

**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)**

**February 12, 2014  
9:00 a.m.**

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

---

- 1. Roll Call**
- 2. Ethics Reminder**  
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. January 8, 2014 TAC Meeting Minutes  
Attachment 6**

A copy of the January 8, 2014 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the January 8, 2014 TAC meeting.

- 7. FY 2012-2018 TIP Amendment #14  
Attachment 7, 7A  
Ellen Beckmann**

Amendment #14 to the FY 2012-2018 Transportation Improvement Program is necessary to reflect several recent State TIP Amendments and Modifications. Attachment 7 is a memo describing these changes. Attachment 7A is the resolution and tables.

**TCC Recommendation:** That the TAC approve the resolution.

**TAC Action:** Approve the resolution.

**ACTION ITEMS****8. Prioritization 3.0 – Approval of Submission of Projects (9:05-9:35)****Attachment 8, 8A, 8B, 8C, 8D, 8E****Ellen Beckmann, LPA Staff****Dale McKeel, LPA Staff****Andy Henry, LPA Staff**

A memo on Prioritization 3.0 is provided as Attachment 8. The TAC approved the submission of the MPO's highway and bicycle and pedestrian projects on January 8. The TAC also sent letters to the Division Engineers requesting that each Division share their list of project submissions and their Prioritization processes with the TCC (Attachment 8B). A response from Division 5 is provided in Attachment 8C. The TCC recommends that the TAC approve rail and additional transit projects for submission for Prioritization 3.0. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 8A.

A compilation of public comments received by the Divisions 5 and 7 is provided as Attachment 8D. A letter from NCDOT regarding the MPO's Local Ranking Methodology is provided as Attachment 8E.

**TCC Recommendation:** Recommend that the TAC approve the list of rail and transit projects for submission to Prioritization 3.0.

**TAC Action:** Approve the list of rail and transit projects for submission to Prioritization 3.0.

**9. DCHC MPO Memorandum of Understanding****Attachment 9, 9A****Ellen Beckmann, LPA Staff**

A revised DCHC MPO Memorandum of Understanding (MOU) was endorsed for member jurisdiction approval by the TAC in October 2013. LPA staff requested that each jurisdiction consider approval of the MOU by February 20, 2014. Attachment 9 is a memo on the status of the MOU approval. Attachment 9A is the TAC's recommended MOU with comments and line numbers.

**TAC Action:** Receive update.

**REPORTS:****10. Report from the TAC Chair****Ellen Reckhow, TAC Chair**

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

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

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

**12. Report from Staff**

**Attachment 12**

**Felix Nwoko, LPA Staff**

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

**13. NCDOT Report**

**Attachment 13**

**Wally Bowman (Joey Hopkins), Division 5 – NCDOT**

**Mike Mills (Pat Wilson), Division 7 – NCDOT**

**Rob Stone (Darius Sturdivant), 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**

**Adjourn**

**Next meeting: March 12, 2014**

**PLEASE NOTE THAT THE CHAPEL HILL STREET PARKING GARAGE IS NOW OPEN FOR BUSINESS.**

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

- 2/26/2014 RTA Transit Innovations Series: Session 4 Busways; Greater Raleigh Chamber of Commerce, 10:00 am
- 3/21/2014 RTA Transit Innovations Series: Session 5 Arterial Treatments; Greater Raleigh Chamber of Commerce, 10:30 am
- 4/16/2014 RTA Transit Innovations Series: Session 6 Circulator Innovations; Greater Raleigh Chamber of Commerce, 2:30 pm

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

**TAC Directives to Staff**  
 Pre-12/31/12 (Pending/In Progress/On Going)  
 01/01/13 – Present (Completed/Pending/In Progress)

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress:</u> DCHC MPO is now on Twitter. Website consultant has been selected. Contract negotiation and execution underway.
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> LPA staff has been in contact with new members.
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 10/9/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Final MOU has been sent to member governments for approval by February 2014.
10/9/2014	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	<u>Completed:</u> See 11/13/2013 TAC Agenda.

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



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 **December 11, 2013 TAC Meeting Minutes (Attachment 6)**

52 A motion was made by Diane Catotti and seconded by Damon Seils to approve the December  
53 11, 2013 TAC Meeting Minutes. The motion carried unanimously.

