

**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)**

**October 9, 2013  
9:00 a.m.**

**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 (9:00-9:05)**

- 6. September 11, 2013 TAC Meeting Minutes  
Attachment 6**

A copy of the September 11, 2013 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the September 11, 2013 TAC meeting.

**ACTION ITEMS**

- 7. DCHC Memorandum of Understanding (MOU) Update (9:05 - 9:35)  
Attachment 7, 7A, 7B, 7C, 7D  
Dale McKeel, LPA Staff  
Felix Nwoko, LPA Staff**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is established through a Memorandum of Understanding (MOU) between its members. The DCHC MPO's current MOU was executed in 1994.

On June 10, 2013 the LPA staff sent a proposed update of the DCHC MOU to member agencies, requesting that they review and provide comments by September 10, 2013. The updated MOU includes changes to reflect current federal and state legislation and regulations, planning practices of the MPO, updated population figures, and best planning principles. The following attachments are provided for this item:

- Attachment 7 – Letter to MPO members mailed June 10, 2013;
- Attachment 7A – MPO’s proposed draft MOU mailed June 10, 2013;
- Attachment 7B – Summary of comments received on draft MOU with LPA response;
- Attachment 7C – Draft MOU incorporating proposed changes in response to comments;
- Attachment 7D – Member comments.

**TCC Recommendation:** That the TAC release the MOU for approval by the governing boards of MPO members.

**TAC Action:** Receive report and release MOU for approval by the governing boards of all MPO members.

**8. FY 2012-2018 Transportation Improvement Program – Amendment #12 (9:35 - 9:40)**

**Attachment 8**

**Dale McKeel, LPA Staff**

**David Bonk, Town of Chapel Hill**

Amendment # 12 to the FY 2012-2018 Transportation Improvement Program is necessary to permit Chapel Hill Transit to use FY 2014 Section 5339 funds. 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 the FY 2012-2018 Transportation Improvement Program Amendment #12.

**9. Prioritization 3.0 – Bicycle and Pedestrian Projects (9:40 – 9:50)**

**Attachment 9, 9A, 9B**

**Andy Henry, LPA Staff**

The calendars for the MPO prioritization process and NCDOT’s SPOT prioritization process are presented in Attachment 9. The next key step is for the local governments to provide a list of bicycle and pedestrian projects to the MPO for consideration and submittal to the SPOT process. To initiate this next step, local staff submitted bicycle and pedestrian projects to the TCC, and the TCC recommended that the TAC release this list of projects to the MPO’s local governments for review and comment. The local governments can add, delete, modify and rank projects in this list before submitting it to the MPO. Attachment 9A lists these projects, including MPO and NCDOT points and rankings for projects that were included in the 2012 prioritization process (for the FY2014-2020 TIP process, which was later abandoned). Staff intends to complete a point ranking effort for all the projects to support the MPO’s decision on which twenty bicycle and pedestrian projects will be submitted to the SPOT process. Attachment 9B summarizes and compares the MPO and SPOT prioritization criteria for bicycle and pedestrian projects.

**TCC Action:** Recommended that the TAC release the list of bicycle and pedestrian projects to local governments for review and comment.

**TAC Action:** Release the list of bicycle and pedestrian projects to local governments for review and comment.

## **REPORTS:**

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

**Ellen Reckhow, TAC Chair**

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

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

**Mark Ahrendsen, TCC Chair**

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

### **12. Report from Staff**

**Attachment 12**

**Felix Nwoko, LPA Staff**

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

### **13. NCDOT Report**

**Attachment 13**

**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**

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

**Attachment 14**

### **15. Letter to NCDOT Prioritization Office regarding SPOT Prioritization**

**Attachment 15**

**Adjourn**

**Next meeting: November 13, 2013**

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

[www.dhcmpo.org](http://www.dhcmpo.org)  
[www.twitter.com/dhcmpo](https://www.twitter.com/dhcmpo)

**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.



40 **Ethics Reminder**

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

44 **Adjustments to the Agenda**

45 There were no adjustments to the agenda.

46 **Public Comments**

47 There were no public comments.

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

49 The Directives to Staff are attached for review.

50 **CONSENT AGENDA:**

51 A motion was made by Lydia Lavelle and seconded by Mark Kleinschmidt to move the items on  
52 the Consent Agenda. The motion carried unanimously.

53 **TIP Update/Spot 3.0 Prioritization - (Attachment 9, 9A, 9B, 9C and 9D)**

54 Andy Henry provided an update on TIP/Spot 3.0 Prioritization and stated that there was no  
55 action being requested on this item today. Andy Henry explained that the Strategic Transportation  
56 Investments (STI) program is an evolving program and the TAC will be updated monthly as the program  
57 progresses. Andy Henry provided a format on how the presentation will be presented and stated that  
58 Joey Hopkins will provide a presentation on the STI. Andy Henry will talk about the prioritization process  
59 and the schedule, and John Hodges-Copple and Patrick McDonough will present the issues that were  
60 found and future staff actions over the next couple of weeks.

61 Joey Hopkins presented a presentation about the STI. Joey Hopkins stated that House Bill 817  
62 was signed into law in June of 2013 and is the most significant transportation legislation in the state  
63 since the 1989 Highway Trust Fund law. Part of the legislation included tasking a work group to work on

64 the Spot 3.0 process and making recommendation to the Department of Transportation on the  
65 weighting criteria and how the process would work. Joey Hopkins explained that the work group is  
66 made up of a number of different agencies, local partners from both MPOs and RPOs, various advocacy  
67 groups, the Metro Mayors Coalition, the Association of County Commissioners, the League of  
68 Municipalities, the North Carolina Regional Councils of Government, internal Department of  
69 Transportation staff, the Transportation Planning Branch, Program Development Branch, five other  
70 modes other than highway, the Ports Authority and three division engineers. There are staff members  
71 from the FHWA and Legislative Research staff that are involved with the work group in an advisory  
72 status. Joey Hopkins referred the TAC members to the Workgroup Representation (2012-2013) sheet  
73 which listed the names, affiliation organization, and voting status of the various individuals on the  
74 workgroup.

75 Joey Hopkins identified how the regions were broken down: Division 5 (Durham County) is in  
76 the same region as Division 6, Division 7 (Orange County) is paired with Division 9, Division 8 (Chatham  
77 County) is paired with Division 10. Ellen mentioned that the MPO was divided into three divisions and  
78 three regions. The TAC members expressed their concern about how the division of the MPO will affect  
79 the criteria development across the region.

80 Ed Harrison asked about the Highway Trust Fund. Joey Hopkins indicated that the trust fund will  
81 be used for capital improvements and the highway fund will be used for operations and maintenance;  
82 which helps with internal funding.

83 Ed Harrison asked what happens when there are projects that overlap between two divisions.  
84 Joey Hopkins stated that the cost would be prorated and the application of points would be coordinated  
85 between divisions and local governments.

86 Mark Kleinschmidt expressed his concern and stressed the necessity of learning the rules and  
87 regulations to work within the parameters of the new planning and approval.

88 Alice Gordon asked how cascading projects from regional down to division with different  
89 quantitative criteria will work out. Joey Hopkins stated the project will be rescored under the specific  
90 category it is entered in and the project will receive a different score. Joey Hopkins explained that all  
91 divisions that have submitted projects in the statewide category which are planned to be funded will  
92 know which projects did not get funded in the statewide category and will have the opportunity to  
93 submit the projects in the regional and local divisions to be rescored. Each division will be advised of the  
94 quantitative score on a project before they assign local points.

95 Joey Hopkins explained that on Highway Scoring the Workgroup recommended specific criteria  
96 to the Board of Transportation. There are four criteria at the statewide mobility level, three criteria on  
97 the regional impact level, and three on the division needs level. The Board approved the criteria and it  
98 went to the Joint Legislation Transportation Oversight Committee in August 2013; however, there was  
99 concern expressed about the accessibility connectivity criteria (connecting residents to employment)  
100 that was not included on any level and the General Assembly committee expected it to be used. Joey  
101 Hopkins explained that the Workgroup did not use it because they had three different options that were  
102 developed but did not feel comfortable with the results so it was recommended not to move forward  
103 with it, but to keep considering it for the future.

104 Ellen Reckhow requested additional information about the TREDIS Model. Andy Henry will  
105 provide the information requested.

106 Joey Hopkins stated that each division had the option to develop their own scoring for regional  
107 and division impact levels; however, this was not done within the region because of the time restraint,  
108 as well as coordination work between the various MPOs and RPOs that are split into three regions and  
109 three divisions. Perhaps developing scoring criteria for regional and division impact levels is something  
110 that can be done in the future. Joey Hopkins mentioned that the Workgroup has recommended  
111 performing a normalization process. The normalization recommendation consisted of budgeting a

112 minimum of 90% on highway projects and a minimum of 4% on non-highway projects statewide as  
113 stated in attachment 9A.

114           Joey Hopkins reminded the committee that local input points are not used in the statewide  
115 category; they are used in the regional and division needs category. There is a minimum of 1000 points  
116 for each MPO or each division and is adjusted based on population. Division 5 and 6 MPO gets 1700  
117 points based on the population. There are separate points for each category, 1700 points for regional  
118 needs and 1700 points for division needs. There is a 100 point cap for any one project. Points can be  
119 shared across divisions and regions. Per 2012 law MPOs and RPOs must have a DOT approved process  
120 for assigning local input points based on a combination of quantitative and qualitative data which should  
121 be finalized by May 2014.

122           Joey Hopkins reviewed the Prioritization 3.0 Schedule on attachment 9.

123           Andy Henry introduced and explained the Strategic Mobility Fund (SMF) estimated budget on  
124 attachment 9E, the comparison of SPOT and MPO Prioritization on attachment 9C, and the final  
125 prioritization for the FY 14-20 TIP on attachment 9D.

126           John Hodges-Copple introduced four items that he and Patrick McDonough will discuss that the  
127 TAC may want to comment on. The topics are as follows: (1) the local input method and the NC DOT  
128 approval of it; (2) the treatment of the STPDA Funds, (3) fixed-guideway issues (costs that are factor into  
129 the equations), and (4) how to better align the calculation of funding with new FTA guidance.

130           John Hodges-Copple stated that the 2013 legislation states that local input is defined as the  
131 rankings identified by DOT's Division Engineers, MPOs, and RPOs. The suggested comment is that MPOs  
132 and RPOs should have the maximum discretion and flexibility in developing their local input, and that  
133 any restrictions should only be those required by state law.

134           John Hodges-Copple then discussed the impact of using STPDA funding. If STPDA funding is used  
135 for a division level project, the amount of division level funding is decreased by the STPDA funding

136 amount, per the legislation. John Hodges-Copple's recommendation is that when STP-DA funds are  
137 applied to regional projects, the STPDA funds should be excluded from the Regional funding allocation  
138 formula in the same manner as the other nine categories of excluded funds that are only available for  
139 specific situations such as Congestion Mitigation Air Quality (CMAQ) funds and Appalachian  
140 Development Highway System funds.

141 Patrick McDonough provided information that the collection of the sales tax in Durham and  
142 Orange County is well ahead of projections. Patrick McDonough provided input on the Fixed Guide-Way  
143 and suggested that the SPOT fixed-guideway criteria should be aligned as closely as possible with the  
144 federal fixed-guideway scoring methodology. Patrick McDonough also provided information on how to  
145 include the fixed-guideway users (e.g., light rail riders) in calculating congestion relief.

146 Ellen Reckhow provided comments on the information that was presented and requested to  
147 have group input about the direction moving forward. Ellen Reckhow asked if everyone agreed on the  
148 local input presented by John Hodges-Copple with the request of raising the split between the Division  
149 Engineer and the MPO. The Committee understood and agreed on how STPDA funds are handled on the  
150 regional level. The Committee agrees with the suggestion to better align the state fixed-guideway  
151 criteria with federal Map-21 criteria. The Committee agrees with the issue of the state contribution  
152 effectiveness getting credit for local contributions or public/private partnerships allowing for more  
153 flexibility.

154 Ellen Reckhow asked the question about raising the issue of dropping accessibility and  
155 connectivity at the regional division level as a criteria. Patrick McDonough stated that it wasn't a good  
156 idea.

157 Ellen Reckhow asked about the economic investment issues about concerns on the scoring  
158 approach. Joey Hopkins stated that the Workgroup wanted to leave the economic investment part out;  
159 however the Board of Transportation requested to put it back in, but had concerns with the data.

160 Ellen asked if the economic investment piece was added would that help public transit score  
161 better. John Hodges-Copple stated that there was not a definite answer; the one example that was  
162 given was on the transit side economic development is measured by counting up the number of major  
163 activities centers that are served, benefits this MPO. If this is how economic development will continue  
164 to be measured this will help in scoring on the transit side.

165 Damon Seils commented on the fixed-guideway criteria. Patrick McDonough stated that within  
166 the highway process it is measuring the travel time savings of economic development and permanent  
167 jobs. Ellen Reckhow asked if the MPO should weigh in on the economic development issue. Patrick  
168 McDonough said not on the fixed-guideway criteria.

169 Ellen Reckhow asked about addressing the normalization average not recognizing the varying  
170 needs across the state. Ellen Reckhow suggested preparing a letter that would be sent to the  
171 appropriate individuals. Ellen Reckhow stated that she would work with the staff on drafting the letter,  
172 share it with the MPO members along with the list of the committee members and any additional  
173 contacts available. Ellen Reckhow urged TAC members to review the list and select specific individuals  
174 to communicate with directly. Ellen Reckhow stated that the letter needs to be drafted by the beginning  
175 of the next week.

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#### **REPORTS:**

##### **Report from the TAC Chair**

180 Ellen Reckhow provided information about the scoping meeting that she, Ed Harrison, and  
181 Bernadette Pelissier attended about the environmental process on light rail. Ellen Reckhow wanted to  
182 make sure the all TAC and TCC members were aware of the meetings.

183 Patrick McDonough stated that they will make sure that the elected officials, TAC and TCC  
184 members are notified of scoping meeting.

