,406	
<b>30,170</b>	<b>464,937</b>	<b>397,086</b>		<b>21,280</b>	<b>85,118</b>

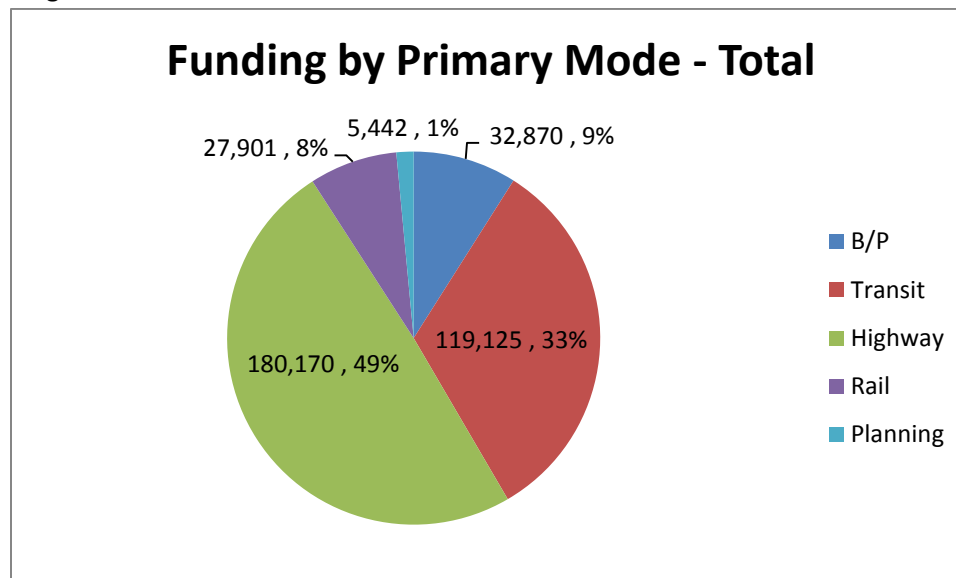
\*Figures are in thousands of dollars

**Summary of FY 2012-2015 TIP Costs by Primary Mode**

Funding has been summarized by primary mode of transportation. This is an estimation based on the funding source and MPO staff knowledge about programmed projects. Approximately half of funding is for highway projects and half is for bicycle, pedestrian, transit, and rail. A small portion of funding is used for general planning.

	B/P	Transit	Highway	Rail	Planning	Total
<b>Highway - MPO</b>	31,526	-	162,134	25,276	4,236	223,172
<b>Highway - Statewide Projects</b>	1,344	-	18,036	2,625	582	22,587
<b>Public Transportation - MPO</b>	-	119,125	-	-	624	119,749
<b>Total</b>	<b>32,870</b>	<b>119,125</b>	<b>180,170</b>	<b>27,901</b>	<b>5,442</b>	<b>365,508</b>

\*Figures are in thousands of dollars



**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

August 14, 2013

Secretary Anthony Tata  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

**SUBJECT:** Designated Recipient for Elderly Persons and Persons with Disabilities Program  
Funding (Section 5310)

Dear Secretary Tata:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires assignment of Designated Recipients within urban areas for funding under the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310). After consulting with local officials, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC -MPO) requests that you designate the City of Durham to administer these funds for the Durham Urban Area. The MPO will act as the lead planning agency for the competitive selection process required for these funds. Please see the attached resolution for details.

The City of Durham is already the Designated Recipient for federal transit funding under Section 5307. The additional designation will help us direct federal funds to additional projects providing public transportation services under the Federal Transit Administration's guidelines.

If you have any questions or need any additional information, please contact Felix Nwoko, MPO Manager with the City of Durham Department of Transportation at 919-560-4366 or [felix.nwoko@durhamnc.gov](mailto:felix.nwoko@durhamnc.gov).

Sincerely,

Ellen Reckow  
TAC Chair

cc: Teresa Hart, Director, NCDOT Public Transportation Division  
Mark Ahrendsen., Director, City of Durham, Department of Transportation  
Harmon Crutchfield, Asst. Director/Transit Administrator, City of Durham, Department  
of Transportation  
Felix Nwoko, Transportation Planning Division Manager, City of Durham, Department of  
Transportation

**RESOLUTION APPROVING THE CITY OF DURHAM AS THE DESIGNATED RECIPIENT FOR ELDERLY PERSONS AND PERSONS WITH DISABILITIES PROGRAM (SECTION 5310) FUNDING**

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

**WHEREAS**, the Moving Ahead for Progress in the 21st Century Act (MAP-21) moved the New Freedom (Section 5317) program under the Elderly Persons and Persons with Disabilities Program (Section 5310); and

**WHEREAS**, federal law designates the State of North Carolina as the recipient and administrator of Elderly Persons and Persons with Disabilities funds; and

**WHEREAS**, in order for the Durham Urban Area to receive federal funds for the Elderly Persons and Persons with Disabilities programs, the administrative recipient of funds allocated to the urbanized area must be designated by the Governor of North Carolina; and

**WHEREAS**, the City of Durham already administers other FTA funding programs and has the administrative and financial capacity to administer these funds as well; and

**WHEREAS**, the MPO has consulted with responsible local officials and publicly owned operators of public transportation in recommending this designation; and

**WHEREAS**, a Coordinated Human Services Transportation Plan must be adopted and a competitive selection process established in order for the designated recipient for the Durham Urban Area to receive these federal funds; and

**WHEREAS**, the agency leading the planning process for the Coordinated Human Services Transportation Plan is decided locally and does not have to be the designated recipient; and

**WHEREAS**, the designated recipient is responsible for conducting the competitive selection process for Section 5310 funds but may establish alternative arrangements to administer and conduct the competitive process; and

**WHEREAS**, the MPO, local transportation providers, human service agencies, and interested stakeholders concur that the MPO shall serve as the lead agency for the Coordinated Human Services Transportation Plan and the competitive project selection process;

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee provided here on this, the 14<sup>th</sup> day of August, 2013

\_\_\_\_\_  
Ellen Reckhow, 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 the \_\_\_\_ day of August, 2013, to affix her signature to the foregoing document.

\_\_\_\_\_, Notary Public, 101 City Hall Plaza, Durham, NC 27701

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

## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC) – DCHC MPO  
**FROM:** Dale McKeel, Lead Planning Agency Staff  
**RE:** Status of TIP Project EB-4707 – Old Durham-Chapel Hill Road  
**DATE:** August 14, 2013

### **Introduction**

Since 2005, work has been underway on a project to add bike lanes and sidewalks on both sides of Old Durham-Chapel Hill Road between Garrett Road in Durham and US 15-501 in Chapel Hill. The design has been complete for a couple of years.

The design for the project is based on the recommended cross-section in the *Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study*, which was adopted on February 8, 2006 by the DCHC Transportation Advisory Committee (TAC).