54 **ACTION ITEMS:**

55 **2013-Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP) -**  
56 **(Attachment 7)**

57 Andy Henry introduced the 2013 Coordinated Public Transportation – Human Services  
58 Transportation Plan (CPT-HSTP) along with the policy document. Andy Henry stated the action for today  
59 is to approve the final plan.

60 Damon Seils asked if there have been any additional public comments since the December  
61 Public Hearing. Andy Henry replied no.

62 A motion was made by Damon Seils and seconded by Diane Catotti to adopt the coordinated  
63 plan. The motion carried unanimously.

64 **Prioritization 3.0 – Approval of Submission of Highway and Bicycle/Pedestrian Projects (Attachment 8,**  
65 **8A, 8B, 8C, 8D, 8E)**

66 Ellen Beckmann provided an update on Prioritization 3.0 - Approval of Submission of Highway  
67 and Bicycle/Pedestrian Projects along with handouts. Ellen Beckmann stated the action for today is to  
68 approve the submission of highway and bike and pedestrian projects for scoring by NCDOT.

69 Ellen Beckmann stated that ranking points are scheduled to be assigned to projects by July 31,  
70 2014. The TCC has requested that the TAC endorse a resolution on bike and pedestrian policy for  
71 funding right-of-way and to endorse letters to be sent to the Division Engineers regarding prioritization.

72 Ellen Beckmann mentioned the possibility of a late June or early July TAC meeting. Ellen  
73 Reckhow stated her preference would be to have the additional meeting on June 25, 2014 and asked  
74 Ellen Beckmann to contact Steve Schewel and Bill Bell to see if they would be available to attend the  
75 meeting. Ellen Reckhow also requested that Ellen Beckmann send out an advisory to all TAC members  
76 and alternates once she confirms everyone's availability. Ellen Beckmann agreed.

77 Ellen Beckmann provided information on the submission of highway projects and referred  
78 everyone to attachment 8A. There were three projects that were recommended for removal and they  
79 are as follows: Hillsborough Western Bypass, Jack Bennett Road project in Chatham County, and the  
80 Jeremiah Drive project in Chatham County.

81 Diane Catotti commented about not seeing the NC 751 Widening from US-64 to O'Kelly Chapel  
82 Road project on the local priority list or on the 2040 MTP and stated that Chatham County requested  
83 ranking for this project. Ellen Beckmann stated the project is not in the 2040 MTP and that Chatham  
84 County did not request this project to be submitted through the MPO; however, the project is in the  
85 SPOT database and much of the project is in the Triangle Area RPO.

86 Alice Gordon suggested that the Mt. Carmel Church Road project should be submitted for  
87 ranking because of the round-a-bout at Bennett Road and Lystra Road should be included and ranked as

88 well. Ellen Beckmann stated that Mt. Carmel Church Road was previously submitted as a highway  
89 modernization project and NCDOT deleted it from the highway list as it is primarily a bike/ped project.  
90 Alice Gordon suggested that the Mt. Carmel Church Road project be resubmitted and rescored. Damon  
91 Seils stated adding this project back to the highway list for scoring would require it to be turned into a  
92 highway project; otherwise it will be rejected again.

93 Ellen Reckhow asked if Chatham County submitted highway projects for prioritization. Ellen  
94 Beckmann stated Chatham County submitted projects; however, there were no widening projects in  
95 Chatham County in the 2040 MTP; they did submit bike and pedestrian projects.

96 Ellen Beckmann provided information on the submission of bike and pedestrian projects and  
97 referred everyone to attachment 8B. Projects 1 through 20 will be submitted and the remainder  
98 projects 21 through 32 will be referred to Division 5, 7, and 8 for submission. Damon Seils asked how  
99 confident are we that the Divisions will agree to the request of submitting the 11 projects from the bike  
100 and pedestrian list? Ellen Beckmann stated that she could not speak for the Divisions; however, the  
101 Divisions were requested in the letters to share their list of projects that will be submitted. Ellen  
102 Beckmann opened the floor to Division representatives that were present to speak on their lists at this  
103 time. Patrick Wilson from Division 7 stated that the official list will not be ready until after the public  
104 meeting and stated the MPO staff are welcome to attend the public meeting. Diane Catotti suggested  
105 moving project 21 up on the list and 20 down and requesting Division 8 to add it to their list. David Bonk  
106 stated that if the TAC makes an amendment to this list the LPA staff would adjust the letter to reflect  
107 the amendment.