185 **Report from the TCC Chair**

186 There were no comments from the TCC Chair.

187 **Report from Staff**

188 Felix Nwoko stated the staff report will be updated next month for the next fiscal year. The  
189 deadline for submitting comments from member's agencies regarding the MPO MOU was yesterday.  
190 The LPA staff will review and summarize the comments and bring them back to the TAC.

191 **Reports from NCDOT**

192 Patrick Wilson, Division 7 stated that there is a citizen's information workshop on September 12,  
193 2013 from 5pm to 7pm at the Shared Visions Retreat Center on Murphy School road in reference to  
194 closing two private railroads crossing at Gordon Homace Drive and Green Brier Drive.

195 Joey Hopkins, Division 5 stated that the Main Street Campus Drive bridge project has had some  
196 delays and Main Street has been scheduled to open October 25, 2013.

197 **INFORMATIONAL ITEMS:**

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

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

200

201

202 **Letter to NCDOT regarding U-5516 (US 501/Infinity Road/Latta Road Intersection Improvement**  
203 **(Attachment 15)**

204

205 The letter to NCDOT regarding U-5516 (US 501/Infinity Road/Latta Road Intersection  
206 Improvement) is attached.

207 **New Smartphone App for Traffic-Choked Commuters (Attached 16)**

208 The article on the new smartphone app for traffic-choked commuters is attached.

209 **RTA Endorses Bus Rapid Transit Approach for Wake County (Attachment 17)**

210 The article on RTA's endorsement of bus rapid transit approach for Wake County is attached.

211 **Adjournment**

212 There being no further business before the Transportation Advisory Committee, the meeting  
213 was adjourned.

**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

June 10, 2013

Mr. Charlie Horne  
Manager  
Chatham County  
P.O. Box 1809  
Pittsboro, NC 27312

Dear Mr. Horne:

Chatham County is a valued member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the transportation planning agency charged with fulfilling federal metropolitan planning requirements in the Durham Urbanized Area. The MPO is a partnership of the member governments in the Durham Urbanized Area and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation. The MPO is established through a Memorandum of Understanding (MOU) between its member organizations. The MPO has proposed an update to this MOU and is requesting that Chatham County review and provide comments on the updated document by September 10, 2013. After MPO staff and the MPO's governing board, the Transportation Advisory Committee, have reviewed all comments on the document, the final MOU will be requested to be approved by the governing boards of all member governments of the MPO.

The DCHC MPO's current MOU was executed in 1994 and is provided as an attachment to this letter. Several updates and changes have been proposed to this document to reflect current federal and state legislation and regulations, planning practices of the MPO, updated population figures, and best planning principles. The MPO's proposed draft MOU is also included as an attachment to this letter. The proposed draft MOU includes highlights and comments to indicate language that has been updated and changed.

In summary, the major proposed changes are:

- References to new and updated federal and state legislation and regulations;
- More descriptive names for the MPO's governing board and staff board;
- Addition of required planning procedures and processes to the MPO's responsibilities ;
- Addition of Triangle Transit to the MPO's member governments and inclusion as a voting member of the governing board to fulfill a new federal requirement;
- Adjustment to the weighted voting provision to reflect current population figures. The table below displays the 2010 Census population figures for the MPO for reference;

Agency	2010 Census Population	2010 Census Population Share	Current MOU Weighted Votes	Current MOU Weighted Voting Share	Proposed Number of TAC Members	Proposed MOU Weighted Votes	Proposed MOU Weighted Voting Share
Durham City	228,330	0.58	6	0.40	2	8	0.40
Chapel Hill	57,233	0.15	2	0.13	1	3	0.15
Durham County	35,384	0.09	2	0.13	1	2	0.10
Orange County	34,172	0.09	1	0.07	1	2	0.10
Carrboro	19,582	0.05	1	0.07	1	1	0.05
Chatham County	13,809	0.03	1	0.07	1	1	0.05
Hillsborough	6,087	0.02	1	0.07	1	1	0.05
NC BOT	N/A	N/A	1	0.07	1	1	0.05
Triangle Transit	N/A	N/A	N/A	N/A	1	1	0.05

\*The County population figures only include the non-incorporated population. The Town of Cary has 1,422 residents in the portion of Chatham County within the MPO. The City of Raleigh has 1,067 residents in Durham County within the MPO. These residents are not included in the county population figures above. The Town of Cary and City of Raleigh are both members of the NC Capital Area MPO.

- Changes to the MPO's responsibilities and member governments' responsibilities to reflect the approved cost-sharing among member governments for the local match associated with the MPO's work program; and
- Additional voting and non-voting membership on the MPO's staff board.

Coordinating an update to the MPO's MOU is a complex and time-consuming task as it requires agreement and execution by the governing boards of all of the MPO's member governments. We appreciate you and your staff's careful consideration of the enclosed document over the next few months. MPO staff members are available to meet and discuss this document with Chatham County and can assist with any necessary presentation of the document to staff or governing boards. Please contact Felix Nwoko at [felix.nwoko@durhamnc.gov](mailto:felix.nwoko@durhamnc.gov) or 919-560-4366 x 36424 with any questions or to schedule a meeting.

Sincerely,



Felix Nwoko  
Planning Manager

Cc: Hilary Pace, Chatham County  
Jason Sullivan, Chatham County

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

**MEMORANDUM OF UNDERSTANDING  
FOR  
COOPERATIVE, COMPREHENSIVE, AND CONTINUING  
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,  
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO  
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,  
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**Comment [BE1]:** Added

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

DATE

WITNESSETH THAT

**WHEREAS, Section 134(a) of Title 23 United States Codes states:**

**Comment [BE2]:** Reference U.S.C. first as it establishes the basis for MPOs

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

**WHEREAS, Section 134(c) of Title 23 United States Codes states:**

General Requirements.—

- (1) Development of long-range plans and TIPs.— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall

develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

**Comment [BE3]:** Reference N.C. General Statutes second as it establishes a requirement for MPOs

Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham Urbanized Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

**Comment [BE4]:** Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

**Comment [BE5]:** Added Clean Air Act – references U.S.C. requirements on conformity

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

**Comment [BE6]:** Added.

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

**Comment [BE7]:** Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

**Comment [BE8]:** Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses “Durham Urbanized Area”

**Comment [BE9]:** New name for TAC

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

- Comment [BE10]:** New name for TCC
- Comment [BE11]:** Added regional. Could refer to TJCOG, Triangle Transit, etc.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.

4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.

**Comment [BE12]:** Changed to more inclusive language (previously only referenced CAMPO).

5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.

**Comment [BE13]:** Added

7. Transportation policy decisions within the Planning Area are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.

8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.

**Comment [BE14]:** Changed to more inclusive language (previously only referenced CAMPO).

9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

**Comment [BE15]:** Updated reference to public transportation U.S.C.

**Comment [BE16]:** Added. References Clean Air Act requirements.

- a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan as well as projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan may be required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the Durham Urbanized Area under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

**Comment [BE17]:** Old MOU includes "urban area boundary". Urbanized area set by Census. Smoothed UZA no longer necessary.

**Comment [BE18]:** Updated to reflect current names of plans and legislation.

**Comment [BE19]:** Added reference to specific language for selection of TIP projects in Transportation Management Areas.

**Comment [BE20]:** Added

**Comment [BE21]:** Added

**Comment [BE22]:** Added

**Comment [BE23]:** Added

**Comment [BE24]:** Added

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

**Comment [BE25]:** Added

**Comment [BE26]:** Added.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

**Comment [BE27]:** Added to address MAP-21 requirement that transit providers be voting members of the MPO Board.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

A quorum of the MPO Board shall consist of a majority of the voting members whose votes together represent a majority of the possible weighted votes identified in the weighted vote schedule below. A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

Government Body	Votes
City of Durham	8*
Town of Chapel Hill	3
Durham County	2
Orange County	2
Town of Carrboro	1
Chatham County	1
Town of Hillsborough	1
N.C. Board of Transportation	1
Triangle Transit	1

Total 20

\* 4 votes per representative

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board’s activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

- 10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of the transportation study.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

- a. The City of Durham 5 representatives
- b. The Town of Chapel Hill 3 representatives
- c. The Town of Carrboro 2 representatives

**Comment [BE28]:** Proposed Weighted Voting is based on the current MOU, but gives Orange County an additional vote to be equivalent to Durham County (actual populations are very close), gives Chapel Hill one additional vote, and gives City of Durham two additional votes.

Quorum is 6 members who represent 11 weighted votes.

**Comment [BE29]:** Current MOU “A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);”

**Comment [BE30]:** Changed from City of Durham Department of Transportation

**Comment [BE31]:** Added.

- d. The Town of Hillsborough 1 representative
- e. Durham County 3 representatives
- f. Orange County 3 representatives
- g. Chatham County 1 representative
- h. The N.C. Department of Transportation 5 representatives
- i. Triangle J Council of Governments 1 representative
- j. Duke University 1 representative
- k. N.C. Central University 1 representative
- l. The University of North Carolina 1 representative
- m. The Raleigh-Durham Airport Authority 1 representative
- n. Triangle Transit 1 representative
- o. The Research Triangle Park Foundation 1 representative
- p. The N.C. Department of the Environment and Natural Resources 1 representative

**Comment [BE32]:** Increased to 3 to be equal with Durham County.

**Comment [BE33]:** Added due to air quality and Merger Process roles

The City of Durham’s membership shall not include members of the Lead Planning Agency staff.

**Comment [BE34]:** Added

In addition to voting membership, the following agencies shall have non-voting membership:

- a. The Federal Highway Administration 1 representative
- b. The Federal Transit Administration 1 representative
- c. The U.S. Army Corps of Engineers 1 representative
- d. The U.S. Environmental Protection Agency 1 representative
- e. The U.S. Fish and Wildlife Service 1 representative
- f. The N.C. Department of Cultural Resources 1 representative
- g. The N.C. Department of Commerce 1 representative
- h. The U.S. Department of Housing and Urban Development 1 representative
- i. The N.C. Railroad Company 1 representative
- j. The N.C. Trucking Association 1 representative
- k. The N.C. Motorcoach Association 1 representative
- l. Regional Transportation Alliance 1 representative

**Comment [BE35]:** Current MOU says 2 from USDOT. Proposed MOU specifically requests one from FHWA and one from FTA.

**Comment [BE36]:** Added – all have role in Merger Process

**Comment [BE37]:** Added due to Livability Initiative.

**Comment [BE38]:** Added to incorporate freight interests.

**Comment [BE39]:** Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

**Comment [BE40]:** Added to incorporate economic development interests.

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee’s activities.

11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning

process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO's policy for public involvement.

**Comment [BE41]:** Deleted "...goals and objectives surveys, neighborhood forums, and public hearings in accordance with..."

**Comment [BE42]:** Changed from "North Carolina Highway Action Plan"

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

**Comment [BE43]:** Condensed into one section. Current MOU includes identical language for all seven municipalities and counties.

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO's work program not covered by federal or state funding as approved by the MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

**Comment [BE44]:** Added. Uses same language as CAMPO.

Failure to pay the approved share of costs shall invalidate the MPO's Unified Planning Work Program and annual MPO self-certification as required by 23 CFR 450.334. Failure to certify shall result in the withholding of transportation project funds to the metropolitan planning area in accordance with federal law. In order to avoid this, the MPO Board shall amend the Unified Planning Work Program.

**Comment [BE45]:** Added.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

**Comment [BE46]:** Added

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The Department, to the fullest extent possible and as permitted by existing state and federal regulations, will provide assistance in the protection of necessary rights-of-way for those transportation facilities designated in the adopted Metropolitan Transportation Plan and Comprehensive Transportation Plan.

**Comment [BE47]:** Changed from "thoroughfares"

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

**Comment [BE48]:** Added.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving thirty (30) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the \_\_\_\_\_ day of \_\_\_\_\_, 2013.

**Comment [BE49]:** Current MOU says "City Manager" for City of Durham only

(Seal)

City of Durham

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal)

Town of Chapel Hill

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal)

Town of Carrboro

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal)

Town of Hillsborough

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal)

County of Durham

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Chair

(Seal)

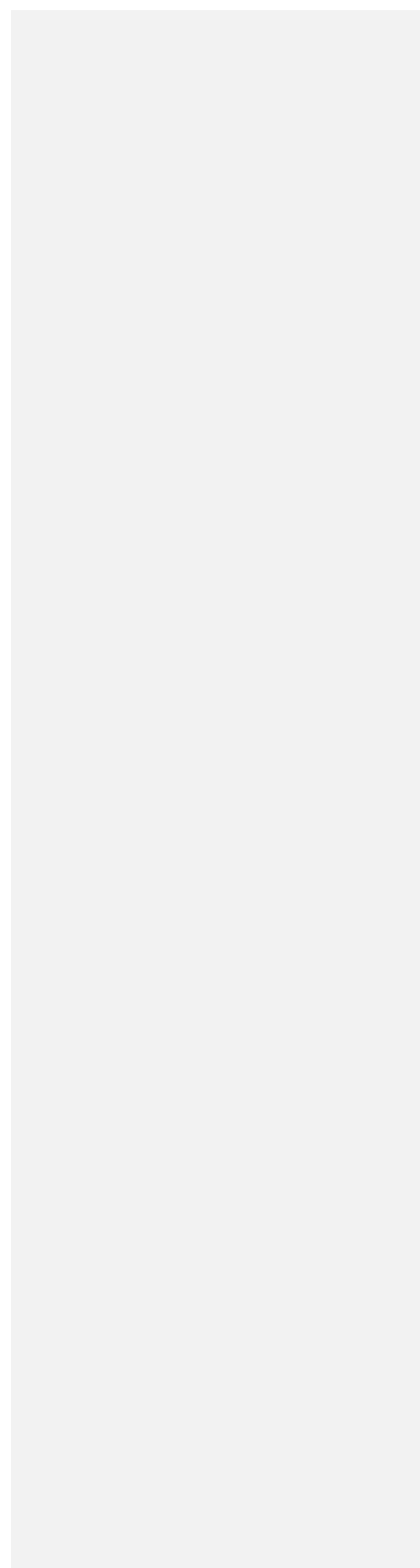
County of Orange

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Chair

(Seal)

County of Chatham

\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Chair



(Seal)