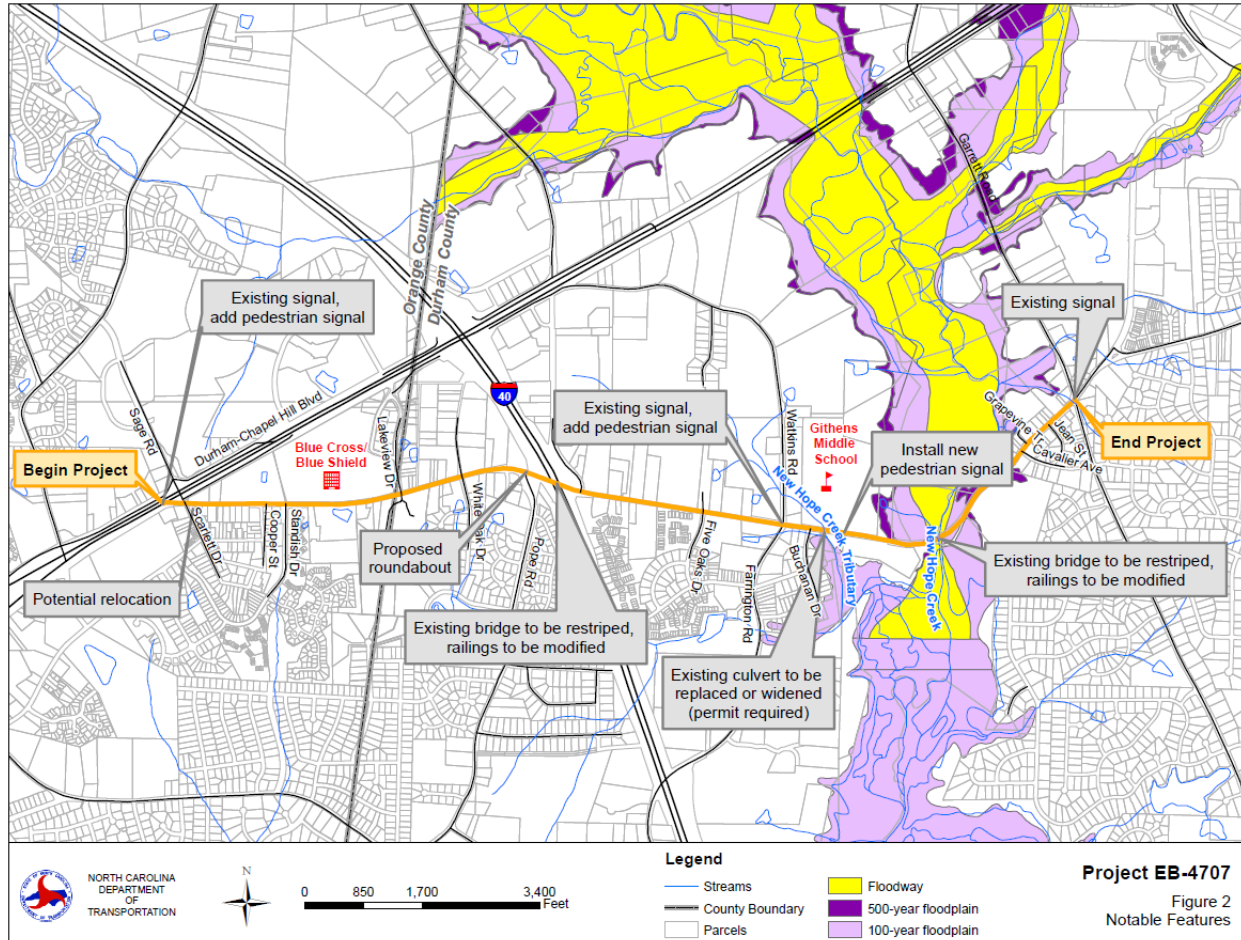
On the Durham side of the project, between Garrett Road and Pope Road, NCDOT is proceeding with right-of-way acquisition and utility relocation, and construction should begin in about 12 to 14 months. At its meeting on June 18, 2013, the Durham Bicycle and Pedestrian Advisory Commission adopted a motion stating its support for the current design of the project.

On the Chapel Hill side of the project, between Pope Road and US 15-501, the Town is considering options for modifying the scope of the project to reduce costs. Project costs have escalated, exceeding the Town of Chapel Hill's ability to provide the required local match. Some of the options under consideration include designs that differ from the cross-section recommended in the adopted feasibility study. The Town of Chapel Hill will be holding meetings with the public and Town advisory boards this summer to discuss the options.

Since the Town of Chapel Hill is considering alternative designs that differ from the cross section recommended in the adopted feasibility study, the TCC at its meeting on July 24 recommended that a project update be provided to the TAC.

### **Project Description**

The Old Durham Road/Old Chapel Hill Road Project (TIP # EB-4707) will make improvements to a 2.7 mile corridor linking Durham and Chapel Hill, North Carolina. As currently designed, the project will add sidewalks and an on-road striped bike lane on both sides of the road, pedestrian signals at two signalized intersections (US 15-501 and Farrington Road), a new pedestrian signal at a crosswalk in front of Githens Middle School, bus stop improvements, intersection lighting, and a roundabout at the intersection with Pope Road.



## History

Proposed improvements to Old Durham-Chapel Hill Road date back to at least 1993, when the road was identified as a key bicycle connection between Durham and Chapel Hill in the *1993 Regional Bicycle Plan for Durham and Orange Counties*, prepared by the DCHC MPO. More recent project milestones include the following:

- April 15-16, 2005: Corridor feasibility study is begun with a two-day design charrette attended by more than 50 citizens, business owners, elected officials, and others.
- June 22, 2005: An open house is held for the public to view maps and provide feedback on the proposed bike and pedestrian improvements along the corridor.
- February 8, 2006: The Transportation Advisory Board of the Durham-Chapel Hill-Carrboro MPO adopts the *Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study*.
- February 2008: The City of Durham, the Town of Chapel Hill, and the N.C. Department Transportation (NCDOT) approve an inter-governmental agreement to jointly participate

in the project design and construction. Consultant Kimley-Horn and Associates is selected to develop project designs.

- August 24, 2010: An open house / public information session was held to provide the public and businesses the opportunity to review the preliminary engineering design plans, provide feedback on the improvements, and discuss project. Around this same time, meetings occurred with one major employer and two neighborhood associations in the corridor to modify the design to address specific concerns.

### **Project Costs**

In 2008, the total cost of the project was estimated to be about \$3.83 million, not including the roundabout at Pope Road. NCDOT allocated \$400,000 in STP Transportation Enhancement funds to the project. The DCHC MPO allocated \$2,742,400 in STP-DA funds, and the City of Durham and Town of Chapel Hill agreed to provide the 20 percent local match (\$685,600). The NC Board of Transportation later allocated \$250,000 toward the cost of the roundabout.

More recently, the project cost estimate has risen to about \$13 million dollars. While there has been an increase in the construction cost estimate, the bulk of the increase is due to the cost of utility relocations and right-of-way, which were significantly underestimated in the feasibility study. The Durham-Chapel Hill-Carrboro MPO has allocated additional funds to the project, and the City of Durham has funding to provide the 20 percent local match. However, the Town of Chapel Hill does not currently have the local match to proceed with the project.



# Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

## MEMORANDUM

**TO:** Mayor Bill Bell and Durham City Council Members  
Chairman Fred Foster, Jr and Durham Board of County Commissioners

**FROM:** Merry Rabb, Chair, Bicycle and Pedestrian Advisory Commission

**RE:** Proposed Changes to Old Durham-Chapel Hill Road Project

**DATE:** June 19, 2013

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) is an advisory board appointed by the Durham City Council and the Durham County Commissioners. The purpose of BPAC is to advise on bicycle and pedestrian issues.

At its meeting on June 18, the Durham BPAC heard a presentation from City staff on the Old Durham-Chapel Hill Road project between Garrett Road in Durham and US 15-501 in Chapel Hill. Since 2005, work has been underway on a project to add bike lanes and sidewalks on both sides of road. However, in recent weeks, staff from the Town of Chapel Hill have proposed a different design for the project.

On a motion by Rand Best and second by Scott Carter, the Durham BPAC voted unanimously to make the following recommendations:

**The Durham BPAC supports the current design for the Old Durham-Chapel Hill Road project from Garrett Road to Pope Road and requests that this support be communicated to project stakeholders.**

The following paragraphs summarize some of the statements from BPAC members in support of the current design.

- This project has been through the entire process including public comment, design, etc. and is funded and ready to go. We should stick with the work that has already been done and not risk any further delays or cost increases by taking a step back to potentially redesign.
- Durham badly needs better bike commuting connectivity with the Chapel Hill area and this corridor specifically is a commuting corridor. The current design best serves bike commuters and transit users in the corridor.

Thank you for your consideration of these recommendations.

cc: Transportation Advisory Committee, Durham-Chapel Hill-Carrboro MPO  
Transportation Coordinating Committee, Durham-Chapel Hill-Carrboro MPO  
Mark Ahrendsen, Director, Dept. of Transportation, City of Durham  
Marvin Williams, Director, Public Works Department, City of Durham  
David Bonk, Long Range and Transportation Planning Manager, Town of Chapel Hill  
Kumar Neppalli, Engineering Services Manager, Town of Chapel Hill  
Brian Litchfield, Interim Transit Director, Town of Chapel Hill

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** August 14, 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 2013-2014 Unified Planning Work Program.