108 A motion was made by Alice Gordon to approve the bike and pedestrian list as it is; however,  
109 there was no second to the motion.

110 A motion was made by Damon Seils and seconded by Diane Catotti to approve the highway  
111 project list for submission for prioritization. The motion carried unanimously.

112 A motion was made by Damon Seils and seconded by Mark Kleinschmidt to approve the bike  
113 and pedestrian list with the following modification of swapping projects 20 and 21 on the list and  
114 making the appropriate adjustment in the letters sent out to the Divisions reflecting the change.

115 Alice Gordon voted against the motion and stated that Chatham County should be encouraged  
116 to be a more active partner and part of the group. Alice Gordon believes that Chatham County's project  
117 should be kept on the top 20 project list. Ellen Reckhow agreed with Alice Gordon and stated that  
118 Chatham County's project should stay on the list. Ellen Reckhow stated that collaboration is one of the  
119 steps to ensuring the success of the process. Ellen Reckhow explained that in the past Chatham County  
120 was not available to participate in the TAC meetings for reasons that have been explained and they are  
121 working on having a representative available to attend the meetings. Ellen Reckhow suggested reaching  
122 out to Chatham County and showing them that the TAC Board is willing to collaborate and stated that is  
123 the reason for keeping their project on the list. Mark Kleinschmidt expressed his concern with Chatham  
124 County's preference not to participate with the MPO.

125 Ellen Reckhow called for a vote on the motion. The members in favor of the motion were  
126 Damon Seils, Mark Kleinschmidt, Diane Catotti and Bill Bell. The members opposed to the motion were  
127 Alice Gordon, Eric Hallman, and Ellen Reckhow; with a vote of 4 to 3 the motion passes.

128 Ellen Beckmann provided information on the Resolution to oppose the NCDOT's policy to not  
129 fund right-of-way acquisition for bike and pedestrian projects.

130 A motion was made by Damon Seils and seconded by Alice Gordon to approve the Resolution.  
131 The motion carried unanimously.

132 **STPDA and Transportation Alternatives Program (Attachment 9, 9A, 9B)**

133 Ellen Beckmann provided an update to the STPDA and Transportation Alternatives Program  
134 funding with attachments. Ellen Beckmann stated that the request is for the TAC to approve MPO Policy  
135 #3: Policy Framework for DCHC MPO Federal Funds, attachment #9A, and provided an explanation.

136 Ellen Reckhow expressed concern with the issues of projects not getting completed and asked if  
137 there is a way to dedicate a planner or someone at the MPO to help oversee the projects. David Bonk  
138 explained that there were a variety of reasons at the local level that the projects are not getting  
139 completed inclusive of realistically assessing the feasibility of a project. The local jurisdictions are  
140 encouraged to be more realistic about what they can undertake in a reasonable timeframe as they move  
141 forward. Diane Catotti asked how the MPO could help the local jurisdictions move things forward. David  
142 Bonk stated that the jurisdictions are being held more accountable and encouraged to be realistic about  
143 the projects.

144 Alice Gordon asked if there was reason for counties not getting an allocation. Ellen Beckmann  
145 stated that the counties can get an allocation; however, they are often not prepared to receive federal  
146 transportation funding, provide the local match, and administer projects. Orange Public Transportation  
147 did express a need for funding so the special projects category was created in part to provide an option  
148 for them to submit a project.

149 A motion was made by Damon Seils and seconded by Diane Catotti to approve MPO Policy #3 as  
150 it has been presented with the understanding that there will be a discussion in the next phase about the  
151 inclusion of jurisdictions other than municipalities. The motion carried unanimously.

152 **REPORTS:**

153 **Report from the TAC Chair**

154 Ellen Reckhow reported that Bill Bell will be available to attend the June 25, 2014 meeting at  
155 9:00 a.m. and requested to have a notice sent out to all parties about the meeting. Ellen Reckhow  
156 stated that she and Mark Kleinschmidt will be attending a meeting with Chatham County.