Triangle Transit

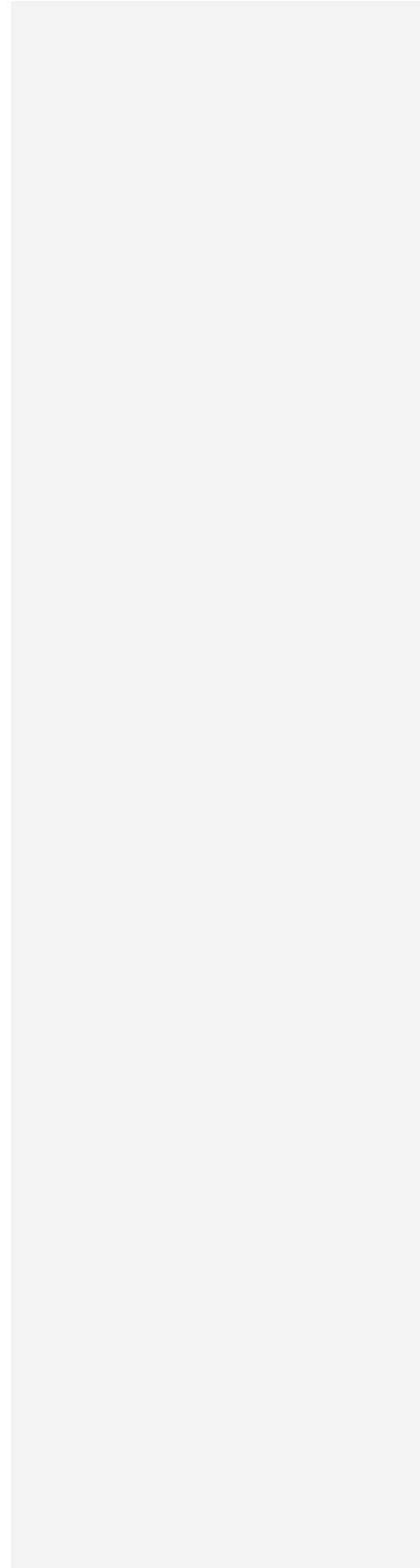
\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal)

North Carolina Department of  
Transportation

By \_\_\_\_\_  
Secretary



**DCHC MPO Memorandum of Understanding  
Summary of Comments Received from DCHC Members**

**Note:** Page and line references refer to Attachment 6D (TCC Review Version of MOU).

**Town of Hillsborough Comments – Received 8/28/13**

Comment	LPA Response
No comments	N/A

**Chatham County Comments – Received 9/6/13**

Comment	LPA Response
Page 6, line 36. The Chatham County Board of Commissioners is unanimously opposed to the weighted voting provisions.	No change. The proposed weighted voting is based on the current MOU, but gives Orange County an additional vote to be equivalent to Durham County (actual populations are very close), gives the Town of Chapel Hill one additional vote, and gives the City of Durham two additional votes. Population distribution is not the only factor in developing the current weighted voting structure as the City of Durham only represents 40% of the weighted votes yet represents about 58% of the population of the MPO.
General comment: The Board of Commissioners is also concerned about the 20% local match, citing the population differences between the urbanized area and the planning area of the MPO boundary within Chatham County.	No change. Federal regulations require the MPO to plan and conduct other activities within the entire planning area, not just the urbanized area.

**NCDOT Comments – Received 9/6/13**

Comment	LPA Response
Page 3, line 13. The MPO is required to plan for the entire area, not just the Durham Urbanized Area as defined by the US Census. Change “Durham Urbanized Area” to “Durham-Chapel Hill-Carrboro Metropolitan Planning Area”	Change made
Page 4, line 21. Change “Planning Area” to “MPO”	Change made
Page 4, line 36. What is MPO policy for PI [public involvement]? Expecting the public to show up in downtown Durham, in the morning, and pay to park may be limiting your PI.	No change. The MPO approved a revised Public Involvement Policy on 10/11/06. The Policy prescribes the procedures for disseminating information to the public and receiving public input into the MPO’s decision-making process. The MPO holds meetings and workshops at night and in locations other than downtown Durham as appropriate. Public involvement is also part of the

	Certification Review process.
Page 5, line 13. NC General Statutes require the plan to include MTP projects and says that it may include other projects not in the fiscally constrained plan. Delete “as well as” and add “and may include additional.”	Change made
Page 5, line 16. NC General Statutes requires that any revisions to the CTP shall be jointly approved by the MPO Board and N.C. Board of Transportation. Change “may be” to “are.”	Change made
Page 5, line 36. Change “Durham Urbanized Area” to “DCHC MPO.”	Change made.
Page 6, line 2. NCDOT comment: “You’re going to put the management of Durham staff under the MPO board. You may need to remove this or use another word.”	No change. LPA staff and member jurisdictions have a clear understanding of the term oversight as used in the MOU.
Page 6, line 11. Since you are specifying weighted voting below, you need to be clear about the number of votes under a non-weighted voting scheme.	No change. The MOU at page 6, line 32 states that a majority vote shall be sufficient for approval of matters coming before the committee.
Page 6, line 12. Why does City of Durham have two voting members and no one else does?	No change. Based on the 2010 census, about 58 percent of the MPO population lives in the City of Durham.
Page 6, line 21. Should there be a BOT member for each Division represented (5, 7, and 8)? Is one board member going to be able to represent the other Division counties?	No change. There needs to be on-going consultation between the Board of Transportation members for Divisions 5, 7, and 8.
Page 6, line 32. Simple majority or 2/3rds majority? Can one abstain? And how does that affect the vote?	No change. A simple majority is sufficient. The bylaws address abstentions (abstentions are not included in the tally of the vote).
Page 7, line 41. Need to address votes per [MPO Technical Committee] member.	No change. Voting procedures are discussed in the bylaws.
Page 8, line 14. Why is DENR a voting member here?	No change. DENR was added to reflect air quality and Merger Process roles.
Page 8, line 20. What is the purpose of non-voting membership for some agencies? Is this just to define their role and also state they have no voting capacity?	No change. Non-voting members have various interests in the transportation planning process and can participate in TCC meetings but not vote.
Page 8, line 20. Need to discuss quorum and majority vote for TCC. Simple majority or 2/3rds majority? Would 2/3rds be more appropriate? For example, when the TCC is not sure/split on an action, probably wouldn’t want to forward to TAC.	No change. Voting procedures are discussed in the bylaws.
Page 9, line 36. There is nothing in the Federal Planning regulations that address paying of local shares or invalidation of PWP or self-certification. This should be removed or reference made to local	Change to read as follows: “Funding provided by member agencies will be used to provide the required local match to federal funds. Failure by member agencies to pay the approved share of

MPO policies.	costs would impact the MPO's ability to match federal funds and could have the effect of invalidating the MPO's Unified Planning Work Program and the annual MPO self-certification, and could also result in the withholding of transportation project funds. Failure by member governments to pay the approved share of costs may also result in the withholding of MPO services and funding."
Page 10, line 17. Remove sentence "The Department, to the fullest extent possible and as permitted by existing state and federal regulations, will provide assistance in the protection of necessary rights-of-way for those transportation facilities designated in the adopted Metropolitan Transportation Plan and Comprehensive Transportation Plan." and replace with "Should any authorized local government body chose to adopt or amend a transportation corridor official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-44.50, the Department may offer assistance by providing mapping, data, inventories or other Department resources that could aid the local government body in adopting or amending a transportation corridor official map."	Change made.
Page 11, line 7. Add "Triangle Transit by its Chair"	Change made.

#### Orange County Comments – Received 9/6/13

Comment	LPA Response
Page 6, line 22. Concern over Triangle Transit becoming a voting member of the MPO Board.	The federal MAP-21 law requires that transit providers be voting members of the MPO Board.
Page 7, line 30. The phrase "of the transportation study" needs further description or clarification. What transportation study?	Change "the transportation study" to "various transportation studies."
Page 9, line 36. The phrase "Failure to pay the approved share of costs...." needs clarification. The members share? The subscribing agencies share?	Change "Failure to pay the approved share of costs" to "Failure by member agencies to pay the approved share of costs."

#### Town of Chapel Hill Comments – Received 9/13/13

Comment	LPA Response
Page 9, line 27. Add "reflected in the annual Planning Work Program" before the word "approved" in the following sentence: "The municipalities and the counties will participate in	Change made.

funding the portion of the costs of the MPO's work program not covered by federal or state funding as approved by the MPO Board."	
The remainder of Section II, on page 9 and 10, attempts to deal with the recently established requirement that local governments provide a portion of the local match required to support MPO staff activities. While the local governments and MPO have agreed to establish an oversight committee that will develop the annual work program and related annual budget Chapel Hill believes the MOU does not address the issue of potential disagreements between the member jurisdictions and the MPO staff over the budget and related local payments. This section needs some improvement.	No change. The MOU is not the appropriate mechanism to address these concerns. Oversight mechanisms have been addressed in the document entitled "FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights" that was approved as part of the UPWP at the May 2013 TAC meeting.

#### Town of Carrboro Comments – Received 9/13/13

Comment	LPA Response
Page 6, line 36. The minimum number of weighted votes for all parties should be two (2), except for the N.C. Board of Transportation and Triangle Transit, who should receive one (1) vote, to reflect the fact that they are distinct from the other parties in that they are represented by appointed, and not elected, officials.	No change. Both the N.C. Department of Transportation and Triangle Transit have a high degree of financial investment and responsibility in the MPO region. In addition, members of the Board of Transportation and Triangle Transit board are appointed by and held accountable by elected officials. Also, the current members of the Triangle Transit board from the DCHC region are elected officials.
Page 9, line 26. Language should be added establishing an oversight process for activities conducted under the MPO's work plan, as has been agreed to by MPO staff and member jurisdiction staff.	No change. The MOU is not the appropriate mechanism to address this concern. Oversight mechanisms have been addressed in the document entitled "FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights" that was approved as part of the UPWP at the May 2013 TAC meeting.
Page 9, line 26. A limitation on the percent annual increase in the UPWP budget should be added.	No change. The MPO Board has the authority to control the level of spending in the UPWP.
Page 10, line 35. The written notice period for termination of participation in the transportation planning process should be changed from thirty (30) days to ninety (90) days.	Change made.

**City of Durham Comments – Received on 9/16/13**

<b>Comment</b>	<b>LPA Response</b>
Page 10, line 35. The written notice period for termination of participation in the transportation planning process should be changed from thirty (30) days to ninety (90) days.	Change made.

**Durham County Comments – None received as of 9/19/13**

**Triangle Transit Comments – None received as of 9/19/13**

**Note: TAC Review Version 10/9/13. Reflects changes made to the version mailed to member agencies on 6/10/13. Deleted language is struck through, and added language is underlined.**

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

**MEMORANDUM OF UNDERSTANDING  
FOR  
COOPERATIVE, COMPREHENSIVE, AND CONTINUING  
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,  
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO  
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,  
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

DATE

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and TIPs.— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall

**Note: TAC Review Version 10/9/13. Reflects changes made to the version mailed to member agencies on 6/10/13. Deleted language is struck through, and added language is underlined.**

1 develop long-range transportation plans and transportation improvement  
2 programs through a performance-driven, outcome-based approach to planning  
3 for metropolitan areas of the State.

4 (2) Contents.— The plans and TIPs for each metropolitan area shall provide for  
5 the development and integrated management and operation of transportation  
6 systems and facilities (including accessible pedestrian walkways and bicycle  
7 transportation facilities) that will function as an intermodal transportation  
8 system for the metropolitan planning area and as an integral part of an  
9 intermodal transportation system for the State and the United States.

10 (3) Process of development.— The process for developing the plans and TIPs  
11 shall provide for consideration of all modes of transportation and shall be  
12 continuing, cooperative, and comprehensive to the degree appropriate, based  
13 on the complexity of the transportation problems to be addressed.

14  
15 WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

16  
17 Each MPO, with cooperation of the Department of Transportation, shall develop a  
18 comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In  
19 addition, an MPO may include projects in its transportation plan that are not included in  
20 a financially constrained plan or are anticipated to be needed beyond the horizon year  
21 as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the  
22 development of a comprehensive transportation plan will take place through the  
23 metropolitan planning organization. For purposes of transportation planning and  
24 programming, the MPO shall represent the municipality's interests to the Department of  
25 Transportation.

26  
27 WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

28  
29 After completion and analysis of the plan, the plan shall be adopted by both the  
30 governing body of the municipality or MPO and the Department of Transportation as  
31 the basis for future transportation improvements in and around the municipality or  
32 within the MPO. The governing body of the municipality and the Department of  
33 Transportation shall reach agreement as to which of the existing and proposed streets  
34 and highways included in the adopted plan will be a part of the State highway system  
35 and which streets will be a part of the municipal street system. As used in this Article,  
36 the State highway system shall mean both the primary highway system of the State and  
37 the secondary road system of the State within municipalities.

38  
39 WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

40  
41 For MPOs, either the MPO or the Department of Transportation may propose changes  
42 in the plan at any time by giving notice to the other party, but no change shall be  
43 effective until it is adopted by both the Department of Transportation and the MPO.

44

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1 WHEREAS, a transportation planning process includes the operational procedures and working  
2 arrangements by which short and long-range transportation plans are soundly conceived and  
3 developed and continuously evaluated in a manner that will:

- 4
- 5 1. Assist governing bodies and official agencies in determining courses of action and in  
6 formulating attainable capital improvement programs in anticipation of community  
7 needs; and,
- 8
- 9 2. Guide private individuals and groups in planning their decisions which can be important  
10 factors in the pattern of future development and redevelopment of the area;
- 11

12 WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive  
13 transportation planning process, be established for the Durham-Chapel Hill-Carrboro  
14 Metropolitan Planning Area ~~Urbanized Area~~ in compliance with Title 23 U.S.C. Section 134 and  
15 any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C.  
16 Chapter 53 and any subsequent amendments to these statutes, and any implementing  
17 regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

18

19 WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the  
20 parties be superseded and replaced by this Memorandum of Understanding.