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

### **FY 2013-2014 Unified Planning Work Program (UPWP) – Projects**

#### **Comprehensive Transportation Plan (CTP)**

- ✓ Draft CTP –December 2012
- CTP Report and Maps – December 2013
- MPO Adopt CTP – June 2014
- NCDOT BOT – December 2014

#### **MPO Community Viz. Scenarios Planning and Visualization -2.0**

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Work Plan for Community Viz 2.0 – 2014
- Community Viz 2.0 completed – 2015

#### **Update of the MPO Public Involvement Policy**

- Update of the MPO Public Involvement to reflect Map 21

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

- Update of Title VI/ LEP/EJ plans

#### **SE Data Update – Employment /Housing/Population Verification**

- 2013 Base Year Population and Employment – January 2014
- SE Data Forecasts – 2014

#### **Base Year Data Collection (Traffic/Travel Time/Crash/Transit)**

#### **GIS Online/Data Management**

#### **MPO Congestion Management Process CMP**

**MPO Website Update**

**Triangle Regional Model Update**

**Map-21 Performance Measurement**

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

**Contract Number:** C202436 **Route:** US-70, SR-1322  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** B-3638, R-5164F  
**Length:** 1.233 miles **Federal Aid Number:** BRSTP-70B(2)  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS  
(MAIN ST) FROM NINTH ST TO BUCHANAN ST.  
**Type of Work:** GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.  
**Contractor Name:** DEVERE CONSTRUCTION COMPANY, INC  
**Contract Amount:** \$1,969,734.20 **Cost Overrun/Underrun:** 5.31%  
**Availability Date:** 7/30/2012 **Letting Date:** 6/19/2012  
**Completion Date:** 3/18/2014 **Work Began:** 9/17/2012  
**Revised Completion Date:** **Estimated Completion:** 3/18/2014  
**Last Estimate Thru:** 6/30/2013 **Scheduled Progress:** 48%  
**Last Estimate Paid:** 7/9/2013 **Actual Progress:** 42.49%

**Contract Number:** C202507 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 15 **TIP Number:** R-2635, U-4763B  
**Length:** 18.8 miles **Federal Aid Number:** TIFIA-540(2)  
**Resident Engineer:** George C. Gibson, PE **RE Phone Number:** (919)836-4873  
**Location Description:** NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO  
NC-540.  
**Type of Work:** DESIGN-BUILD LANDSCAPING.  
**Contractor Name:** SOUTHERN GARDEN, INC.  
**Contract Amount:** \$4,800,000.00 **Cost Overrun/Underrun:**  
**Availability Date:** 8/15/2011 **Letting Date:** 4/21/2011  
**Completion Date:** 7/1/2015 **Work Began:** 8/15/2011  
**Revised Completion Date:** **Estimated Completion:**  
**Last Estimate Thru:** **Scheduled Progress:**  
**Last Estimate Paid:** **Actual Progress:**

**Contract Number:** C202875 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** I-5307, I-5310  
**Length:** 17.133 miles **Federal Aid Number:** IM-0540(23)  
**Resident Engineer:** Michelle H. Gaddy **RE Phone Number:** (919)840-0914  
**Location Description:** I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN  
BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.  
**Type of Work:** MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$8,384,157.45 **Cost Overrun/Underrun:** -3.82%  
**Availability Date:** 2/27/2012 **Letting Date:** 1/17/2012  
**Completion Date:** 11/15/2012 **Work Began:** 2/27/2012  
**Revised Completion Date:** 4/4/2013 **Estimated Completion:** 6/30/2013  
**Last Estimate Thru:** 6/22/2013 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 6/27/2013 **Actual Progress:** 98.14%

**Contract Number:** C202995 **Route:** NC-56, NC-96, US-15  
US-158, SR-1103, SR-1127  
SR-1135, SR-1192, SR-1671  
SR-1675  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:**

**Length:** 0 miles  
**Resident Engineer:** Mark W. Luther, PE  
**Location Description:** BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.  
**Type of Work:** BRIDGE PRESERVATION  
**Contractor Name:** NHM CONSTRUCTORS, LLC  
**Contract Amount:** \$3,034,500.45  
**Availability Date:** 10/1/2012  
**Completion Date:** 7/21/2013  
**Revised Completion Date:**  
**Last Estimate Thru:** 7/15/2013  
**Last Estimate Paid:** 7/19/2013  
**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:** 3.47%  
**Letting Date:** 4/17/2012  
**Work Began:** 10/1/2012  
**Estimated Completion:** 8/21/2013  
**Scheduled Progress:** 95%  
**Actual Progress:** 81.8%

**Contract Number:** C203117  
**Route:** SR-1005, SR-1008, SR-1630  
 SR-1631, SR-1834, SR-1945  
 SR-2000, SR-2002, SR-2005  
 SR-2010, SR-2015, SR-2100  
 SR-2162, SR-2217, SR-2232  
 SR-2234, SR-2329, SR-2349  
 SR-2406, SR-3015, SR-3099  
 SR-3555  
**Physical Division:** 5  
**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:** 6/30/2013  
**Last Estimate Paid:** 7/9/2013  
**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)733-9499  
**Cost Overrun/Underrun:** 1%  
**Letting Date:** 7/17/2012  
**Work Began:** 9/4/2012  
**Estimated Completion:** 7/15/2013  
**Scheduled Progress:** 100%  
**Actual Progress:** 100%

**Contract Number:** C203128  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 4.203 miles  
**Resident Engineer:** Michelle H. Gaddy  
**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:** 7/7/2013  
**Last Estimate Paid:** 7/16/2013  
**Route:** SR-1978  
**County:** Durham  
**TIP Number:** U-4716, 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:** 0.75%  
**Letting Date:** 11/20/2012  
**Work Began:** 1/30/2013  
**Estimated Completion:** 12/28/2015  
**Scheduled Progress:** 34.35%  
**Actual Progress:** 24.66%

**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:** 6/30/2013  
**Last Estimate Paid:** 7/9/2013  
**Route:** US-158, SR-1318, SR-1333  
 SR-1336, SR-1504, SR-1542  
 SR-1556, SR-1605, SR-1729  
 SR-1737  
**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:** 6.32%  
**Letting Date:** 11/20/2012  
**Work Began:** 3/18/2013  
**Estimated Completion:** 8/12/2013  
**Scheduled Progress:** 82%  
**Actual Progress:** 86.04%

<b>Contract Number:</b> C203220	<b>Route:</b> NC-54, US-70, SR-1002 SR-1101, SR-1445, SR-1451 SR-1453, SR-1628, SR-1670 SR-1940, SR-1954, SR-2028
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 21.88 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Michelle H. Gaddy	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> CAROLINA SUNROCK LLC	
<b>Contract Amount:</b> \$4,789,367.50	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 3/18/2013	<b>Letting Date:</b> 12/18/2012
<b>Completion Date:</b> 10/18/2013	<b>Work Began:</b> 7/12/2013
<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> C203273	<b>Route:</b>
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 1.189 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> E. Boyd Tharrington, PE	<b>RE Phone Number:</b> (919)562-7000
<b>Location Description:</b> REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
<b>Type of Work:</b> DESIGN BUILD.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,800,000.00	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 4/29/2013	<b>Letting Date:</b> 3/19/2013
<b>Completion Date:</b> 9/30/2016	<b>Work Began:</b> 4/29/2013
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 9/30/2016
<b>Last Estimate Thru:</b> 5/31/2013	<b>Scheduled Progress:</b> 2.36%
<b>Last Estimate Paid:</b> 7/17/2013	<b>Actual Progress:</b> 2.36%

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	TAC 8/14/2013 Attachment 15
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	
07/13	Z-5400EC	5	DURHAM	NON - DOT LET (Rail)	RAILWAY-HIGHWAY GRADE CROSSING SAFETY PROJECT AT THE INTERSECTION OF SR 1171 (RIDDLE ROAD) AND THE CSX TRANSPORTATION TRACKS; CROSSING #845 864H IN DURHAM	
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98	
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN 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	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	
09/14	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	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)	
06/15	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	
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	
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	
07/14	N/A	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	
05/15	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	

### NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Contractor	Status	Cost	Comments
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in <b>Chapel Hill</b> .	10/16/2012	12/28/2014	Triangle Grading and Paving	46%Complete 28% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in <b>Carrboro</b>	12/18/2012	5/14/2015	Yates Construction	23% Complete 22% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in <b>Chapel Hill</b>	7/20/2010	Anticipated 11/30/13	Yates Construction	91% Complete 100% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line	2/19/2013	10/31//13	Carolina Sunrock	Contract Awarded; Start July 15	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in <b>Chapel Hill</b>		4/1/13	NCDOT forces	<b>Complete except Ped. Movements - provided by comp. of SW project 3607.3.09</b>	\$75,000	Small Construction Funds

### NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	5/13/16		Contract documents pending	\$4,300,000	TIP
W-5207 E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near <b>Chapel Hill</b>	10/17/2013	TBD		R/W acquisition in progress	\$450,000	High Hazard Safety
W-5207 I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in <b>Carrboro</b>	Fall 2013	TBD		Design in progress addressing town comments	\$50,000	High Hazard Safety
SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD		Alternate Design in progress	\$198,000	Spot Safety- State

**NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO**

TAC 8/14/2013 Attachment 15

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
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 <b>Chapel Hill</b> . 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.	9/1/2013	10/1/2013		District Design / NCDOT Work Forces Start Sep 1	\$25,600	Spot Safety
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 <b>Carrboro</b> .	7/22/2013	8/15/2013		District Design / Construction Summer 2013 by NCDOT Work Forces July 22	\$40,000	Small Construction Funds

## ACTIVE NCDOT PROJECTS IN DCHCMPO

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	<b>April 2014</b>	Not Available	Awaiting plans from DDC; RW is being acquired	\$803K	Not Available	Let date revised from 6/13 to 4/14
	C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot	September 2013	Not Available	Funding agreement between NCDOT & Town of Cary has been signed; Project on schedule to be let in September	\$1,192,000	Not Available	Congestion Mitigation & Air Quality Project administered by the Town of Cary.