157 **Report from the TCC Chair**

158 There were no reports from TCC Chair.

159 **Report from Staff**

160 The Report from Staff is attached for review.

161 **Report from NCDOT**

162 Mike Kneis, Division 5, stated the report is attached and asked if there were any questions.

163 Ellen Reckhow stated that she raised an issue on Hillandale Road with the four islands that were put in;

164 two were landscaped and the two northern islands were left barren. Ellen Reckhow stated that Joey

165 Hopkins advised her that it would cost about \$2,000.00 to complete the landscaping. Ellen Reckhow

166 stated the developer of Croasdaile Farms offered to contribute half the cost (\$1,000.00). Mark

167 Ahrendsen will be looking into the City's ability to pay for the other half \$1,000.00 to complete the

168 landscaping. Ellen Reckhow requested to have the landscaping completed during the planting season if

169 it the funding is available.

170 Pat Wilson, Division 7, updated the committee on the recommendation of lowering the speed

171 limit on NC 751 to 45 mph. The speed limit request has been submitted for approval; however, they

172 have not received an answer as of yet. An update will be provided at the February TAC meeting.

173 Alice Gordon asked for the completion date on Morgan Creek Trail Phase 2. Pat Wilson stated

174 since this a locally administered project he did not have an update on this project.

175 **INFORMATIONAL ITEMS:**

176 Ellen Reckhow stated that there were upcoming meetings mostly sponsored by RTA.

177 **Adjournment**

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

179 was adjourned at 11:24 a.m.

## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC)

**FROM:** Lead Planning Agency

**DATE:** February 12, 2014

**RE:** FY 2012-2018 Transportation Improvement Program Amendment #14

---

FY 2012-2018 Transportation Improvement Program Amendment #14 is necessary to reflect several items.

- C-5565 – Triangle Transportation Demand Management Program – Phase II
- Chapel Hill Transit Section 5309
- Other changes to match State TIP amendments and modifications

### **C-5565 – Triangle Transportation Demand Management Program – Phase II**

NCDOT has programmed a new TIP project number for funding this project in FY 2015 through FY 2018 in order to make it less susceptible to an audit from FHWA. Only CMAQ funding that was allocated to the MPOs for FY 2013 through 2015 is shown. NCDOT allowed CAMPO to program some of their funding through 2017. The funds for both MPOs are shifted out one year to reflect that obligations have been running behind programming.

		<b>C-4924</b>	<b>C-5565</b>			
		<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>CAMPO</b>	<b>(56%)</b>	\$ 480,754	\$ 481,567	\$ 571,662	\$ 620,226	\$ 639,975
<b>DCHC</b>	<b>(44%)</b>	\$ 382,929	\$ 385,275	\$ 457,502		

According to NCDOT staff, NCDOT will not program CMAQ funding beyond 2015 other than what is shown for this project until after federal guidance on CMAQ is issued. The DCHC MPO approved projects for CMAQ funding in FY 2016 and 2017 in August 2011, including the continuation of CMAQ funding for the TDM program. This funding is not shown in this TIP amendment.

### **Chapel Hill Transit**

Chapel Hill Transit received Section 5309 earmark funds in FY 2007 and 2008 to purchase land for a new park-and-ride lot or to possibly build a parking deck on an existing lot. The purchase of land did not work out and the parking deck proved to be too expensive. In addition, when the Town implemented “pay for parking” at their lots, usage decreased and there was no longer a need to expand their lots. Chapel Hill Transit would now like to use the funds to resurface the Southern Village and Eubanks park-and-ride lots. According to Chapel Hill Transit staff, FTA has agreed to this as long as the funds can be used quickly.

### **Other State TIP Amendments and Modifications**

The other amendments and modifications are necessary to match recent State TIP actions.

- B-5348 – adding a bridge project that was deleted in error
- EB-4707A – delaying the Chapel Hill section of the Old Durham-Chapel Hill Road bike/ped project
- E-5501 – delaying a multi-county historical signage project (Freedom Roads)
- C-5184 – delaying the Riverwalk Trail in Hillsborough to allow the Town more time for planning and design

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

**AMENDMENT #14  
February 12, 2014**

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 #14 to DCHC 2012-2018 MTIP” provided here on this, the 12th day of February, 2014.