21

22 NOW THEREFORE, the following Memorandum of Understanding is made:

23

24 Section I

25

26 It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of  
27 Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina  
28 Department of Transportation in cooperation with the United States Department of  
29 Transportation will participate in a continuing, cooperative, and comprehensive transportation  
30 planning process with responsibilities and undertakings as related in the following paragraphs:

- 31
- 32 1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the  
33 Durham Urbanized Area as defined by the United States Department of Commerce,  
34 Bureau of the Census, plus that area beyond the existing urbanized area boundary that  
35 is expected to become urbanized or be affected by urban policies within a twenty-year  
36 planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
- 37
- 38 2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall  
39 include the boards of general purpose local government – the Durham City Council,  
40 Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of  
41 Commissioners, Durham County Board of Commissioners, Orange County Board of  
42 Commissioners, and Chatham County Board of Commissioners; the North Carolina  
43 Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

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1 Committee hereinafter defined, and the various agencies and units of local, regional,  
2 state, and federal government participating in the transportation planning for the area.  
3

- 4 3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in  
5 light of new developments, basic data projections for the current planning period, and  
6 as may otherwise be required by federal and state laws.  
7
- 8 4. The continuing transportation planning process will be a cooperative one reflective of  
9 and responsive to the programs of the North Carolina Department of Transportation,  
10 and to the comprehensive plans for growth and development of the Municipalities of  
11 Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange,  
12 and Chatham. Attention will be given to cooperative planning with the neighboring  
13 metropolitan and rural planning organizations.  
14
- 15 5. The continuing transportation planning process will be in accordance with the intent,  
16 procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.  
17
- 18 6. The continuing transportation planning process will be in accordance with the intent,  
19 procedures, and programs of Clean Air Act of 1970, as amended.  
20
- 21 7. Transportation policy decisions within the MPO Planning Area are the shared  
22 responsibility of the MPO Board, the N.C. Board of Transportation, and participating  
23 local governments.  
24
- 25 8. Transportation plans and programs, and land use policies and programs, for the  
26 Planning Area, having regional impacts, will be coordinated with Triangle Transit, the  
27 neighboring metropolitan and rural planning organizations, and Triangle J Council of  
28 Governments.  
29
- 30 9. A MPO Board is hereby established with the responsibility for cooperative  
31 transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan  
32 Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for  
33 keeping the policy boards informed of the status and requirements of the  
34 transportation planning process; assisting in the dissemination and clarification of the  
35 decisions, inclinations, and policies of the policy boards, and for providing opportunities  
36 for citizen participation in the transportation planning process.  
37

38 The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section  
39 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not  
40 limited to:

- 41 a. Establishment of goals and objectives for the transportation planning process;  
42  
43

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- 1           b. Review and approval of a Prospectus for transportation planning which defines  
2 work tasks and responsibilities for the various agencies participating in the  
3 transportation planning process;  
4
- 5           c. Review and approval of the transportation Unified Planning Work Program;  
6
- 7           d. Review and approval of changes to the National Highway System, Functional  
8 Classification, and Metropolitan Planning Area boundary;  
9
- 10          e. Review and approval of the Comprehensive and Metropolitan Transportation  
11 Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive  
12 Transportation Plan shall include the projects in the Metropolitan Transportation  
13 Plan and may include additional ~~as well as~~ projects that are not included in the  
14 financially constrained plan or are anticipated to be needed beyond the horizon  
15 year as required by 23 U.S.C. Section 134. As specified in General Statutes  
16 Section 136-66.2(d) revisions to the Comprehensive Transportation Plan are may  
17 ~~be~~ required to be jointly approved by the North Carolina Department of  
18 Transportation and the MPO Board;  
19
- 20          f. Review and approval of the Transportation Improvement Program and changes  
21 to the Transportation Improvement Program. As specified in 23 U.S.C. Section  
22 134(k), all federally funded projects carried out within the boundaries of a  
23 metropolitan planning area serving a transportation management area  
24 (excluding projects carried out on the National Highway System) shall be  
25 selected for implementation from the approved TIP by the metropolitan  
26 planning organization designated for the area in consultation with the State and  
27 any affected public transportation operator;  
28
- 29          g. Review and approval of planning procedures for air quality conformity and  
30 review and approval of air quality conformity determination for projects,  
31 programs, and plans;  
32
- 33          h. Review and approval of a Congestion Management Process;  
34
- 35          i. Review and approval of the distribution and oversight of federal funds designated  
36 for the DCHC MPO ~~Durham Urbanized Area~~ under the provisions of MAP-21 and  
37 any other subsequent Transportation Authorizations;  
38
- 39          j. Review and approval of a policy for public involvement for the DCHC MPO;  
40
- 41          k. Review and approval of an agreement between the MPO, the State, and public  
42 transportation operators serving the Metropolitan Planning Area that defines  
43 mutual responsibilities for carrying out the metropolitan planning process in  
44 accordance with 23 C.F.R. 450.314;

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11
- l. Oversight of the Lead Planning Agency staff;
  - m. Revision in membership of the MPO Technical Committee hereinafter defined;
  - n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
  - o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

12 The membership of the MPO Board shall include:

- 13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23
- a. Two members of the Durham City Council;
  - b. One member of the Chapel Hill Town Council;
  - c. One member of the Carrboro Board of Aldermen;
  - d. One member of the Hillsborough Board of Commissioners;
  - e. One member of the Durham County Board of Commissioners;
  - f. One member of the Orange County Board of Commissioners;
  - g. One member of the Chatham County Board of Commissioners;
  - h. One member of the North Carolina Board of Transportation;
  - i. One member of the Triangle Transit Board of Trustees.

24 Municipal and county public transit providers shall be represented on the MPO Board  
25 through their respective municipal and county local government board members.

26  
27 It shall be the responsibility of each member jurisdiction to appoint a representative and  
28 an alternate(s) to the MPO Board.

29  
30 A quorum of the MPO Board shall consist of a majority of the voting members whose  
31 votes together represent a majority of the possible weighted votes identified in the  
32 weighted vote schedule below. A majority vote shall be sufficient for approval of  
33 matters coming before the committee with the exception that a committee member  
34 may invoke the following weighted vote provisions on any matter:

35

<u>Government Body</u>	<u>Votes</u>
36 City of Durham	8*
37 Town of Chapel Hill	3
38 Durham County	2
39 Orange County	2
40 Town of Carrboro	1
41 Chatham County	1
42 Town of Hillsborough	1
43 N.C. Board of Transportation	1
44	

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1	Triangle Transit	<u>1</u>
2	Total	20

3

4 \* 4 votes per representative

5

6 Representatives from each of the following bodies will serve as non-voting members of  
7 the MPO Board:

8

- 9 a. A representative of the Federal Highway Administration;  
10 b. A representative of the Federal Transit Administration;  
11 c. Other local, regional, state, or federal agencies impacting transportation in the  
12 planning area at the invitation of the MPO Board.

13

14 The MPO Board will meet as often as it is deemed appropriate and advisable. On the  
15 basis of a majority vote, the MPO Board may appoint members of the Board to act as  
16 Chair and Vice-Chair with the responsibility for coordination of the Board's activities. A  
17 member of the Lead Planning Agency staff will serve as Secretary to the Board and will  
18 work cooperatively with the staff of other jurisdictions.

19

- 20 10. A MPO Technical Committee shall be established with the responsibility of general  
21 review, guidance and coordination of the transportation planning process for the  
22 planning area and with the responsibility for making recommendations to the respective  
23 local, state, and federal governmental agencies and the MPO Board regarding any  
24 necessary actions relating to the continuing transportation planning process. The MPO  
25 Technical Committee shall be responsible for development, review and  
26 recommendations for approval and changes to the Prospectus, Unified Planning Work  
27 Program, Transportation Improvement Program, National Highway System, Functional  
28 Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan,  
29 and Comprehensive Transportation Plan, for planning citizen participation, and for  
30 documenting reports of various transportation studies ~~the transportation study~~.

31

32 Membership of the MPO Technical Committee shall include technical representatives  
33 from local and state agencies directly related to and concerned with the transportation  
34 planning process for the planning area. Representatives will be designated by the chief  
35 executive officer of each represented agency. Departments or divisions within local and  
36 state agencies that should be represented on the MPO Technical Committee include,  
37 but are not limited to, those responsible for transportation planning, land use planning,  
38 transportation operations, public works and construction, engineering, public  
39 transportation, environmental conservation and planning, bicycle and pedestrian  
40 planning, and economic development. Initially, the membership shall include, but not  
41 be limited to, the following:

42

- 43 a. The City of Durham 5 representatives  
44 b. The Town of Chapel Hill 3 representatives

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1	c. The Town of Carrboro	2 representatives
2	d. The Town of Hillsborough	1 representative
3	e. Durham County	3 representatives
4	f. Orange County	3 representatives
5	g. Chatham County	1 representative
6	h. The N.C. Department of Transportation	5 representatives
7	i. Triangle J Council of Governments	1 representative
8	j. Duke University	1 representative
9	k. N.C. Central University	1 representative
10	l. The University of North Carolina	1 representative
11	m. The Raleigh-Durham Airport Authority	1 representative
12	n. Triangle Transit	1 representative
13	o. The Research Triangle Park Foundation	1 representative
14	p. The N.C. Department of the Environment and	1 representative
15	Natural Resources	

16  
17 The City of Durham's membership shall not include members of the Lead Planning  
18 Agency staff.

19  
20 In addition to voting membership, the following agencies shall have non-voting  
21 membership:

22		
23	a. The Federal Highway Administration	1 representative
24	b. The Federal Transit Administration	1 representative
25	c. The U.S. Army Corps of Engineers	1 representative
26	d. The U.S. Environmental Protection Agency	1 representative
27	e. The U.S. Fish and Wildlife Service	1 representative
28	f. The N.C. Department of Cultural Resources	1 representative
29	g. The N.C. Department of Commerce	1 representative
30	h. The U.S. Department of Housing and Urban	1 representative
31	Development	
32	i. The N.C. Railroad Company	1 representative
33	j. The N.C. Trucking Association	1 representative
34	k. The N.C. Motorcoach Association	1 representative
35	l. Regional Transportation Alliance	1 representative

36  
37 The MPO Technical Committee shall meet when it is deemed appropriate and advisable.  
38 On the basis of a majority vote, the MPO Technical Committee may appoint voting  
39 members of the Committee to act as Chair and Vice-Chair with the responsibility for  
40 coordination of the Committee's activities.

41  
42 11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen,  
43 Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange  
44 County Board of Commissioners, and Chatham County Board of Commissioners shall

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1 serve as the primary means for citizen input to the continuing transportation planning  
2 process. During the Metropolitan Transportation Plan reevaluation, citizen involvement  
3 in the planning process shall be encouraged during re-analysis of goals and objectives  
4 and plan formation. This citizen involvement will be obtained through procedures  
5 outlined in the MPO's policy for public involvement.

6  
7 The MPO Board may also receive public input or hold public hearings as may also be  
8 required by federal or state law.

9  
10 Section II

11  
12 It is further agreed that the subscribing agencies will have the following responsibilities, these  
13 responsibilities being those most logically assumed by the several agencies:

14  
15 The Municipalities and the Counties

16  
17 The municipalities and the counties will assist in the transportation planning process by  
18 providing planning assistance, data, and inventories in accordance with the Prospectus.  
19 The municipalities and the counties shall coordinate zoning and subdivision approval  
20 within their respective jurisdictions in accordance with the adopted Metropolitan  
21 Transportation Plan and the Comprehensive Transportation Plan.

22  
23 Additionally, the City of Durham will serve as the Lead Planning Agency for the  
24 transportation planning process in the Planning Area.

25  
26 The municipalities and the counties will participate in funding the portion of the costs of  
27 the MPO's work program not covered by federal or state funding as reflected in the  
28 annual Planning Work Program approved by the MPO Board. The portion to be paid by  
29 each municipal and county member government will be based upon its pro rata share of  
30 population within the MPO Planning Area, utilizing the most recent certified North  
31 Carolina Office of State Planning municipal and county population estimates. In  
32 addition, MPO members may also voluntarily contribute additional funds for other  
33 purposes such as to participate in funding the costs of special studies, or other  
34 specialized services as mutually agreed upon.

35  
36 ~~Failure to pay the approved share of costs shall invalidate the MPO's Unified Planning~~  
37 ~~Work Program and annual MPO self certification as required by 23 CFR 450.334. Failure~~  
38 ~~to certify shall result in the withholding of transportation project funds to the~~  
39 ~~metropolitan planning area in accordance with federal law. In order to avoid this, the~~  
40 ~~MPO Board shall amend the Unified Planning Work Program.~~

41  
42 Funding provided by member agencies will be used to provide the required local match  
43 to federal funds. Failure by member agencies to pay the approved share of costs would  
44 impact the MPO's ability to match federal funds and could have the effect of

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1 invalidating the MPO's Unified Planning Work Program and the annual MPO self-  
 2 certification, and could also result in the withholding of transportation project funds.  
 3 Failure by member governments to pay the approved share of costs may also result in  
 4 the withholding of MPO services and funding.

5  
 6 The municipalities and the counties receiving federal transportation funding designated  
 7 for the Durham Urbanized Area as approved by the MPO Board through the Unified  
 8 Planning Work Program shall comply with adopted reporting and oversight procedures.

9  
 10 North Carolina Department of Transportation

11  
 12 The Department will assist in the transportation planning process by providing planning  
 13 assistance, data, and inventories in accordance with the Prospectus. ~~The Department, to~~  
 14 ~~the fullest extent possible and as permitted by existing state and federal regulations, will~~  
 15 ~~provide assistance in the protection of necessary rights-of-way for those transportation~~  
 16 ~~facilities designated in the adopted Metropolitan Transportation Plan and~~  
 17 ~~Comprehensive Transportation Plan.~~ Should any authorized local government body  
 18 choose to adopt or amend a transportation corridor official map for a proposed public  
 19 transportation corridor pursuant to N.C.G.S. § 136-44.50, the Department may offer  
 20 assistance by providing mapping, data, inventories, or other Department resources that  
 21 could aid the local government body in adopting or amending a transportation corridor  
 22 official map.

23  
 24 Triangle Transit

25  
 26 Triangle Transit will assist in the transportation planning process by providing planning  
 27 assistance, data, and inventories in accordance with the Prospectus. Triangle Transit  
 28 shall comply with adopted reporting and oversight procedures for the receipt of federal  
 29 transportation funding designated for the Durham Urbanized Area as approved by the  
 30 MPO Board through the Unified Planning Work Program.