## SURFACE TREATMENT PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
<b>SURFACE TREATMENT</b>							
<b>RESURFACING</b>							
24	8CR.019XXX	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	Expected July Letting	11/1/13	No Report	Not Available	Patch resurfacing

## Road Worrier: New transportation money formula could doom Triangle trains

The News and Observer By Bruce Sicheloff Published: June 11, 2013

RALEIGH — State leaders are moving fast on a sweeping new transportation spending formula that will make it easier to find money for strategically important highway and freight railroad projects – and almost impossible to find money for passenger trains, sidewalks, bicycles and regional transit.

They're scrapping North Carolina's antique Highway Trust Fund. For decades, it created artificial obstacles that stymied efforts to solve some of the state's worst transportation problems.

Gov. Pat McCrory's proposed Strategic Mobility Formula, now zipping through the legislature, deftly dismantles the old barriers.

At the same time, it creates new barriers that appear likely to kill prospects for money to build greenways or upgrade Amtrak service.

Also in jeopardy are Triangle plans – endorsed by Durham and Orange residents who have voted to increase their local sales taxes – for light-rail lines and rush-hour commuter trains that could eventually reach beyond the region as far as Greensboro and Goldsboro.

After the Highway Trust Fund law passed in 1989, the narrow Interstate 85 Yadkin River bridge was allowed to deteriorate for years – because its replacement would have robbed nearby Piedmont counties of money for their own roads and bridges. Likewise, the neglected I-95 grew into a \$4.5 billion need that could not compete with local priorities in eastern counties.

The Perdue administration engineered an end-run around the Highway Trust Fund to fix the I-85 bridge. State leaders now are trying to find a toll-road compromise that would fix I-95 without burdening local drivers.

Under McCrory's new plan, 40 percent of all transportation construction money would be spent for projects of statewide importance. That's about \$600 million a year for our aging interstates and other big needs. But this statewide money would be reserved only for big airports, mainline freight railroads and major highways.

Another 30 percent (\$450 million) would be divided among seven regions. The eligibility for regional money is broadened a bit to include ferries and second-tier highways. McCrory and legislative leaders want to use some regional money to improve commuter routes into the cities, so small-town folks can drive to urban job centers.

Drive. Not take a bus or a train to work.

Members of a Department of Transportation advisory group have worried that pushing regional commuter highways will encourage urban sprawl. Hearing of their qualms at a Board of Transportation meeting last week, Transportation Secretary Tony Tata said he might have to "modify" the group's makeup in order "to support the governor's vision."

Republican leaders have not supported making Amtrak or transit trains eligible to compete for statewide money.

When the House approved the Strategic Mobility Formula bill in May, it did include multicounty transit projects – such as a proposed Durham-to-Garner commuter train – at the regional funding level. But the anti-transit strain is stronger in the Senate, where two committees have agreed to cut transit out of the regional money.

Trains vs. road needs

Just as I-85 and I-95 needs took a back seat to local priorities in recent years, Senate leaders say that all types of passenger trains – Amtrak and transit – should compete against minor road and bridge needs at the local level.

The remaining 30 percent of transportation money would be split evenly among DOT's 14 divisions. Wake and Durham counties would share about \$34 million a year with the five other counties in DOT's Division 5.

A planned light-rail line from UNC-Chapel Hill to Duke University would win state funding only if it was rated higher than local road and bridge needs in Division 5 – and also in Orange County's Division 7, which is centered in Greensboro.

"The division money really isn't substantial enough to help with those kinds of projects and also address the other needs that local municipalities have," said Damien Graham, public affairs director for Triangle Transit.

The Senate approach sparked objection last week from two Republican business executives who represent Charlotte and Greensboro on the Board of Transportation – and from Democratic senators in Wake and Durham counties.

"I don't understand why you would take public transit out of the regional consideration, or statewide for that matter," Sen. Josh Stein, a Raleigh Democrat, said at a Senate Finance Committee meeting. "We're talking about trying to get commuter rail from Goldsboro to Raleigh, rail from Raleigh to Durham and Chapel Hill, and Charlotte's trying to expand outside Mecklenburg. Why would we not have at least the possibility of getting regional funding for public transportation?"

Sen. Kathy Harrington, a Gastonia Republican, is one of the Senate transportation leaders who agreed to cut transit out of the running for regional money.

"I'm of the opinion that people at the local level, in the (DOT) division, would have the better understanding of what the transit needs would be," Harrington told Stein.

A better overall approach

Sen. Dan Blue, a Raleigh Democrat, worried that it would be hard to win local funds for passenger train improvements between Raleigh and Charlotte, "because you cross through four or five divisions, I reckon."

Sen. Floyd McKissick, a Durham Democrat, wasn't allowed to pursue his transit questions when committee debate was cut short.

The 1989 debate that led to the Highway Trust Fund was long and tortuous, ending in a compromise adopted by a Republican governor and a legislature controlled by Democrats. There is broad agreement in Raleigh that McCrory's Strategic Mobility Formula offers a better overall approach to making good use of limited transportation money.

But the legislation appears set to define new groups of winners and losers for the next 24 years – trains for freight yes, trains for people no, for example.

And the legislature is being asked to approve it quickly, before DOT works out the detailed criteria that will be used to rank one project over another.

A Senate floor vote is expected in the next week or so.

## **New transportation money formula clears NC Senate**

The News and Observer By Bruce Sicheloff The News and Observer Published: June 13, 2013

RALEIGH — The Senate gave bipartisan approval Thursday to the first rewrite in 24 years of a legislative blueprint for spreading state and federal transportation construction dollars across North Carolina.

The Strategic Mobility Formula scraps the 1989 Highway Trust Fund Act and sets new guidelines for making the best use of money for statewide, regional and local projects. It was proposed in April by Gov. Pat McCrory and reflects his push to link infrastructure improvements with economic development.

It won preliminary Senate approval in a 42-5 vote after Republican sponsors adopted changes, sought by Triangle Democrats, to upgrade state priorities for regional transit service, passenger trains and bicycle and pedestrian projects. After a final floor vote Monday, the bill will return to the House – where it passed on a 102-15 vote last month – for concurrence on minor Senate changes.

“This bill is a new plan for transportation,” said Sen. Kathy Harrington, a Gastonia Republican who co-chairs the Senate Transportation Committee. “We’ve worked hard to see all regions of the state have more opportunities than ever to fund all modes of transportation.”

Sens. Floyd McKissick of Durham and Josh Stein and Dan Blue of Raleigh had complained last week that the bill would make it nearly impossible to win state funds for the Triangle’s planned light rail lines and rush-hour commuter trains. They thanked Harrington and Republican Sen. Bill Rabon of Southport Thursday for writing compromise language into the bill when it moved through the Senate Appropriations Committee this week.

“They didn’t – and maybe this will make you all happy – ” Stein said Thursday, addressing the Senate’s Republican majority, “they didn’t do everything we wanted. But they did do something. And we appreciate their willingness to work with us.”

An urban advocate praised the Senate vote.

“This is a major piece of transportation reform in North Carolina that everybody can be proud of,” said Julie White, executive director of the N.C. Metropolitan Mayors Coalition.

Under the new formula, 40 percent of all transportation construction money would be spent for projects of statewide importance, with an emphasis on creating jobs and cutting traffic congestion. That’s about \$600 million a year for big airports, mainline freight railroads and major highways.

Another 30 percent (\$450 million) would be divided among seven regions, according to population. The eligibility for regional money is broadened to include ferries and second-tier highways. McCrory and legislative leaders want to use some regional money to improve commuter routes into the cities, so small-town folks can drive to urban job centers.

The bill includes Harrington and Rabon’s agreement to make regional money available also for regional bus and light-rail transit projects, and for commuter rail, Amtrak and other passenger trains that use standard freight tracks. The two had proposed earlier to make transit and passenger trains compete with local roads for the remaining 30 percent of state and federal funds, which will be split evenly among the 14 Department of Transportation divisions across the state.

The Strategic Mobility Formula directs DOT to use objective criteria to rank projects for funding. Local political input will count for 50 percent of the grade at the division level and 30 percent at the regional level, but state-wide project choices are supposed to be 100 percent “data-driven,” Republican leaders say.

The legislation gives DOT until August to work out criteria for evaluating projects, and for comparing roads with other modes. One Senate critic said it was wrong to approve the legislation without these details.