---

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: February 12, 2014

---

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

## Attachment to Resolution for Amendment #14 to DCHC 2012-2018 MTIP

**Amendments****DIVISION 5**

* C-5565	VARIOUS, TRIANGLE J COUNCIL OF GOVERNMENTS	IMPLEMENTATION	FY 2015 -	\$867,000	(CMAQ)
GRANVILLE	TRANSPORTATION DEMAND MANAGEMENT		FY 2015 -	\$861,000	(L)
CHATHAM	PROGRAM - PHASE II		FY 2016 -	\$1,029,000	(CMAQ)
FRANKLIN	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u>		FY 2016 -	\$993,000	(L)
JOHNSTON	<u>PLANNING BRANCH.</u>		FY 2017 -	\$620,000	(CMAQ)
ORANGE			FY 2017 -	\$579,000	(L)
DURHAM			FY 2018 -	\$640,000	(CMAQ)
WAKE			FY 2018 -	\$603,000	(L)
PROJ.CATEGORY				\$6,192,000	
EXEMPT					

**DIVISION 7**

* B-5348	SR 1005 (OLD GREENSBORO ROAD), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2017 -	\$95,000	(STPON)
ORANGE	NO. 85 OVER PHIL'S CREEK.	CONSTRUCTION	FY 2018 -	\$950,000	(STPON)
PROJ.CATEGORY	<u>PROJECT PREVIOUSLY DELETED IN ERROR.</u>			\$1,045,000	
DIVISION					

Addition - Funded NC-04-0013-01 - will use 2007 and 2008 Sec 5309

IDNUM	SYSTEM	DESCRIPTION	FUNDING		
			FUNDING	SOURCE	FY14
TG-5247	CHAPEL HILL	Routine Capital - Resurface park and ride lots	FBUS	5309	224
			S		28
			L		28

**Modifications****DIVISION 7**

EB-4707A	SR 1838 / SR 2220, US 15-501 IN ORANGE COUNTY TO	RIGHT-OF-WAY	FY 2014 -	\$2,650,000	(O)
DURHAM	SR 1113 (POPE ROAD) IN DURHAM COUNTY	CONSTRUCTION	FY 2014 -	\$1,475,000	(O)
ORANGE	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 PENDING</u>		FY 2015 -	\$1,475,000	(O)
PROJ.CATEGORY	<u>TOWN DECISION ON MATCH FUNDING, SCOPE, AND</u>			\$5,600,000	
DIVISION	<u>SCHEDULE.</u>				

**DIVISION 1**

E-5501	VARIOUS, FREEDOM ROADS. INSTALL INTERACTIVE	CONSTRUCTION	FY 2014 -	\$96,000	(STPE)
BRUNSWICK	WAYSIDE SIGNAGE FOR DESIGNATED SITES.		FY 2014 -	\$128,000	(O)
PASQUOTANK	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$224,000	
CAMDEN	<u>ALLOW ADDITIONAL TIME TO FINALIZE AGREEMENT.</u>				

WASHINGTON  
EDGEcombe  
CRAVEN  
CHOWAN  
BEAUFORT  
DURHAM  
WAYNE  
HALIFAX  
DARE  
BUNCOMBE  
ALAMANCE  
GUILFORD  
LENOIR  
PROJ.CATEGORY  
DIVISION

**DIVISION 7**

C-5184

ORANGE

**PROJ.CATEGORY**

EXEMPT

RIVERWALK TRAIL, RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.

RIGHT-OF-WAY	FY 2014 -	\$80,000	(CMAQ)
	FY 2014 -	\$20,000	(C)
CONSTRUCTION	FY 2014 -	\$360,000	(CMAQ)
	FY 2014 -	<u>\$90,000</u>	(C)
		\$550,000	

DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND DESIGN.

**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** February 12, 2014

**Subject:** **FY 2016-2022 TIP – Prioritization 3.0**

---

**Background**

Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP). In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817).

The Strategic Transportation Investments legislation organized transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility includes highway projects mostly on Interstates and the National Highway System (e.g. I-40, US 15/501, NC 147), commercial service airports (e.g. RDU), and major freight rail corridors (e.g. the NC Railroad). Regional Impact includes Statewide Mobility projects and adds highway projects on other NC and US routes (e.g. NC 54, US 501), public bus and rail transit that crosses county lines (e.g. Durham-Orange light rail, Triangle Transit bus). Division Needs includes Statewide Mobility, Regional Impact, and adds other state roads (e.g. Fayetteville Road), federally funded municipal roads (e.g. portions of Martin Luther King Jr. Parkway), other public transit (e.g. DATA, CHT), and bicycle and pedestrian projects.