31  
 32 Section III

33  
 34 Parties to this Memorandum of Understanding may terminate their participation in the  
 35 continuing transportation planning process by giving ninety (90) ~~thirty (30)~~ days written notice  
 36 to the other parties prior to the date of termination. If any party should terminate  
 37 participation, this Memorandum of Understanding shall remain in force and the Durham-  
 38 Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as  
 39 75% or more of the population within the Metropolitan Planning Area is represented by the  
 40 remaining members. For the purpose of determining 75% representation, the populations  
 41 within incorporated areas are represented by the respective municipal governments and the  
 42 populations within the unincorporated areas are represented by the respective county  
 43 governments.

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1 Section IV

2  
3 In witness whereof, the parties of this Memorandum of Understanding have been authorized  
4 by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the  
5 Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough  
6 by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its  
7 Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the  
8 Governor of the State of North Carolina and the North Carolina Department of Transportation,  
9 this the \_\_\_\_\_ day of \_\_\_\_\_, 2013.

10  
11 (Seal) City of Durham  
12  
13  
14  
15 \_\_\_\_\_ By \_\_\_\_\_  
16 Clerk Mayor

17  
18 (Seal) Town of Chapel Hill  
19  
20  
21  
22 \_\_\_\_\_ By \_\_\_\_\_  
23 Clerk Mayor

24  
25 (Seal) Town of Carrboro  
26  
27  
28  
29 \_\_\_\_\_ By \_\_\_\_\_  
30 Clerk Mayor

31  
32 (Seal) Town of Hillsborough  
33  
34  
35  
36 \_\_\_\_\_ By \_\_\_\_\_  
37 Clerk Mayor

38  
39 (Seal) County of Durham  
40  
41  
42  
43 \_\_\_\_\_ By \_\_\_\_\_  
44 Clerk Chair

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29

(Seal)

County of Orange

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal)

County of Chatham

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal)

Triangle Transit

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal)

North Carolina Department of  
Transportation

By \_\_\_\_\_  
Secretary

**COUNTY COMMISSIONERS**

Walter Petty, *Chair*  
Brian Bock, *Vice Chair*  
Mike Cross  
Sally Kost  
Pam Stewart

**COUNTY MANAGER**

Charlie Horne



Established 1771

P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200 • Fax: (919) 542-8272

September 6, 2013

101 City Hall Plaza, 4th Floor  
Durham, NC 27701

Dear Mr. Nwoko,

During the August 19<sup>th</sup> meeting of the Chatham County Board of Commissioners, our Board reviewed the draft DCHC MPO MOU and is unanimously opposed to the weighted voting provision proposed within the document.

The Board also expresses concern about the 20% local match, citing the population differences between the urbanized area and the planning area of the MPO boundary within Chatham County. Please accept this letter Chatham County's comments on the draft DCHC MPO MOU.

Contact Hillary Pace, Planner II, at 919-542-8276 if you should have any additional questions.

Sincerely,

Brian Bock, Vice Chair  
Chatham County Board of Commissioners

cc: Walter Petty, Chair, Chatham County Commissioners  
Charlie Horne, Chatham County Manager

## McKeel, Dale

---

**From:** Tom Altieri <taltieri@orangecountync.gov>  
**Sent:** Friday, September 06, 2013 1:27 PM  
**To:** Nwoko, Felix; Ahrendsen, Mark  
**Cc:** Craig Benedict; Bret A. Martin  
**Subject:** OC BOCC Mtg Follow-up on Draft MOU

Mark and Felix,

Thank you again for joining us last night. Below is a quick advanced summary of the few comments that the BOCC provided. I'll check with Craig on anything that might be submitted more formally.

Also, if helpful, the video of the meeting is online and can be accessed via the following link. BOCC discussion of this item begins at 2:51 (Hr:Minute)

<http://www.co.orange.nc.us/occlerks/granicus.asp>

--P.7, #10., the last few words of the 1<sup>st</sup> paragraph – “of the transportation study” needs further description or clarification. What transportation study?

--p.9, The Municipalities and the Counties, beginning of 4<sup>th</sup> paragraph – “Failure to pay the approved share of costs...” needs clarification. The members share? The subscribing agencies share?

--Concern over Triangle Transit becoming a voting member of the MPO Board.

Have a good weekend.

**Tom Altieri, AICP**

Comprehensive Planning Supervisor  
Orange County Planning Department  
131 W. Margaret Lane, Suite 201  
P.O. Box 8181  
Hillsborough, NC 27278  
Phone: (919) 245-2579  
Fax: (919) 644-3002  
<http://www.orangecountync.gov>  
[taltieri@orangecountync.gov](mailto:taltieri@orangecountync.gov)



## McKeel, Dale

---

**From:** David Bonk <[dbonk@townofchapelhill.org](mailto:dbonk@townofchapelhill.org)>  
**Sent:** Friday, September 13, 2013 1:26 PM  
**To:** McKeel, Dale; Tom Altieri ([taltieri@orangecountync.gov](mailto:taltieri@orangecountync.gov)); Jeff Brubaker  
**Cc:** Beckmann, Ellen; Nwoko, Felix; Henry, Andrew  
**Subject:** RE: MOU Comments

Dale,

See comments below.

David

- On page 9, last paragraph we suggest modifying sentence, in red, as follows, “ The municipalities and the counties will participate in funding the portion of the costs of the MPO’s work program not covered by federal or state funding as **reflected in the annual Planning Work Program** approved by the MPO Board.”
- The remainder of Section II, on page 10, attempts to deal with the recently established requirement that local governments provide a portion of the local match required to support MPO staff activities. While the local governments and MPO have agreed to establish an oversight committee that will develop the annual work program and related annual budget Chapel Hill believes the MOU does not address the issue of potential disagreements between the member jurisdictions and the MPO staff over the budget and related local payments. This section needs some improvement.

---

**From:** McKeel, Dale [<mailto:Dale.McKeel@durhamnc.gov>]  
**Sent:** Friday, September 13, 2013 8:20 AM  
**To:** Tom Altieri ([taltieri@orangecountync.gov](mailto:taltieri@orangecountync.gov)); David Bonk; Jeff Brubaker  
**Cc:** Beckmann, Ellen; Nwoko, Felix; Henry, Andrew  
**Subject:** MOU Comments

Dear Tom, David, and Jeff:

Felix has asked me to compile the comments on the draft DCHC MOU for the next TCC meeting.

If you have already sent in comments, could you resend them? I do not have a copy.

If you have not sent comments, could you send them to me today?

Thanks.

\*\*\*\*

**Dale McKeel, AICP**  
*Bicycle & Pedestrian Coordinator*  
*Department of Transportation*  
City of Durham/DCHC MPO  
101 City Hall Plaza, 4th Floor  
Durham, NC 27701  
P 919-560-4366. ext. 36421  
F 919-560-4561



September 10, 2013

Felix Nwoko, PhD  
Transportation Planning Manager – Durham DOT  
Administrator – Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)  
101 City Hall Plaza, 4th Floor  
Durham, NC 27701

Dear Mr. Nwoko:

The Town of Carrboro appreciates the opportunity to review and provide initial comments on the proposed changes to DCHC-MPO's Memorandum of Understanding.

Town staff have met with the Town's representative and alternate on the Transportation Advisory Committee to discuss the proposed changes. Accordingly, the TAC representatives have the following comments (with page numbers referring to the marked-up version):

1. On p. 6, the minimum number of weighted votes for all parties should be two (2), except for the N.C. Board of Transportation and Triangle Transit, who should receive one (1) weighted vote. This reflects the fact that the N.C. Board of Transportation and Triangle Transit are distinct from the other parties in that they are represented by appointed, and not elected, officials.
2. On p. 9, in the "The Municipalities and the Counties" section, language should be added establishing an oversight process for activities conducted under the MPO's work plan, as has been agreed to by MPO staff and member jurisdiction staff.
3. On p. 9, a limitation on the percent annual increase in the UPWP budget should be added.
4. On p. 10, in "Section III", the written notice period for termination of participation in the transportation planning process should be changed from thirty (30) days to ninety (90) days.

We understand that the revisions will eventually be presented to all governing bodies of the various MPO members for review and consideration of approval. The Town looks forward to continuing to coordinate with the MPO on this matter.

Please let me know if you have any questions or need additional information.

Sincerely,

David Andrews  
Town Manager

Cc: Arche McAdoo, Finance Director  
Patricia McGuire, Planning Director  
Christina Moon, Planning Administrator  
Jeff Brubaker, Transportation Planner

DLA/jsb



## CITY OF DURHAM

Transportation Department

101 CITY HALL PLAZA | DURHAM, NC 27704

919.560.4366 | F 919.560.4561

www.DurhamNC.gov

September 16, 2013

Felix Nwoko, Administrator  
Durham-Chapel Hill Carrboro Metropolitan Planning Organization  
101 City Hall Plaza, 4th Floor  
Durham, NC 27701

Dear Mr. Nwoko:

The City of Durham appreciates the opportunity to review and comment on the proposed revisions to the DCHC MPO's Memorandum of Understanding.

The City suggests one change to Section III. The written notice period for termination of participation in the transportation planning process should be increased from 30 days to 90 days, in order to give more time for LPA staff and the MPO Board to address such a situation.

The City of Durham looks forward to continuing to coordinate with the DCHC MPO on the Memorandum of Understanding.

Sincerely,

Mark Ahrendsen  
Director, Department of Transportation

cc: Thomas Bonfield, City Manager

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

**AMENDMENT #12  
October 9, 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 #11 to DCHC 2012-2018 MTIP” provided here on this, the 9th day of October, 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: October 9, 2013

---

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

## REVISIONS TO THE 2012-2018 TIP

Addition - Funded will use 2014 Section 5339					
IDNUM	SYSTEM	DESCRIPTION	FUNDING		
			SOURCE	FUNDING	FY14
TG-5227	CHAPEL HILL	Routine Capital - Purchase bus stop shelters, benches, shop equip., spare parts, engines, farebox, support vehicles, replace/repair shop lifts	5339	FBUS	235,392
				L	58,848

## DCHC MPO Project Prioritization

### Schedule

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#### Transit

October 15, 2013	Local governments and systems submit projects to MPO
October 23, 2013	TCC makes recommendation
November 13, 2013	TAC submits projects to NCDOT

Notes: Projects due at NCDOT by November 15, 2013

MPO can submit unlimited number of projects; projects in current SPOT inventory are deleted.

#### Bicycle and Pedestrian

September 20, 2013	Local staff submit projects to MPO
September 25, 2013	TCC makes recommendation for release to public
October 9, 2013	TAC releases project list for local input
December 1, 2013	Local governments provide input to MPO
December 18, 2013	TCC makes recommendation
January 8, 2013	TAC submits 20 projects to NCDOT

Notes: Projects due at NCDOT by end of January 2014

MPO can submit 20 projects; projects in current SPOT inventory are deleted.

#### Highway

December 1, 2013	Local governments provide input to MPO
December 18, 2013	TCC makes recommendation
January 8, 2013	TAC submits 14/19 projects to NCDOT

Notes: Projects due at NCDOT by end of January 2014

MPO can submit 14 projects (plus up to 5 projects if pull out same number from existing pool)

Projects in current SPOT inventory will remain in new SPOT prioritization.



Bicycle/Pedestrian/Trail/Modernization Projects

SPOT ID	Route Name	From	To	Description	Counties	Total Cost (Sum)	State Score	MPO Score	TAC Rank	Submitted by
1014	Estes Drive	SR 1772 (Greensboro Street)	NC 86 (Town Limits)	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalk (south side), and transit accommodations.	Orange	N/A	25	83	<b>4</b>	Carrboro
997	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalk (east side) and transit accommodations.	Orange	N/A	25	81	<b>6</b>	Carrboro
531	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	Orange	N/A	25	81	<b>6</b>	Carrboro
1500	Morgan Creek Greenway Trail -- Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd.	Orange	\$3,120,000	48	59	8	Carrboro
1522	NC 54 Sidepath	James Street	Anderson Park Entrance	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	Orange	\$700,000	58	57	10	Carrboro
1507	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd.	Orange	\$132,480	57	67	11	Carrboro
1527	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771 (Merritt Mill Rd)) sidewalk on the west side.	Orange	\$635,000	52	62	12	Carrboro
651	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalk (east side) and transit accommodations.	Orange	N/A	21	75	<b>15</b>	Carrboro
1508	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. – Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits.	Orange	\$550,000	42	50	17	Carrboro
326	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	Orange	N/A	20	72	<b>19</b>	Carrboro
366	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	Orange	N/A	15	53	<b>57</b>	Carrboro
New	N. Greensboro St.	Weaver St.	Shelton St.	Pedestrian improvements in this corridor	Orange	N/A	N/A	N/A	N/A	Carrboro
New	Homestead Rd.	Lake Hogan Farms Rd.	Stratford Dr.	Protected bike lanes and sidewalks on both side of the road	Orange	N/A	N/A	N/A	N/A	Carrboro
1524	1008 (Mount Carmel Church Road)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Orange	\$375,000	60	65	3	Chapel Hill
1530	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Dr to Estes Dr, then along Estes Dr to Carolina North) multi-use path.	Orange	\$3,100,000	52	61	5	Chapel Hill
2054	Morgan Creek Phase 3 in Chapel Hill	End of Phase 2	Carrboro Town Limits	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line) multi-use path.	Orange	\$3,700,000	35	62	6	Chapel Hill
1511	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge islands, signals, crosswalks	Chatham	\$300,000	43	54	15	Chapel Hill-Chatham
1528	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree Dr) sidewalks.	Orange	\$440,000	48	51	16	Chapel Hill
New	Franklin St road diet study	15-501	Carrboro Town Limits	Study feasibility of lane modifications, signal timing, and other "Complete Street" improvements along corridor.	Orange	N/A	N/A	N/A	N/A	Chapel Hill

New = Not in previous prioritization process.  
N/A = Data not available for new projects.