Sen. Martin Nesbitt, an Asheville Democrat, warned that the new DOT criteria will be shaped by special-interest groups. Small towns will end up with less money than they get now from the Highway Trust Fund, he said.

“The more rural you are, I think, the more at risk you are with this bill, ...” Nesbitt said. “We’re sitting here taking a pig in a poke, and saying we’re going to scrap what we’ve got. And we’ll find out later what we’re going to have.”

Sen. Ellie Kinnaird, a Chapel Hill Democrat, criticized the bill for not giving higher priority to passenger trains and bicycle and pedestrian improvements. It was amended this week to protect money for greenways and other bicycle-pedestrian projects scheduled through 2015, but no state funds will be allowed after that.

Sen. Tom Apodaca, a Hendersonville Republican, said he hoped the new law would improve prospects for widening a neglected section of Interstate 26 west of Asheville.

"We've had the old system, and it hasn't helped," Apodaca said. "You know I would love to be able to have a greenway between Asheville and Hendersonville, and ride a bicycle, and take a train. But right now I'd rather be able to drive between Asheville and Hendersonville. Hopefully this might give us a little light at the end of the tunnel."

## Usage of NC's first toll road continues on upward path

WRAL.com Reporter: Brian Shrader Jun 18, 2013 7:14 p.m.

**Apex, N.C.** -- North Carolina's first toll road cost more than \$1 billion to build, yet there are times when no one is using it.

The 18.8-mile Triangle Expressway, which runs from Durham to Holly Springs, was completed in late December in an effort to improve access and reduce congestion between western Wake County and the Research Triangle Park.

Tolling on the final 8.75-mile stretch, which connects U.S. Highway 64 in Apex to the N.C. Highway 55 Bypass in Holly Springs, began in January.

John Talbot uses the road mid-morning a few times a month and says it's common for him to see only a few vehicles on it.

John Breedlove, director of Turnpike Operations at the North Carolina Department of Transportation, says that's because the final stretch is primarily a commuter road, making traffic on it light for much of the day.

Actually, Breedlove says, traffic has surpassed expectations, having doubled projected monthly numbers, and revenue has grown steadily each month since all three sections of the Triangle Expressway have been open.

In May alone, the DOT says, it brought in more than \$1.5 million in revenue.

Breedlove says the road is paying for itself, and he expects it to become even busier over the next 10 to 15 years.

"As the economy picks up and traffic picks up, people will be using the Triangle Expressway as an alternate means of getting to work quicker and to get home quicker," Breedlove said.

At its busiest section, around the N.C. Highway 147 interchange near RTP, the Triangle Expressway sees about 25,000 vehicles daily.

In addition, the DOT says about 80,000 drivers now have transponders to take advantage of electronic tolling on the road.

## McCrory's transportation reform approved by General Assembly

The Triangle Business Journal By Katie Arcieri Posted: Jun 19, 2013, 4:49pm EDT

Legislation that changes how transportation funding across North Carolina is doled out has been approved by the General Assembly, according to Gov. Pat McCrory's office.

The legislation abolishes an existing funding formula, which ensured an equitable distribution of funding among transportation divisions across the state.

The new formula would provide a lower amount of guaranteed funding for road projects in the Triad and other regions across North Carolina in an effort to prioritize projects with the greatest need. The regions will compete with each other by submitting projects as candidates for statewide, regional and local projects.

The governor's plan is not expected to affect scheduled projects on the books during the next two years. But major projects that could be affected by the new competitive funding plan include Winston-Salem's \$60 million Business 40 project slated to begin construction in 2016 and the final leg of the Greensboro urban loop to be let in 2018.

The changes come at a time when North Carolina is facing a projected \$1.7 billion decrease in transportation funding during the next decade even as the state's population is expected to swell by more than 1.3 million.

## **NCDOT starts moving on Strategic Mobility Formula priorities**

The NewsandObserver.com - Crosstown Traffic Submitted by Bruce Sicheloff on 07/12/2013 - 06:47

When the General Assembly and Gov. Pat McCrory approved the Strategic Mobility Formula, a sweeping new change in state guidelines for distributing transportation construction dollars, they left it up to the state Department of Transportation to work out a lot of important details. The big plan is to make this a largely "data-driven" process, and to link transportation infrastructure projects with jobs and economic development.

The state Board of Transportation, most of its members McCrory appointees, got its first formal look Thursday at DOT recommendations for criteria and weighting that will be used to score new road projects -- and capital projects for transit, aviation, ferry and rail improvements. (See 6/24/13 Road Worrier column with reader comments.)

DOT leaders plan to make changes in recommendations that were developed over the past several months by a statewide advisory workgroup. This is complicated stuff, but it will be important in determining how future leaders spend limited transportation dollars.

The transportation board and NCDOT will report their recommendations to a legislative oversight committee in August, with updates to follow in October. DOT leaders hope to start using the new criteria next year to evaluate future projects. They won't change their evaluation of old projects already in the pipeline.

Attached below are two documents handed out, and given only a brief public discussion, at Thursday's board meeting (plus a more detailed June meeting handout on the Strategic Mobility Formula). They show the recommendations developed over the past several months by a statewide workgroup of city and rural officials and transportation planners. Board members said they want to make some changes before they present their plan to legislators in August.

As provided in McCrory's Strategic Mobility Formula, transportation dollars will be doled out at three levels: 40 percent for statewide projects, 30 percent in each of seven regions, weighted according to population, and 30 percent divided equally among DOT's 14 divisions.

Statewide project spending will be 100 percent data-driven. The DOT workgroup recommended weighting the evaluation of road projects this way: (1) travel time benefits compared to overall project cost (30 percent of total score), congestion reduction (30 percent), economic competitiveness (10 percent), safety (10 percent), and "multi-modal (& freight + military)" (20 percent). Those terms are defined on one of the documents below.

There are different criteria for other spending levels.

Regional spending would be 70 percent data-driven, with 30 percent of the decision based on "local input." It turns out that NCDOT defines local input as half coming from local elected leaders, and half coming from NCDOT division engineers. Division spending would be 50 percent data-driven and 50 percent "local input," again giving NCDOT administrators half of the vote in that "local input" category.

Note that the workgroup assigned only a 10 percent weight to "economic competitiveness," a category defined to cover two things: increasing productivity by reducing travel times, and creating jobs. Board member Mike Smith of Raleigh said he hoped to change the definition for "economic competitiveness," but he didn't say how.

"Economic competitiveness" is a phrase often on the lips of McCrory and other elected officials. DOT leaders want to give it a bigger weight in the formula, boosting it to 15 or 20 percent. "We would like to see some expansion of that as a weighting," said Ned Curran of Charlotte, the board chairman.

They want to reduce the weight given to congestion reduction and travel-time improvements. And they want to test the formula by plugging it into a couple of projects, just to see how it would grade them. (How will NCDOT rate the economic competitiveness of the troubled Garden Parkway toll project, predicted in an earlier NCDOT study to cause a net loss of jobs in the area? Stay tuned.)

Board members broke into small groups Wednesday to talk about the Strategic Mobility Formula in closed meetings. They didn't talk much in Thursday's public meeting.

Since the transportation board no longer has the power to approve road projects, it is by setting the evaluation criteria that board members will have their greatest impact on such decisions.

After the meeting I asked Curran if he would make sure to have all future discussions take place in open meetings, so the public could learn how these important decisions are made.

Curran sought to justify the privacy of small-group board discussions where the subject is "nuts and bolts" detail -- rather than formal policy decisions, which are to be made in public.

Late Thursday NCDOT said the board will discuss the Strategic Mobility Formula prioritization at a public meeting July 23. There was no indication that the board wants to have a direct conversation with members of the statewide workgroup that developed the "economic competitiveness" and other recommendations over the past few months.

## **Durham's I-40 footbridge will celebrate delayed opening in October, maybe**

The NewsandObserver.com - Crosstown Traffic Submitted by Bruce Siceloff on 07/12/2013 - 16:22

After delays blamed on construction errors and rain, Durham city officials now hope to have a ribbon cutting in mid-October for the \$9 million American Tobacco Trail extension and bridge over Interstate 40.

The project includes an 800-foot bridge and a 4.2-mile extension of the trail through southern Durham County into Chatham County. The Durham city website still says the bridge will be finished this month, and city officials originally planned for an Aug. 10 ribbon-cutting, but the work fell weeks behind schedule during the spring and early summer.

A surveyor's error was blamed when massive steel-reinforced concrete support piers were constructed more than two feet too high on the north end of the bridge. The problem was corrected and the steel bridge deck was bolted into place across the highway in April, two months later than had been expected. Recent rain has been blamed for further delays in completing the bridge.

Now city officials are aiming for an Oct. 12 ribbon-cutting, to take place at Streets of Southpoint at the southern end of the bridge.

"It's tentative at this point," city spokeswoman Amy Blalock said. "We hope to be able to have it Oct. 12, but we're several months out now. We'll wait until we get closer to make a formal announcement. We've had so much rain."

## Road Worrier: NC leaders hope road dollars can sweeten a sour economy

The News and Observer By Bruce Sicehoff Published July 15, 2013

RALEIGH - We need jobs. We don't have a lot of money to spend on new roads and transit projects. So let's focus those few dollars where they will stimulate job growth and economic development.

That's the argument behind a law, approved last month by the General Assembly and Gov. Pat McCrory, that will shape state spending priorities for transportation projects worth \$6.4 billion over the next decade. And it's an old idea, long popular with voters and political leaders.

But state and local planners and engineers are focused more on easing traffic jams and reducing travel times. They are not confident that new roads can sweeten a sour economy.

The hope that transportation investment will deliver economic improvement was alluded to in a 1921 law that established our state highway system. It has been a staple of campaign platforms since then. It was a campaign pledge for McCrory.

So when the governor's appointees to the state Board of Transportation got their hands on the nuts and bolts of the new Strategic Mobility Formula law last week, they wanted to see McCrory's priorities reflected in the criteria and weighting that will be used to evaluate new roads and capital projects for transit, aviation, rail and ferry service improvements.

They were disappointed.

An advisory group of state and local planners and transportation professionals had spent the last few months developing these recommended spending guidelines. The group agreed that when the state Department of Transportation decides which major statewide projects get built, "economic competitiveness" should count for only 10 percent of the score.

The work group gave more weight to two transportation fundamentals: cutting travel times (30 percent) and improving transportation in congested areas (also 30 percent). Improving safety got a 10 percent share, and a miscellaneous category called "multi-modal (& freight + military)" was worth 20 percent.

Without even a few minutes of discussion, board members declared their intent to boost the weight given to "economic competitiveness" before they approve the new guidelines and report to a legislative oversight committee next month.

"What I hear from (board members) is, gee, I thought economic competitiveness was so important, and it got only a 10 percent rating," board chairman Ned Curran, a Charlotte real estate executive, said after the meeting.

"All of us see a very important connection between infrastructure investments and job creation. When we have an unemployment rate like we've had at a sustained level, what can we do to jump-start it?"

Transportation board members lost political power a few years ago when former Gov. Bev Perdue took away their authority to approve highway contracts - a decision now left to the DOT secretary. But they'll have considerable impact when they firm up the weights and criteria that guide these spending decisions.

Most of the board's conversations last week took place in small-group meetings that were closed to the public. A scheduled July 23 discussion of Strategic Mobility Formula rules will be open to the public, but Curran said he had not decided whether board members will hold more small-group talks in private.

Board members want to test the new formula by plugging it into a couple of projects, just to see how it would grade them.

How will DOT rate the economic competitiveness of controversial projects such as the troubled Garden Parkway toll road in Gaston County?

In an April briefing for legislators, DOT gave the Garden Parkway a perfect 100 score in economic competitiveness - even though an earlier DOT study predicted that the project would actually send North Carolina jobs across the border to South Carolina.

As it turns out, state and federal highway officials agree that such big projects do not stimulate much economic development beyond the commercial opportunities they create for property owners around the new exit ramps.

"The Garden Parkway would not likely draw more growth to the Charlotte region, although it could change land use patterns near the new road," the Federal Highway Administration wrote in its response to a federal court lawsuit filed by environmental groups against the project. "Instead, growth depends on land availability and price, the regional economy, other infrastructure, location attractiveness and amenities, and local political and regulatory conditions."

DOT attorneys have said the same thing in lawsuits over other projects.

## **NC hears talk of a prospective buyer for its taxpayer-owned railroad**

The News and Observer By Bruce Siceoff Published: July 18, 2013

RALEIGH — A little-discussed provision of the House budget would encourage the state to explore offers from anybody interested in buying the taxpayer-owned N.C. Railroad – and there is talk this week of overtures from a prospective buyer.

"There have been reports that a private equity firm may have expressed interest in the company to state government," Scott Saylor, the railroad president, said Wednesday in a prepared statement. "Neither NCRR nor its board has been involved in any such discussions."

Saylor, responding to a News & Observer query, declined to offer details.

House Republican budget writers said they were not really looking to sell the railroad – and not aware of a possible buyer.

"The reason for that budget provision, which was requested by the governor's office, is they've never been able to put a handle on how much the assets of the N.C. Railroad are worth," said Rep. Phil Shepard of Onslow County, co-chairman of the transportation appropriations subcommittee. "It did not mean we were interested in selling the N.C. Railroad. But it's a provision we could use to try to find out more definitively what it was worth."

Shepard and representatives of House Speaker Thom Tillis and Sen. Phil Berger, the Republican Senate leader, all said they had not heard of any prospective buyers for the N.C. Railroad. Representatives of the Department of Transportation and Gov. Pat McCrory did not immediately respond to requests for comment.

Both House and Senate versions of the budget would extract new revenues from the state-owned private railroad, starting with a \$19.2 million dividend to be paid this year into the state Highway Fund. Both budgets also call for the sale of railroad real estate parcels identified as surplus property.

But only the House raises the prospect of selling the railroad itself. The provision inviting DOT and the state budget office to entertain offers will be discussed, alongside bigger issues, when the two chambers attempt to resolve their differences and agree on a budget.

'No easy way to appraise'

The N.C. Railroad is a 317-mile rail line that curves from Charlotte through the Piedmont and the Triangle to Morehead City. Its income comes mostly from a \$14 million annual lease of its tracks to Norfolk Southern Railroad. The state owned three quarters of the company until 1998, when it spent \$71 million to acquire the remaining shares. A legislative staff report in 2012 estimated that the railroad's capital value had increased by \$196 million since then.

But what is the whole thing really worth?

"You don't know the market value of anything until you get the actual offer," said Rep. Frank Iler of Onslow County, co-chairman of the House Transportation Committee. "There's no easy way to appraise a railroad."

If the Senate agrees, DOT and the state budget office will be authorized to review any offers to purchase railroad stock, and to make recommendations to the legislature about whether the state should sell it. Railroad officials will be instructed to provide all information needed for the review.

Iler was interested to hear talk about a possible buyer.

"That's the first I've heard of it," he said. "I'd like to hear more."

Benefits of state ownership

Saylor noted that the 2012 legislative staff report called the railroad a valuable state asset for economic development, and it recommended against selling it to private buyers. Iler and Shepard said they agreed about the benefits to the state of owning the rail corridor, which also carries passenger trains between the Triangle and Charlotte.

"I think it does have a value to the state for economic growth," Shepard said. "But I won't rule out any other alternatives. With the economy the way it is, things are changing all the time. It doesn't mean there aren't better ways to do things in the future."

Iler said legislators want to know what the railroad is worth, but they would not be quick to let it go.

"I don't think we're looking to sell it to anybody who makes the first offer," Iler said. "We're trying to get the value of it. Then, other decisions can be made."

## **Tax overhaul bill would trim state gas tax, too**

The NewsandObserver.com - Crosstown Traffic Submitted by Bruce Sicheloff on 07/17/2013 – 11:46

North Carolina drivers scarcely noticed when the state gas tax rose on July 1 by one-tenth of a penny per gallon. So they might not notice when the tax falls again in September to its June level.

The comprehensive tax overhaul legislation zooming through the General Assembly this week, which will have a big impact on income taxes, also includes a provision to reduce and freeze the gas tax, now 37.6 cents per gallon: It would be capped at 37.5 cents for almost two years -- from Sept. 1, 2013, through June 30, 2015.

Under state law, the fuel tax rate is adjusted every January and July to reflect recent ups and downs in wholesale fuel prices. The new tax law employs an occasional legislative tool -- putting a cap to prevent it from rising higher, without changing the formula used to calculate the tax.

Meanwhile, drivers are noticing sharp increases in the prices they're paying for gas. Triangle average prices for self-service regular have risen 12 cents in the past week, to \$3.538 per gallon as of Wednesday, according to the Oil Price Information Service.

## Some may escape park-and-ride fees

The Herald-Sun By Gregory Childress Jul. 22, 2013 @ 05:47 PM

CHAPEL HILL —

When the town starts charging motorists to use park and ride lots next month, those who use the one on Eubanks Road to catch Triangle Transit Authority buses won't likely have to pay.

Town and TTA officials are working on a plan that would exempt riders with a TTA GoPass and monthly pass holders from paying the new Park and Ride fee, which will cost riders \$2 per day, \$21 monthly or \$250 per year.