TAC Rank in **bold Italics** indicates that the modernation project was ranked as highway project

Bicycle/Pedestrian/Trail/Modernization Projects

SPOT ID	Route Name	From	To	Description	Counties	Total Cost (Sum)	State Score	MPO Score	TAC Rank	Submitted by
New	Estes Dr	Estes Dr	Willow Dr	Add Pedestrian Accomodations	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Chapel Hill Intersections			18 Chapel Hill Intersections-bicycle and pedestrian improvements.	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Fordham Blvd. Bike Ped Path	Cleland Rd	Willow Dr	Construct off road facility on East Side of Fordham Blvd. Reconstruct existing substandard section between Cleland and Estes Dr	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Cameron Ave. Bikeway Improvments	Merrit Mill Rd	S. Columbia St	Improve 3 sub-standard sections of highly traveled bike corridor, including intesection with Merrit Mill and Libba Cotton Bikeway	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Raleigh Road Sidepath Completion	Burning Tree Dr	UNC Main Campus	Complete Off-Road Path Netwok along NC 54 connecting to UNC Main Campus. Redesign free-flow on-off ramps to descrease conflicts between bikes-peds-buses-auto	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Homestead Road Bike-Ped Path	Martin Luther King Jr. Blvd	Seawell School Rd	Off-Road Paths near the Future Carolina North Campus and high frequency transit corridor (MLK) Both Sides	Orange	N/A	N/A	N/A	N/A	Chapel Hill
New	Lower Bolin Creek Trail	Chapel Hill Community Center	Intersection of Fordham and Estes Dr.	Construct off road facility adjacent to Bolin Creek/Estes Dr that connects to existing Bolin Creek Greenway and Fordham Blvd. sidepath	Orange	N/A	N/A	N/A	N/A	Chapel Hill
1497	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School Rd.) – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr.	Orange	\$900,000	52	65	4	Chapel Hill/Carrboro
New	O'Kelly Chapel Road	NC 751	Wake County Line	Bike Lanes (2.8 miles)	Chatham	\$1,500,000	N/A	N/A	N/A	Chatham
New	Mann's Chapel Road	US 15-501	Poythress Road	Bike lanes (1.9 miles)	Chatham	\$900,000	N/A	N/A	N/A	Chatham
New	Farrington Point Rd. / Old Farrington / Farrington Mill Rd	Durham County Line	Lystra Rd.	Bike lanes (3.66 miles)	Chatham	\$1,830,000	N/A	N/A	N/A	Chatham
New	Mt. Carmel Church Road	Orange County line	Old Farrington Point Road	Bike lanes (1.2 miles)	Chatham	\$600,000	N/A	N/A	N/A	Chatham
1505	US 501 Bypass (Duke Street)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	Durham	\$1,150,000	57	86	1	Durham
1493	Bryant Bridge Trail	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham	\$1,785,000	52	93	1	Durham
1502	NC 54	NC 55	City Limits (Research Triangle Park)	NC 54 (NC 55 to RTP) – Sidewalks	Durham	\$380,000	57	84	2	Durham
1504	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Sidewalks	Durham	\$420,000	57	69	9	Durham
1494	Duke Beltline Rail-Trail	1127 (Chapel Hill Street)	Y east of NC 55 (Avondale Drive)	Duke Beltline Trail – Shared Use Path	Durham	\$2,750,000	42	58	9	Durham
1492	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road bicycle facilities	Durham	\$630,000	46	51	14	Durham

New = Not in previous prioritization process.  
N/A = Data not available for new projects.

TAC Rank in **bold Italics** indicates that the modernation project was ranked as highway project

Bicycle/Pedestrian/Trail/Modernization Projects

SPOT ID	Route Name	From	To	Description	Counties	Total Cost (Sum)	State Score	MPO Score	TAC Rank	Submitted by
1496	1401 (Cole Mill Road)	1404 (Rose of Sharon Road)	Orange County Line	Cole Mill Road (Rose of Sharon Rd. to Orange County line) – On-road bicycle facilities	Durham	\$725,000	46	43	16	Durham
7	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	Durham	N/A	16	62	<b>37</b>	Durham
1097	Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Durham/Orange County boundary	Construct bike lanes and sidewalks.	Durham	N/A	15	59	<b>45</b>	Durham
New	Hardee Street	Holloway	Cheek	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	Guess Road	Hillcrest	Carver	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	Raynor Street	Miami	Hardee	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	Cheek Road	Geer	Hardee	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	University Drive	Forest Hills	Lakewood	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	LaSalle Street	Kangaroo	Sprunt	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	Kent Street	Morehead	University	Sidewalks	Durham	N/A	N/A	N/A	N/A	Durham
New	Geer Street	Midland Terrace	Glenn School Rd	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Horton Road	Hillandale	Roxboro	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Pickett Road	Garrett	Academy	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Academy Road	Cornwallis	Duke University	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Cornwallis Road	Ridge	Chapel Hill Rd	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Club Blvd	Ambridge	Dearborn	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham

New = Not in previous prioritization process.  
N/A = Data not available for new projects.

TAC Rank in **bold Italics** indicates that the modernation project was ranked as highway project

Bicycle/Pedestrian/Trail/Modernization Projects

SPOT ID	Route Name	From	To	Description	Counties	Total Cost (Sum)	State Score	MPO Score	TAC Rank	Submitted by
New	Garrett Road	Old Chapel Hill	Swarthmore	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Ephesus Church Rd.	Orange County Line	Farrington Rd.	Bicycle and pedestrian facilities	Durham	N/A	N/A	N/A	N/A	Durham
New	Access to Transit	Holloway, Roxboro and Fayette	N/A	Improve transit access	Durham	N/A	N/A	N/A	N/A	Durham
New	Erwin Rd.	Orange County	NC 751	Bike lanes or shoulders	Durham	N/A	N/A	N/A	N/A	Durham
New	Cornwallis Rd.	Erwin Road	Ridge Road	Bike lanes or shoulders	Durham	N/A	N/A	N/A	N/A	Durham
New	Rose of Sharon	Cole Mill	Guess	Bike lanes or shoulders	Durham	N/A	N/A	N/A	N/A	Durham
New	Pearsontown Trail Extension	Elmira Avenue Park	Hayti Heritage Center	Shared Use Path	Durham	N/A	N/A	N/A	N/A	Durham
New	Sandy Creek Trail Extension	Pickett Road	Cornwallis Rd. (Al Buehler Trail)	Extend trail		N/A	N/A	N/A	N/A	Durham
New	Warren Creek Trail Extension	Horton Road	Pedestrian bridge over Eno River	Extend trail		N/A	N/A	N/A	N/A	Durham
1525	1727 (Eubanks Road)	1729 (Rogers Road)	NC 86 (Martin Luther King Boulevard)	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	Orange	\$824,000	54	52	13	Orange
1919	SR 1006 (Orange Grove Road)	I-40	SR 1102 (Dodsons Cross Road)	Orange Grove Rd (SR1006), Orange County, Bicycle 4' Paved shoulders	Orange	\$40,920	50	38	17	Orange
1510	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. Include sidewalk from I-40 to Timbers Drive	Orange	\$1,010,000	32	27	19	Orange
1905	SR 1102 (Dodsons Cross Road)	SR 1177 (Dairyland Road)	SR 1006 (Orange Grove Road)	Dodson's Crossroads Road; add 4' paved shoulders.	Orange	\$364,320	50	33	20	Orange
1509	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 – Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd.	Orange	\$520,670	42	36	18	Orange/Carrboro

New = Not in previous prioritization process.  
N/A = Data not available for new projects.

TAC Rank in **bold italics** indicates that the modernation project was ranked as highway project

NCDOT SPOT Prioritization 3.0			DCHC MPO Current Project Ranking Methodology					
			Bicycle			Pedestrian		
Criteria	Metric	% of Score	Criteria	Metric	% of Score	Criteria	Metric	% of Score
Benefit/Cost	(Access + Demand Scores)/Cost	10%						
Constructability	Amount of right-of-way acquired, preliminary work completed, environmental impact	5%	Right-of-Way Acquired	Amount of right-of-way available	10%	Right-of-Way Acquired	Amount of right-of-way available	10%
Access	Destination Type + Distance to Prime Destination	10%	Connectivity	Access to transit, schools, CBD, high density residential or commercial,	20%	Connectivity	Access to transit, schools, CBD, high density residential or commercial,	20%
Safety	Bike/Ped crashes + Posted speed limit	15%	Bicycle or Pedestrian Crashes	3 or more bike/ped crashes within last 5 years, variable points if greater than 3	15%	Bicycle or Pedestrian Crashes	3 or more bike/ped crashes within last 5 years, variable points if greater than 3	15%
Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility	10%	Demand/Density	Population density within 1.5 miles of bicycle facility	15%	Demand/Density	Population density within 0.5 miles of ped facility	15%
	not included		Congestion	v/c on roadway	15%	Traffic volume	AADT on roadway	15%
	not included		Regional Connectivity	Part of regional bicycle route or connection to Triangle Transit regional route, future rail, or local bus route	15%	Regional Connectivity	Pedestrian connection to Triangle Transit regional route, future rail, or local bus route	15%
	not included		Environmental Justice	GIS analysis of benefit to minority and low-income population	10%	Environmental Justice	GIS analysis of benefit to minority and low-income population	10%
Divison Rank		25%						
MPO Rank		25%						
Total		100%			100%			100%

Green Font indicates that the MPO uses SPOT data for that criteria.

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** October 9, 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:** 8/31/2013 **Scheduled Progress:** 82%  
**Last Estimate Paid:** 9/6/2013 **Actual Progress:** 67.97%

**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  
**Federal Aid Number:**  
**Resident Engineer:** Mark W. Luther, PE  
**RE Phone Number:** (919)220-4680  
**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  
**Cost Overrun/Underrun:** 3.47%  
**Availability Date:** 10/1/2012  
**Letting Date:** 4/17/2012  
**Completion Date:** 7/21/2013  
**Work Began:** 10/1/2012  
**Revised Completion Date:**  
**Estimated Completion:** 9/30/2013  
**Last Estimate Thru:** 8/15/2013  
**Scheduled Progress:** 98%  
**Last Estimate Paid:** 8/21/2013  
**Actual Progress:** 96.62%

**Contract Number:** C203128  
**Route:** SR-1978  
**Physical Division:** 5  
**County:** Durham  
**Administrative Division:** 5  
**TIP Number:** U-4716, U-4716A, U-4716B  
 U-4716C  
**Length:** 4.203 miles  
**Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**Resident Engineer:** Michelle H. Gaddy  
**RE Phone Number:** (919)840-0914  
**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  
**Cost Overrun/Underrun:** 4.06%  
**Availability Date:** 12/31/2012  
**Letting Date:** 11/20/2012  
**Completion Date:** 12/28/2015  
**Work Began:** 1/30/2013  
**Revised Completion Date:**  
**Estimated Completion:** 12/28/2015  
**Last Estimate Thru:** 9/7/2013  
**Scheduled Progress:** 64%  
**Last Estimate Paid:** 9/16/2013  
**Actual Progress:** 34.08%

**Contract Number:** C203220  
**Route:** NC-54, US-70, SR-1002  
 SR-1101, SR-1445, SR-1451  
 SR-1453, SR-1628, SR-1670  
 SR-1940, SR-1954, SR-2028  
**Physical Division:** 5  
**County:** Durham  
**Administrative Division:** 5  
**TIP Number:**  
**Length:** 21.88 miles  
**Federal Aid Number:**  
**Resident Engineer:** Michelle H. Gaddy  
**RE Phone Number:** (919)840-0914  
**Location Description:** US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.  
**Contractor Name:** CAROLINA SUNROCK LLC  
**Contract Amount:** \$4,789,367.50  
**Cost Overrun/Underrun:** 0.07%  
**Availability Date:** 3/18/2013  
**Letting Date:** 12/18/2012  
**Completion Date:** 10/18/2013  
**Work Began:** 7/12/2013  
**Revised Completion Date:**  
**Estimated Completion:** 10/18/2013  
**Last Estimate Thru:** 8/31/2013  
**Scheduled Progress:** 44%  
**Last Estimate Paid:** 9/6/2013  
**Actual Progress:** 44.3%

**Contract Number:** C203273  
**Route:**  
**Physical Division:** 5  
**County:** Durham  
**Administrative Division:** 5  
**TIP Number:**  
**Length:** 1.189 miles  
**Federal Aid Number:**  
**Resident Engineer:** E. Boyd Tharrington, PE  
**RE Phone Number:** (919)562-7000  
**Location Description:** REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.  
**Type of Work:** DESIGN BUILD.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$8,800,000.00  
**Cost Overrun/Underrun:** 0%  
**Availability Date:** 4/29/2013  
**Letting Date:** 3/19/2013  
**Completion Date:** 9/30/2016  
**Work Began:** 4/29/2013  
**Revised Completion Date:**  
**Estimated Completion:** 9/30/2013  
**Last Estimate Thru:** 8/31/2013  
**Scheduled Progress:** 3.71%  
**Last Estimate Paid:** 9/6/2013  
**Actual Progress:** 3.71%

**Contract Number:** DE00073  
**Route:** I-40  
**Physical Division:** 5  
**County:** Durham  
**Administrative Division:** 5  
**TIP Number:** R-4049E  
**Length:** 0 miles  
**Federal Aid Number:** STP-000S(197)

<b>Resident Engineer:</b> David B. Moore	<b>RE Phone Number:</b> (919)250-4202
<b>Location Description:</b> I-40, I-440 AND US 1 IN WAKE AND DURHAM COUNTIES	
<b>Type of Work:</b> CCTV METAL POLE INSTALLATIONS	
<b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.	
<b>Contract Amount:</b> \$149,646.48	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 9/16/2013	<b>Letting Date:</b> 8/28/2013
<b>Completion Date:</b> 3/14/2014	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
09/13	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
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
05/14	Small Constr.	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)
11/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp
	SS 4905BI 43567.1.1 43567.3.1	5	DURHAM	Division annual needs contract	Install traffic signal and construct left turn lanes on SR 1004 (Old Oxford Rd)
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and install pedestrian accommodations on all legs of the intersection

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

TAC 10/9/2013 Attachment 13

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
ER-2971G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street) in <b>Chapel Hill</b>	5/2/13	8/15/13		<b>100% Complete. Final inspection?</b>	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH, LGA
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	63%Complete 43% 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	30% Complete 36% 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, Partial acceptance?	Yates Construction	100% 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	18% Complete 56% Schedule	\$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>100% Complete</b>	\$75,000	Small Construction Funds

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

TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in <b>Chapel Hill</b> .	TBD	8/1/13		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014		Contract documents pending	\$4,300,000	TIP
W-5207E 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 complete.	\$450,000	High Hazard Safety
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in <b>Carrboro</b>	Spring 2014	TBD		Design in progress. Addressing town comments.	\$50,000	High Hazard Safety
SS -4907V 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**

SS-4907AP 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.		8/30/2013		Complete. Pending RTE Final inspection	\$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> .		8/15/2013		Complete. Pending sign installation.	\$40,000	Small Construction Funds

**ACTIVE NCDOT PROJECTS IN DCHCMPO**

TAC 10/9/2013 Attachment 13

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	April 2014	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. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Fall 2013	6/30/2015	Env. Document underway; ROW Certification underway; Preparing Plans and Specifications - per funding agreement this is to be complete by 11/30/13.	\$1.2M	Coulter, Jewell Thames P.A.	Division Office has reviewed Construction Plans. Town of Cary has not gotten construction funding approved. Construction is anticipated to begin before the end of 2013

## SURFACE TREATMENT PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
<b>SURFACE TREATMENT</b>							
<b>RESURFACING</b>							
24	8C.20191.20	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	7/1/13	6/30/14	Work to begin 9/3/13	\$2.9M	Patch resurfacing Chatham resurfacing package

## NCDOT should share more power with locals, legislators say

The News and Observer By Bruce Sicehoff Published: September 10, 2013

RALEIGH — Legislators complained Tuesday that the state Department of Transportation is not giving local elected leaders their fair share of the vote on spending decisions under the state's new Strategic Mobility Formula law.