"We are fairly close to finalizing an agreement whereby TTA would pay for a number of spaces at the Eubanks Park and Ride lot and be given a number of passes for their riders," said Brian Litchfield, the town's interim transit director. Officials believe 50 to 70 motorists would get the benefit of not having to pay to park at the Eubanks Road lot.

"This is really a starting point for us at this location," Litchfield said, adding that the town will continue to monitor TTA use at the lot and make adjustments as needed.

TTA provides regional bus and van service throughout the Triangle.

Last March, the Town Council engaged in a lively debate over the fairness of charging TTA riders to use park and ride lots.

Some council members objected to the idea of allowing some motorists to park for free while charging others, while others favored the idea because it meshes with town sustainability goals by getting cars off the road.

The council approved the fees but asked staff to develop a plan to address TTA riders.

Mayor Mark Kleinschmidt said he looks forward to seeing the details of the proposal.

Kleinschmidt said he had concerns about possibly charging town residents twice – once to maintain park and ride lots and then again to park there.

He said it's important that the town maintain its commitment to transit.

"We have to make sure our transit options continue to be accessible to people otherwise our whole transit system is undermined," Kleinschmidt said.

Meanwhile, a group of residents who work at N.C. State who park at the Eubanks Park-and-Ride lot and use TTA to get there recently sent an email message asking the council to waive or reduce the parking fee.

"We are distressed at your recent decision to charge \$250/year to park in the Eubanks lots," said the riders wrote.

"We are not UNC students/employees attempting to avoid park fees."

The town will begin to charge for parking on Aug. 15 at four parking lots it operates in Chapel Hill and Carrboro.

The new fee will coincide with UNC's also beginning to charge motorists' who use its park-n-ride lots.

The town, university and the town of Carrboro are partners in Chapel Hill Transit and share the cost to operate Chapel Hill's fare-free transit system.

The discussion to move to a fee system for park and ride lots began in 2010 and is a response to the rising cost to operate the transit system and a reduction in federal and state funding.

The fee is expected to raise about \$150,000 for the town and more than \$500,000 for UNC next fiscal year.

UNC is the largest contributor to Chapel Hill Transit.

The university's contribution to the transit system is about \$7.4 million in fiscal year 2013-14, about 60 percent of the local contribution to the system's more than \$18.6 million operating budget.

The town's share is about \$3.7 million, a little more than 30 percent, and Carrboro's portion is projected to be \$1.3 million, about 10 percent of the system's operating budget.

## **N.C. 54 congestion strategy falling through the cracks?**

The Herald-Sun.com By Ray Gronberg Aug. 02, 2013 @ 06:59 PM

DURHAM —A recent Durham Planning Commission debate has some officials and activists wondering whether Durham's government needs to start giving more weight to an anti-congestion strategy for the N.C. 54 corridor approved in 2012.

Elected officials from the city and county are scheduled to discuss the matter on Wednesday, at the request of City Councilwoman Diane Catotti.

She said a series of zoning requests targeting land on the western edge of Durham makes this "a timely time to just be clear" about the transportation study and its effects on local land-use policy.

The problem last month's Planning Commission debate exposed was that the City/County Planning Department and the city Transportation Department may be operating with different assumptions about what should happen on and around N.C. 54.

The question came up as commission members mulled their advice to the City Council about a rezoning that would allow construction of two medical office buildings at the intersection of N.C. 54 and Farrington Road.

The intersection adjoins a major interchange for Interstate 40 and is plagued by congestion. Planning Commission members on an 8-4 vote advised the council to reject the requested rezoning.

But the vote followed an admission by city/county planners that they haven't given much weight to the 2012 N.C. 54 corridor study, which emerged from the Transportation Department and suggested a long-term strategy to deal with the traffic problem.

It urged changes not just to the road network but also to land-use patterns in the area – recommending, for instance, that the land involved in the office project be used for residential development.

Planners, however, downplayed the study because it didn't receive an approval vote in 2012 from the full City Council or the County Commissioners.

Instead, it went through a joint Transportation Advisory Committee that includes elected officials from both governments, plus town and county officials from neighboring Orange County.

The transportation panel has legal authority over the issue thanks to federal statutes and regulations governing the use of the road-construction subsidies Congress gives the states. The feds require cross-border, cross-government collaboration when it comes to transportation projects that cost millions of dollars and often take decades to complete.

Nonetheless, without a City Council and County Commissioners sign-off on the corridor study, "we have no leverage" to ask would-be developers to honor it, Senior Planner Amy Wolff told members of the Planning Commission last month.

The Planning Department's stance has since drawn criticism from neighborhood activists.

Members of the Inter-Neighborhood Council, a coalition of groups representing an array of Durham subdivisions, talked about the problem at their most recent meeting. They thought it “raise[d] questions about what is going wrong with the Planning Department.”

Other observers questioned whether the corridor study needs a further sign-off from Durham’s governments.

“That’s only the [transportation panel’s] role,” said Ed Harrison, a Durham County resident and Chapel Hill town councilman who sits on the panel.

It was not clear whether any Durham official tried to resolve the discrepancy before a pending rezoning application underscored it.

In theory, the problem shouldn’t have emerged because the planning and transportation departments report to the same deputy city manager, Keith Chadwell.

Elected officials likewise had opportunities to call attention to it.

Catotti, for instance, is a member of both the Transportation Advisory Committee and the Joint City/County Planning Committee, the group that supervises the drafting of Durham’s land-use policies.

## County talks of diverting transit money

The Herald-Sun.com By Ray Gronberg Aug. 05, 2013 @ 08:00 PM

DURHAM -- A county commissioner has urged officials to divert some of the revenue a new half-cent sales-tax surcharge should be raising for expanded bus and rail service to the City/County Planning Department instead.

The switch would make up for a budget cut Commissioner Ellen Reckhow and her colleagues imposed on the Planning Department this spring in reaction to an unrelated cut the city made to a Durham County Sheriff’s Office program.

Reckhow on Monday said the diversion of sales-tax money would be justified as a way to help the Planning Department stay on track when it comes to figuring out how to ensure development around future transit stations includes low-cost housing.

“We need to consider it even if it comes out of the half-cent sales-tax money, if it’s determined it’s needed,” Reckhow said on Monday.

Planning Director Steve Medlin has warned city and county officials that work could go by the board in fiscal 2013-14 if his department loses the \$169,516 the county’s spring decision put on the line.

The county directly cut \$84,758 in retaliation for the City Council’s deciding to end support this fall for the sheriff’s warrant control program. County officials have argued that a joint agreement between the two governments requires the city to match the county’s reduction.

Medlin said a cut of that scale would force him to eliminate a currently unfilled position and lay off two department staffers.

The loss of positions would mean the cancellation of work in fiscal 2013-14 on the housing initiative and at least one other long-term planning project elected officials want the department to work on.

City officials dispute the need for them to match the county’s reduction. But even if Planning only loses the county’s \$84,758, it would still need to eliminate the open position and lay off one staffer, Medlin said.

Work could go ahead on the housing initiative and other new projects, but it wouldn't move as fast, he said.

Elected officials and low-cost housing advocates are eager for some sort of station-area related housing planning to occur for fear that the areas along a planned Durham-to-Chapel Hill light-rail corridor will gentrify without it, to the exclusion of low-income residents.

Reckhow saw a case to be made for using sales-tax money to offset the Planning Department's loss because the N.C. General Assembly, in authorizing the sales surcharge, said local government have to address affordable housing in their transit plan.

The federal government also has been pushing the issue, and its subsidies will be critical when it comes to getting the light-rail project off the ground, Triangle Transit General Manager David King said.

But a diversion of the money would arguably break promises transit advocates made to voters in 2011 when they were campaigning in Durham for voter approval of the levy.

They said the sales-tax money and related increases in vehicle registration fees would pay for new and expanded transit service.

A diversion of sales-tax money could also, arguably, violate state law. The General Assembly in 2009 barred local governments from using revenue from the sales-tax surcharge to "supplant or replace" existing funding for transit work.

Local governments are freer under the law to use vehicle-registration fees. City officials this winter and spring considered using some of that money to pay for existing Durham Area Transit Authority bus service. But they eventually dropped that idea.

The dispute arose because City Council members said they would halt funding for the sheriff's warrant-control office in October after clerk finish digitizing old arrest warrants.

Council members and city police saw little value in the program beyond that, as they think warrant databases are easy enough for officers to check that they won't need the sheriff's help.

County Commissioners, however, agreed with Sheriff Mike Andrews that the warrant-control cut would undermine local crime-control efforts.