Local priorities are supposed to count for 50 percent of the decision when transportation projects are approved at the local level, and 30 percent on regional projects. But DOT has said it will delegate half of this "local" vote to its 14 division engineers – regional administrators whose job description includes loyalty to the governor.

"Is the division engineer a local person or a state person?" asked Rep. William Brawley of Charlotte, co-chairman of the House Transportation Committee, at a daylong meeting of House and Senate transportation leaders. He worried that division engineers would choose projects favored by their boss, Transportation Secretary Tony Tata.

"Quite candidly, if General Tata calls you up and says, 'This is what we're going to do,' I would expect you to say, 'Yes sir, that's what we'll do,'" Brawley said.

Tata sprang to his feet.

"I would never make that phone call and say, 'Do project X,'" he said.

The Joint Legislative Transportation Oversight Committee got its first briefing Tuesday on DOT plans to implement the Strategic Mobility Formula, a new law aimed at making smarter use of transportation dollars by blending local input with objective, "data-driven" analysis of highway, transit, rail, ferry, aviation and bicycle-pedestrian projects.

Committee members raised concerns about the share of money that would be set aside for non-highway projects – some saying it was too much and others it wasn't enough. There were arguments about which road projects get extra credit for linking rural workers with urban job centers and whether transit investments deserve the same consideration.

But House and Senate members appeared to agree that DOT should give a bigger voice to local elected officials who serve on urban and rural transportation planning boards. The Strategic Mobility Formula says DOT's analysis counts for 70 percent of the decision on regional projects and 50 percent on projects at the DOT division level – with "local" input taking up the rest.

"We sold (the new law) on 30 percent local and 50 percent local, and now you say they're only going to get 15 percent and 25 percent," said Rep. Frank Iler of Oak Island, the transportation committee's other co-chairman.

DOT's proposal for implementing the new law focuses increased responsibility on the 14 division engineers, who oversee transportation decisions in five or more counties apiece. Tata promised to address legislators' concerns, but he said he sees division engineers as local representatives.

"I think they are protective by nature of those counties and the projects that need to be done," Tata said. "They go to school, they go to church, they live in those communities."

## Beltline price has city looking for options

The Herald-Sun By Ray Gronberg Sep. 14, 2013 @ 06:36 PM

DURHAM —Now that the Norfolk Southern Corp. has told Durham officials the price for the so-called “Duke Beltline” rail spur that rings downtown is \$7.1 million, local leaders are trying to figure out what they’ll do next.

Officials would like to acquire the beltline for a future rails-to-trails project akin to the American Tobacco Trail. But they only have about \$2 million in local and federal funding lined up to pay for an acquisition.

The \$7.1 million quote emerged from a new appraisal responding to the city’s renewed attempts to persuade Norfolk Southern to sell the right of way.

And “it does not appear that the City has much leverage at this point to persuade” the company to lower its price, City Manager Tom Bonfield told City Council members by email earlier this week. “Wish I had better news.”

Bonfield and Mayor Bill Bell learned of the railroad’s price Aug. 21, when they met with officials from Norfolk Southern’s property division to discuss the project.

Bell responded by asking railroad officials to consider leasing the right of way to the city. “They said they were open to that,” the mayor said. “We have to sit down and figure out whether that’s a viable alternative.”

But the railroad would only be interested in leasing the property to the city for 10 years.

That, and the prospective annual cost to the city of a lease, “led me to believe there was nothing too practical” in the idea, Bonfield said in an interview.

City Council members are nonetheless encouraging the manager and his staff to consider it.

“I hope we will explore the lease prospects, and I hope we can get [Norfolk Southern] to think beyond that 10-year time frame,” Councilman Steve Schewel said in an email to Bonfield.

The city manager and the mayor both said there’s little prospect of the city’s dipping into its own coffers to come up with the \$5 million or so extra it would need.

Closing the gap is “not feasible, as far as I’m concerned, out of our revenue,” Bell said.

Bonfield pointed to the city’s other capital needs.

“I personally don’t think it’s worth \$7.1 million to the city for that trail,” he said. “But that’s just my judgment about things, in light of the other priorities and needs we have with limited resources.”

The mayor hinted that a more likely source of additional purchase funding is the private sector, specifically some major property owners along western side of downtown.

“It really depends on who else might want to buy in to it,” Bell said, declining to say who he had in mind.

City officials have been working in conjunction with an ad-hoc group of trail advocates and with former Downtown Durham Inc. President Bill Kalkhof, who confirmed he’s been keeping key property owners in the loop.

In the course of talking to them about the beltline, “I said, ‘Don’t be surprised if the city or the group of folks I’m working with come back to you and say would you consider putting money into the deal,’” Kalkhof said.

He added that the key players on the west side are Duke University, Measurement Inc. owner Hank Scherich and West Village complex owner Federal Capital Partners.

A private contribution to the project is “not an easy ask for them,” Kalkhof said. “Look what they’ve already invested in that corridor. These are folks who’ve already stepped up for the community in a big, big way.”

But the beltline is a long-term initiative akin to the Durham Bulls Athletic Park and the Durham Performing Arts Center that took years to bring to fruition.

With them, “we found a way,” Kalkhof said. “Sometimes it took a long time, but we found a way.”

## Speed limits rise to 70 mph on more Triangle highways

The News and Observer From Staff Reports Published: September 23, 2013

The\_News\_and\_Observer

RALEIGH — Drivers will be able to legally go a little faster on some Triangle highways later this month.

The N.C. Department of Transportation announced Monday that it will increase the speed limit from 65 to 70 mph on three major roads by the end of September. They are:

Interstate 540 between Glenwood Avenue and I-40.

All of N.C. 540, including the Triangle Expressway.

N.C. 147 between N.C. 540 and I-40.

A contractor is expected to start installing the new speed limit signs this week, weather permitting, with the new law taking effect as the signs are installed.

The changes mean the speed limit on I-540, known as the Outer Loop, will be now 70 mph along its entire length across Wake County. In February, the DOT bumped up the speed limit for a 21-mile stretch from U.S. 64-264 near Knightdale west to Glenwood Avenue.

DOT officials say they reviewed crash data and road characteristics such as lane and shoulder widths along the stretches of road and concluded they will remain safe at the higher speed.

“These roads are among our safest highways, and we expect that they will continue to be,” State Traffic Engineer Kevin Lacy said.

The Regional Transportation Alliance, a nonprofit business group that lobbies for road and transit improvements, had asked DOT to allow the higher speeds on 540 and other Triangle freeways. Last year, DOT approved faster speeds on Wade Avenue Extension in West Raleigh (60 mph) and on U.S. 1 from Apex through Sanford (70 mph).

## **NCDOT, Amtrak agree to continue 2 trains past '13**

The Associated Press Published: September 27, 2013

RALEIGH, N.C. — Amtrak and the N.C. Department of Transportation have agreed to continue operating two trains in the state beyond Oct. 1.

A news release from the department said federal law enacted in 2008 required both parties to agree to new terms to continue operating the state-supported passenger rail service.

The Piedmont operates two daily round trips between Raleigh and Charlotte. The Carolinian operates one daily round trip between New York City and Charlotte. The state supports service between Charlotte and Washington.

For July, ridership on the Carolinian increased by 3.9 percent over July 2012, with revenue increasing by 7.9 percent. Ridership for the Piedmont increased by 2.4 percent, with revenue increasing by 7.3 percent. The Piedmont has led all Amtrak routes in ridership growth over the past two fiscal years.

## **Rail funds will speed Raleigh's Union Station, add more trains to Charlotte**

The News and Observer By Bruce SicheloffT Published: September 30, 2013

RALEIGH — The reallocation of federal fast-train funds will give Raleigh more money to build a new Amtrak depot and will enable the state to schedule more daily round-trip trains between Raleigh and Charlotte.

The state Department of Transportation said Monday that Raleigh will get an additional \$15 million for its project to convert an old red-brick warehouse into Union Station, envisioned as a crucial anchor for new development in the city's downtown warehouse district. That means the city has nailed down \$66.25 million in state, federal and local money for the \$73 million project.

DOT already had planned to launch a fourth daily round-trip passenger train between Raleigh and Charlotte in 2017, and the new funding shift will allow the addition of a fifth train as well.

"Raleigh Union Station will spur economic growth and continue the revitalization of an historic area of downtown," Mayor Nancy McFarlane said in statement. "Also, the additional rail projects will better connect the Triangle to Charlotte and many points in between."

The money is part of \$546.5 million in stimulus funds awarded by the Obama administration for high-speed rail and related improvements in North Carolina.

State and federal rail officials agreed in September to shelve plans for a big component of that grant program, a freight rail crossing in uptown Charlotte. Paul Worley, the state DOT Rail Division director, said they realized it would take longer and cost more than expected to tunnel an east-west CSX track underneath a north-south Norfolk Southern track, to eliminate a grade crossing where CSX engineers now are required to stop for Norfolk Southern trains.

This decision made \$117.6 million in unspent money available for other rail needs. Part of the money will cover overhead expenses and \$61 million in cost increases for a string of track improvements between Raleigh and Charlotte, Worley said.

The rest will go to Raleigh's Union Station, pay for some refurbished passenger train cars, and complete a rail maintenance yard in downtown Charlotte, similar to one in Raleigh.

Amtrak now operates three trains each day between Raleigh and Charlotte, with stops along the way at Cary, Durham, Greensboro and four other cities. The shifted funds will make it possible to start two more round-trip runs in 2017, instead of just one, Worley said.

"You'll have a very robust service when you're talking about five round trips between Raleigh and Charlotte," Worley said. "That's very good service."

Ridership on the Raleigh-Charlotte line has increased in recent years.

Amtrak's two daily Piedmont trains, which travel between Charlotte and Raleigh, carried 163,000 riders in fiscal year ending Sept. 30, 2012. The Carolinian, which makes the same stops on its longer run to New York City, counted 306,000 riders on the portion that is subsidized by North Carolina's DOT, between Charlotte and Washington. Preliminary figures for fiscal year 2013, which ended Monday, showed increases for the year of 4.3 percent for the Carolinian and 5.7 percent for the Piedmont.

State and federal rail officials had announced in September 2012 that DOT would divert \$15.1 million to Union Station from the federal stimulus grants, but state Transportation Secretary Tony Tata said in June that this promise had been a mistake. He said DOT officials from the previous administration had failed to win federal permission for the shift.

Worley said last year's faulty promise was not related to the CSX rail crossing project in Charlotte. The Federal Railroad Administration agreed only recently to shelve that project and spend the money elsewhere, he said.

## **Road Worrier: Express lanes are a more palatable flavor of toll road**

The News and Observer By Bruce SiceloffT Published September 30, 2013

No Tolls I-95 is what he calls his grassroots lobby group, but Ernie Brame says he might be OK with some tolls.

Brame runs a big truck stop on Interstate 95 at Kenly. He has lobbied for many years against North Carolina's high gas taxes, and for the past few years against a state proposal to finance a \$4 billion I-95 rebuild by collecting tolls from its drivers.

And he's had plenty of company. If there are business owners or politicians anywhere along the 182 miles of I-95 from South Carolina to Virginia who think tolls are terrific, they have kept quiet about it.

But there is growing support for a toll-hybrid compromise that has been marketed nationwide under a sneaky euphemism, "express lanes." When I-95 or any expressway is widened, the original number of lanes would remain toll-free. Drivers would pay tolls only if they use the new lanes, which would be faster because they'd be less crowded.

"We're OK with express lanes as long as you leave the existing lanes for people to travel in," said Brame, manager of Kenly 95 Petro and chairman of No Tolls I-95. "We understand there is a funding issue in this country, and we want to be a part of the conversation. But we want I-95 to be treated the same as any other interstate."

That sounds fair. Can it work here?

The state Department of Transportation is giving new consideration to toll express lanes on I-95 and on other expressways. A plan to add toll lanes to I-77 north from Charlotte has inspired strident opposition, and Brame has met folks there who disdain him as some kind of flaming moderate.

Just wait until these same people get wind of a newer proposition being floated at DOT: When Charlotte's busy Independence Boulevard is widened, an existing bus-carpool lane might be converted to a tolled express lane.

"Users would pay a toll in turn for a more reliable trip," Andy Lelewski, DOT's toll road operations director, told N.C. Turnpike Authority board members at a September meeting. "These are very popular in Florida and Texas. The tolls would fluctuate based on congestion."

The Triangle is blessed now with North Carolina's only pay-as-you-go road, the Triangle Expressway. State officials would like to get something going in Charlotte before they come back and propose more tolls around here.

But there are whispers around town that our highway planners already have their eye on the Triangle's next big freeway widening project. After DOT finishes rebuilding Raleigh's southern I-40/I-440 Beltline in a few years, without adding lanes, there are plans to widen I-40 south from the Beltline to N.C. 42 in Johnston County.

The talk is maybe these added lanes will be toll lanes.

"I personally am a little concerned about that," said Ed Johnson, director of CAMPO, the Raleigh-area transportation planning agency.

Johnson sees toll lanes in the Triangle future, for sure. But he thinks they'll make sense only after funds have been exhausted to widen roads without tolls. And only where the traffic is heavy and there's no easy way to grow: namely, on I-40 near Research Triangle Park in western Wake County.

DOT's turnpike operations director, John Breedlove, was not available Monday to talk about express lane prospects in Charlotte or in Raleigh.

I-95 isn't the only place where new tolls have been considered for an old road. But we might hear more of this idea in the future, too.

Robert Poole of the libertarian Reason Foundation got attention in Washington recently with a proposal to have Congress let the states start collecting tolls on the entire 46,000-mile interstate highway system. He calculated that with fairly low toll rates on all interstate drivers – around 3.5 cents a mile for cars and 14 cents for trucks – we could raise enough money to rebuild these aging freeways.

A key to these new ideas is the all-electric toll-collection technology featured on Triangle Expressway. Sensors register toll trips for cars with transponders, and license-plate photos catch the rest.

That has made it easier in other states to build toll lanes without walls, and to charge higher toll rates when traffic is slowest – and demand highest. This technology would also support a separate part of Poole's proposal: Before the state collects the electronic toll, it deducts the gas taxes the driver paid for using that interstate.

Poole thinks variable-toll express lanes are good for crowded urban expressways, where some commuters will pay whatever it costs to get home faster.

But express lanes probably won't work in a plan to finance the widening and reconstruction of a rural road such as I-95, he said.

"I find that idea troubling," Poole said from his Los Angeles office. "If you only charge tolls on new lanes in order to pay for reconstruction of the entire interstate, you've got to charge sky-high tolls that will not attract enough traffic. So it becomes self-defeating."

## Opening of Tobacco Trail bridge delayed

The Herald-Sun By Ray Gronberg Posted Oct. 02, 2013 @ 05:21 PM

DURHAM —A last-minute construction snag will delay the opening to pedestrians of the American Tobacco Trail's bridge over Interstate 40, in a worst-case scenario until sometime in December.

The problem involves the safety fencing that's to line the sides of the bridge and surfaced after contractors began installing it last month.

Contractors, designers and city officials quickly realized the fencing's supports weren't sitting at the correct angle. Workers tried to improvise a fix, but on Friday the Public Works Department ordered a halt pending a round of strategy meetings.

Public Works Director Marvin Williams said the problem meant the fencing "had a lot of give to it," more than had been expected.

"We want to make sure the fencing is as safe as it can possibly be before we open [the bridge] up for pedestrians," he said, explaining the decision to delay the opening.

Officials nonetheless intend to go through with a scheduled Oct. 12 ribbon-cutting ceremony, as the trail expansion will otherwise be complete.

The project is filling in a missing link in the trail from the Southpoint area to Durham's border with Chatham County.

As Tuesday, Public Works Contract Management Supervisor Ed Venable was telling administrators it is "not likely the public will be allowed to walk on the bridge" for the ceremony, although "some dignitaries could be given a tour and escorted on to the bridge."

At least one such tour took place before Labor Day, after lead contractor Blythe Construction finished pouring the bridge's concrete decking.

It was for members of the Durham Engineers Club and saw managers from Blythe and Parsons Brinckerhoff, the company that designed the bridge, voice confidence that the span would be complete by Oct. 12.

At the time, the bridge was equipped only with temporary wooden railings.

The strategy meetings Public Works sought unfolded in two stages on Monday and Tuesday. Afterwards, Williams said participants “think we may have the solution.”

It’d involve crafting new mounting plates to attach the fence supports to the span at the correct angle, he said.

A go-ahead for that awaits a review of the proposal by engineers from Parsons.

Asked whether the problem resulted from design or installation flaws, Williams responded, “It looks like it may be a little bit of both.”

Compounding matters, inspectors discovered last month that the paint on the fencing was also flawed. While not a safety issue, officials want it fixed to forestall any long-term maintenance headaches.

Some of the paint already was peeling, being too thin in spots and too thick in others. Mistakes by subcontractors and “less than ideal” conditions for appear to account for the issue, Williams said.

Venable’s emails indicate the strategy for correcting the fencing issues depends on Blythe and its subcontractors being able to do the work on-site. If that assumption holds, the fix by itself would take about three weeks.

But the paint problems could add another week or two to the timeline, as Blythe has to work around the availability of both fabricators and painters, Venable said.

Blythe and Parsons also have to work out between them how they’ll absorb the cost of the repair. Venable described the problem as a “\$100,000 [to] \$200,000 error” but said the city was not financially liable.

Paying for the fix is “not the city’s responsibility, we’ve been clear on that with everybody,” Williams said, adding that an agreement on its cost remains pending.

The bridge is by far the most expensive element of the \$7.5 million contract the city awarded Blythe for completion of the trail. Construction managers estimate that it accounts for about 80 percent of the project’s cost.

Until the fencing problem emerged, the project was on track to be complete on Oct. 12, Williams said.

“It was unexpected by everyone, nothing that we anticipated happening,” he said.

**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

Mr. Don Voelker, Director  
NCDOT Prioritization Office  
1501 Mail Service Center  
Raleigh, NC 27699-1501

September 17, 2013

Dear Mr. Voelker,

Thank you for the hard work that you and your team have undertaken to implement the Strategic Transportation Investments (STI) process. You have done a commendable job especially given the tight deadlines to move this process forward and given the great breadth of the issues inherent in a multi-modal transportation program that is to serve many interests, including urban and rural.

At the September 11<sup>th</sup> meeting of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC), the elected officials who serve on this policy board identified five issues that they feel strongly warrant further attention as the North Carolina Department of Transportation (NCDOT) finalizes the SPOT prioritization process. The TAC believes that action on these five issues will strengthen the validity and effectiveness of the SPOT process for all citizens and agencies throughout North Carolina, not just for the DCHC MPO.

A summary of the issues includes the following:

1. Local Input
  - a. Increase the proportion of local input for the MPOs and Rural Planning Organizations (RPO).
  - b. Assign maximum flexibility to the MPOs and RPOs in development of a local input process.
2. STP-DA

Exclude Surface Transportation Program –Direct Apportionment (STP-DA) funding from Regional Impact Project Category when such funds are expended on projects in this category.
3. Fixed Guideway

Align Fixed-Guideway scoring with the most current federal scoring techniques and apply these techniques to the cost to the state to be consistent with the treatment of other modes.

- a. Use “cost to the state” for fixed guideway criteria calculations (as done with other modes).
  - b. Align SPOT criteria with the most current federal scoring techniques to the greatest extent possible.
  - c. Include the fixed-guideway users (e.g., light rail riders) in calculating congestion relief.
4. Explore Additional TREDIS Capabilities  
The travel time savings and freight inputs into TREDIS are already accounted for in other SPOT criteria. Use other TREDIS inputs and outputs to expand the breadth of benefits covered in SPOT.
5. Increase Non-Highway Funding Share  
Increase the non-highway funding share to a minimum of 7% to better meet the needs of urban areas and match the historical funding mode split.

The remainder of this letter provides details of these issues.

1. **Local Input.** Local input is one of the three legs of the investment decision stool for regional impact and division need projects. The STI legislation states, “A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank ... projects.” Local input is a critical means to incorporate local values and expectations that cannot be captured well by existing quantitative measures.
  - a. Increase Proportion of MPO/RPO Local Input. We agree with comments made by members of the Joint Legislative Transportation Oversight Committee (JLTOC) at their September 10<sup>th</sup> meeting that it is appropriate for the elected officials on MPO/RPO policy boards who represent a wide range of cities, towns and counties to have a more significant role in determining local input than a single appointed Division Engineer. Although we enjoy excellent working relationships with our Division Engineers and are continually impressed with their professionalism and expertise, there is no substitute for the day-in and day-out contact that local elected officials have with a wide range of citizens and businesses. Therefore, we recommend that MPOs/RPOs account for 80% of the local input for the Regional Funding category (24% MPO/RPO, 6% Division Engineer) and the Division funding category (40% MPO/RPO, 10% Division Engineer).
  - b. Assign Maximum Flexibility to MPO/RPO processes. Maximum discretion and flexibility should be accorded to MPOs and RPOs, *especially* in this first application of the STI in which no “normalization” among modes is being

used. The legislation states, “Local input is defined as the rankings identified by the Department’s Transportation Division Engineers, MPOs, and RPOs.” Local input can be a key mechanism to provide needed balance to the scoring to reflect any “apples to oranges” problems that a lack of normalization will almost certainly reveal. There is no language in the legislation stating that it is necessary or appropriate for the NCDOT to direct or approve the development of local criteria. Nonetheless, the proposed SPOT process requires local prioritization to select criteria from a list developed by NCDOT, use both quantitative and qualitative criteria, include a certain number of criteria, and apply a minimum percentage to local criteria, among others. The legislation requires quantitative criteria, and that requirement is clearly met by the SPOT quantitative scoring part of the process. MPOs and RPOs will likely use quantitative criteria in developing local input rankings, but the decision regarding a methodology for local input should be vested with the local communities, not constrained by NCDOT. NCDOT should focus on ensuring that any local methodologies are clear and transparent, and include opportunities for citizen involvement.

2. **Treatment of STP-DA funding.** The federal government provides STP-DA funds to certain MPOs based on particular MPO characteristics that are available for use as determined by the MPOs. These federal funds are not otherwise available for programming by the state. The legislation seems very clear that any STP-DA funds allocated by MPOs to regional category projects (including any statewide category projects that cascade down to the regional category) are to be excluded from the calculation of the amount of dollars to go to the regional impact project category:

*§136-189.11 Transportation Investment Strategy Formula. (b1) Funds Excluded From Regional Impact Project Category. – Federal Surface Transportation Program-Direct Attributable funds expended on eligible projects in the Regional Impact Project category are excluded from that category.*

As such, STP-DA funds, when applied to regional impact projects, should be excluded from the Regional funding allocation formula in the same manner as the other nine categories of excluded funds that are only available for specific situations such as Congestion Mitigation Air Quality (CMAQ) funds and Appalachian Development Highway System funds.

### 3. Fixed-Guideway.

- a. Use “Cost to the State.” All STI cost-benefit calculations use “cost to the state” as the denominator except for the fixed-guideway criteria, which uses the “total project cost.” Using the historical precedent of 25% state funding for the Charlotte Blue Line and Blue Line Extension projects, we recommend that the cost-effectiveness calculation be adjusted to gear evaluation of state-level cost-effectiveness to 1/4th (25%) of the total project cost. If projects request LESS than 25% state funding, their cost-effectiveness should improve. If projects request MORE than 25% state funding, their cost-effectiveness should decrease. This would allow accurate comparisons with Federal evaluation criteria, while still recognizing that transit projects that ask less of the state by taking on more of the funding responsibility locally make it easier for the state to fund more projects overall across all modes.

The fixed-guideway cost-benefit calculation should be treated the same as that for other modes to meet the legislative requirements that all modes be treated equally.

- b. Align SPOT and federal scoring. The SPOT fixed-guideway criteria should be aligned as closely as possible with the federal fixed-guideway scoring methodology. On August 15, 2013, the Federal Transit Administration (FTA) released new and final guidelines under the federal MAP-21 legislation that govern how Fixed Guideway projects are evaluated at the federal level. It is clearly in the interest of North Carolina citizens to have a fixed-guideway project that scores well in the SPOT criteria, also score well at the federal level to increase chances of receiving the investment from a competitive federal grant.
- c. Include all users in congestion relief. In particular, we encourage the STI criteria for the fixed guideway Congestion Relief metric to count benefits to users of the fixed-guideway, and not simply congestion changes for motorists on adjacent roads. Fixed guideway investments are likely to carry tens of thousands of people each day who avoid congestion by using a reliable-during-rush-hour travel alternative to congested roadways. These fixed-guideway users experience congestion relief and this benefit should be included. In addition, local transit staff reviews of the draft SPOT fixed-guideway calculations show that the parallel routes used in those calculations are significantly different than those used in the fixed-guideway alternatives analysis. The local transit staff believe that their input and review of the

SPOT methodology will improve the accuracy and integrity of these particular calculations.

4. **Explore Additional TREDIS Capabilities**. The TREDIS economic model has the capability to accept many types of model inputs and produce many outputs. We encourage the NCDOT to continue exploring the capabilities of TREDIS to expand these inputs and outputs. The current STI use, for example, only has three inputs, i.e., travel time savings, location and freight traffic. Two of these inputs, travel time savings and freight traffic, are already well accounted for in other STI criteria and, as a result, end up being double counted and, therefore, over-represented in the prioritization process.
5. **Increase Non-Highway Funding Share**. The modal funding share recommended for the STI should be changed. The non-highway share should be increased to a minimum of 7% and the highway share reduced to a minimum of 85% to match the modal recommendations of the summits held for the 2040 statewide plan, which was adopted in August 2012. Since this funding split is on a statewide level if so desired urban areas could receive a non-highway proportion of funding greater than 7% and rural areas could receive a highway proportion of funding greater than 85%. However, the need for transit, bicycle and pedestrian funding in urban areas, such as the DCHC MPO, is far greater than the minimum 4% non-highway share of funding in the current modal funding distribution recommendations.

Again, the DCHC MPO wants to thank you and your staff for your energy and focus in keeping the SPOT process moving forward. We believe the adjustments recommended in this letter can be implemented without impacting the tight SPOT schedule and will strengthen the overall effectiveness of SPOT.

Sincerely,



Ellen Reckhow  
Chair, TAC

Cc: Secretary Tata  
TAC Members