## **Expanded bus service likely in three corridors**

The Herald-Sun.com By Ray Gronberg Aug. 05, 2013 @ 05:29 PM

DURHAM —The first bus-service expansions funded by the half-cent sales-tax surcharge that went into effect in April are likely to target the Fayetteville Street corridor, the Northgate Mall area and the South Square area.

That was the word Monday from Triangle Transit officials who told County Commissioners the opening moves are supposed to increase the frequency of service in key corridors by reducing the headway or time between buses.

Pending approval from the city, the additions will "start to build a 15-minute service network in Durham, which we think is going to be useful and will begin" to build ridership, Triangle Transit staffer Erik Landfried said.

The new levy, in its first full month of collections generated about \$1.8 million in revenue, enough to "keep us on track to meet the budget" officials set for fiscal 2013-14, said Sandra Freeman, Triangle Transit's finance director.

Landfried said the initial additions to the Durham Area Transit Authority network can occur in fiscal 2013-14, perhaps in the fall. The agency needs a city OK for the changes because the city owns DATA.

Triangle Transit also intends to increase service frequencies on its own 800 route, which connects the Southpoint

area to UNC.

Officials expect the move will win favor with commuters because Chapel Hill and UNC are instituting fees for use of their in-town park-and-ride lots, Landfried said.

Looking ahead another year, to fiscal 2014-15, transit officials are considering the idea of further beefing up service along the U.S. 15-501 corridor, and establishing new connections to Duke University from central Orange County, northern Durham and the Woodcroft area.

In addition, planners want to take “a fresh look” at the Bull City Connector shuttle that links the Golden Belt business center to Duke along the Main Street corridor, Landfried said.

County Commissioners, however, focused most of their questions on the prospects for restoring bus service to Durham Tech’s northern campus off Snow Hill Road.

The Northern Durham Center lost its bus connection last fall and winter when the city and Triangle Transit reworked DATA’s route network. Triangle Transit manages DATA for the city; the route revisions were supposed to substantially improve DATA’s on-time performance, which under city management had lagged in the 60-percent range.

The link to the northern campus was eliminated because only 10 to 12 people were using it. “It was very lightly used,” Landfried said.

But the commissioners, who don’t have any direct role in overseeing DATA, said Triangle Transit should reconsider. “We want to put some manufacturing out that way and want folks to be able to get to that campus,” commissioners Chairman Fred Foster said.

“There may be some re-purposing of [the northern] campus going forward to make it more of an advanced manufacturing training facility, so demand at that campus may change,” added Commissioner Ellen Reckhow. She urged transit officials to consult Deputy County Manager Marqueta Welton – the county’s point person on business-recruiting issues – and city Office of Economic and Workforce Development Director Kevin Dick “to look at what the plans are so you can dovetail services as the campus evolves.”



American Planning Association  
**North Carolina Chapter**

July 31, 2013

Matt Noonkester, Principal  
 Seven Hills Town Planning Group, Inc.  
 728 Wild Berry Ct.  
 Marvin, NC 28173

Dear Mr. Noonkester:

On behalf of the North Carolina Chapter of the American Planning Association (APA-NC) Awards Committee, We are pleased to inform you that the Committee has selected the *Imagine 2040: Triangle Region Scenario Planning Initiative* to receive a 2013 North Carolina Marvin Collins Outstanding Planning Award in the Innovations in Planning Services, Education, and Public Involvement category. The award recognizes technology, techniques and/or processes implemented in the current or past two calendar years that enhance planning, planning services, education, and/or public involvement.

The Awards Committee was impressed with the extent to which the project made sense of an enormous volume of data through scenario planning with CommunityViz. Given the large extent of the study area and the number of local governments participating, the processes used to make sure the data and models were realistic and representative of the participating communities were painstaking, yet successful in producing useful information, tools and recommendations.

The award will be presented during the North Carolina Annual Planning Conference Awards Luncheon on Thursday, September 19, 2013, at the Benton Convention Center, 301 W. Fifth St., Winston-Salem, NC. The project team is entitled to two complimentary meals at the Awards Luncheon. Additional meals may be purchased for \$30.00 each. In the coming weeks, we will send you additional information about the luncheon and instructions for registering.

The Capital Area Metropolitan Planning Organization and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will each receive one framed and one unframed award certificate. Additional framed or unframed certificates may be purchased through the APA-NC, at cost. Please notify Karen Smith by Friday, August 16, 2013, via telephone (828-251-6914) or email ([ksmith@nccommerce.com](mailto:ksmith@nccommerce.com)), to request additional certificates.

If you have any questions about the 2013 North Carolina Marvin Collins Planning Awards Program, please contact us.

Sincerely,

A handwritten signature in black ink that reads 'Roger S. Waldon'.

Roger S. Waldon, FAICP  
 APA-NC Awards Committee Chair

A handwritten signature in black ink that reads 'Karen C. Smith'.

Karen C. Smith, AICP  
 APA-NC Awards Committee Vice Chair

cc: Chris Lukasina, Capital Area MPO  
 Andy Henry, Durham-Chapel Hill-Carrboro MPO  
 John Hodges-Copple, Triangle J COG

# BOARD OF TRANSPORTATION RECOMMENDATIONS - PRIORITIZATION 3.0 SCORING CRITERIA, WEIGHTS, AND NORMALIZATION FOR ALL MODES

August 7, 2013

**Objective:** The Board of Transportation recommends to the Joint Legislative Transportation Oversight Committee the following recommendations resulting from the Strategic Transportation Investments Law signed by Governor McCrory on June 26, 2013.

## Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% <u>Safety = 10%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	[Travel Time] Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> <b>Total = 50%</b>	25%	25%

Note: Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas

## Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 40% Local Investment Index = 10% <u>Federal Investment Index = 10%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 20% Local Investment Index = 5% <u>Federal Investment Index = 5%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	NCDOA Project Rating = 30% FAA Airport Capital Improvement Plan = 10% Local Investment Index = 5% <u>Volume/Demand Index = 5%</u> <b>Total = 50%</b>	25%	25%

## Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b>	Access = 10% Constructability = 5% Safety = 15% Demand Density = 10% <u>Benefit/Cost = 10%</u> <b>Total = 50%</b>	25%	25%

**Ferry Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b> <i>(Note: all vessels are excluded from this category)</i>	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% Asset Efficiency = 10% Capacity/Congestion = 20% <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% Asset Efficiency = 10% <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Expansion)**

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	Benefit/Cost = 45% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% System Operational Efficiency = 10% <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	Benefit/Cost = 25% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% System Operational Efficiency = 10% <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Facilities)**

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% Benefit-Cost = 5% System Operational Efficiency = 5% Facility Capacity = 20% <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% Benefit-Cost = 5% System Operational Efficiency = 5% Facility Capacity = 10% <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Fixed Guideway)**

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	Mobility = 20% Cost Effectiveness = 15% Economic Development = 20% Congestion Relief = 15% <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	Mobility = 15% Cost Effectiveness = 15% Economic Development = 10% Congestion Relief = 10% <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>

**Rail Scoring (Track and Structures)**

Funding Category	Quantitative Data			Local Input	
		Freight	Passenger	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b> (Class I Freight Only)	Benefit/Cost = Econ. Comp. = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = <b>Total = 100%</b>	20% 10% 15% 15% 10% 10% <u>20%</u>	--	--	--
<b>Regional Impact</b> (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = <b>Total = 70%</b>	10% 15% 15% 10% 5% <u>15%</u>	10% 25% 15% -- -- <u>20%</u>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b> (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = <b>Total = 50%</b>	10% 10% 10% 5% 5% <u>10%</u>	10% 15% 10% -- -- <u>15%</u>	<b>25%</b>	<b>25%</b>

**Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)**

Funding Category	Quantitative Data			Local Input	
		Freight	Passenger	Division Rank	MPO/RPO Rank
<b>Regional Impact</b> (Intercity Passenger Service Only)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility =	-- -- -- --	15% 25% 10% <u>20%</u>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b> (Facilities/ Intercity Passenger Service & Stations)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility = <b>Total = 50%</b>	10% 15% 10% <u>15%</u>	10% 15% 10% <u>15%</u>	<b>25%</b>	<b>25%</b>

**Normalization – BOT Recommendation**

**For Prioritization 3.0 Only (Initial Implementation of Strategic Transportation Investments)**

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or %s

Mode	Board of Transportation Recommendation	Historical Budgeted	Historical Expenditures
<b>Highway</b>	<b>90% (minimum)</b>	93%	96%
<b>Non-Highway</b>	<b>4% (minimum)</b>	7%	4%

*Note: Continue research with national experts  
 Conduct a statistical analysis of scores by an outside agency after all quantitative scores are completed in 2014. Request other normalization recommendations.  
 Incorporate research and analysis findings into Prioritization 4.0*