Forty percent of the funding is allocated to the Statewide Mobility category for competition statewide based fully on a quantitative analysis. Thirty percent of the funding is allocated to the Regional Impact category for competition within two paired Divisions (5&6, 7&9, 8&10) and is distributed by population of the paired Divisions. Regional Impact projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers. Thirty percent of the funding is allocated to the Division Needs category for competition within a Division and is distributed equally to each Division. Division Needs projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers.

Prioritization 3.0 will result in a draft STIP which will be released by NCDOT by December 1, 2014. The MPO will also release a draft TIP at that time and seek public input. A final STIP and TIP are expected to be approved by July 1, 2015 by the NC Board of Transportation and the MPO. The STIP and TIP will include funding for federal fiscal years 2016 through 2022.

## Schedule

Steps for submission of projects:

- October 23, 2013: Deadline to modify an existing highway project  
*LPA staff coordinated with Division staff to make a few technical modifications to projects in the DCHC MPO*
- November 29, 2013: Transit project submission deadline for Prioritization 3.0 for transit operators.  
*DATA, CHT, OPT, and Triangle Transit submitted projects*
- January 8, 2014: DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.  
*Completed*
- February 12, 2014: DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.**
- February 24, 2014: Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local input points:

- January –April 2014: MPO develops and approves a local ranking methodology**
- February 26, 2014 TCC forwards draft local ranking methodology for TAC review
- March 12, 2013 TAC reviews draft local ranking methodology
- March 26, 2014 TCC makes recommendation on local ranking methodology
- April 9, 2014 TAC approves local ranking methodology
- April 30, 2014 NCDOT releases quantitative scores
- May 1, 2014 NCDOT deadline for approval of local ranking methodology
- May 1-May 13, 2014 LPA applies local ranking methodology
- May 14, 2014 TAC releases proposed public input points for public comment
- June 11, 2014 TAC holds public hearing on public input points **\*evening meeting\***
- June 18, 2014 TCC makes recommendation on local input points **\*one week early\***
- June 25, 2014 TAC approves local input points **\*extra TAC meeting\***
- July 31, 2014 MPO submits local input points

## Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring. On January 8, the TAC approved the submission of 17 new highway projects and the removal of three projects. The attached table and map shows these projects. The applicable Highway Division must agree to remove projects from the database.

## Bicycle/Pedestrian

NCDOT has set a limitation of 20 bicycle and pedestrian projects that each MPO can submit for Prioritization 3.0. On January 8, the TAC approved the submission of 20 projects shown on the attached table and map.

### **Transit**

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. NCDOT has not set any limitation on the number of transit projects that the MPO can submit. Transit operators were responsible for submitting their projects into the Prioritization process by November 29, 2013. These projects are shown in the attached table. The MPO can also submit projects. Triangle Transit staff have suggested additional projects for the MPO to submit as shown in the attached table. The first six projects were reviewed and recommended by the TCC. The 61 additional standard bus shelters were recently requested. These stops were selected based on a high volume of boardings and as part of the Access to Transit study along Fayetteville, Roxboro, and Holloway Streets in Durham.

### **Rail**

On January 10, the NCDOT Rail Division sent out a list of freight rail projects which will be pre-populated in the Prioritization database. The MPO's projects are shown in the attached table and an online map is available at <https://mapsengine.google.com/map/viewer?mid=zs6E7TzBsz4o.kYEV1nlSrALg>.

NCDOT has set a limitation of five rail projects that each MPO can submit. Three rail projects have been requested by MPO member jurisdictions:

- Hillsborough train station
- Grade separation of NCR and Blackwell and Mangum streets in Durham
- Grade separation of NCR and Ellis Road (west, near Angier) in Durham

The two grade separation projects are in the pre-populated list. The Hillsborough Train Station is not.

The TCC recommends that the TAC approve the submittal of the Hillsborough Train Station and four additional projects. Three of these projects increase the capacity of the NCR between Durham and Raleigh and one project improves safety by grade separating Buckhorn Road. These projects were selected from a list of passenger rail projects which were previously identified by the NCDOT Rail Division. LPA staff has informed NCDOT Rail Division staff of the TCC's recommendation and are waiting to receive feedback on if the Division will consider scoring these projects in Prioritization 3.0. The NCDOT Rail Division had previously told MPOs that there may be required feasibility and track capacity studies that must be completed for a project to be scored.

### **Coordination with Division Engineers**

As described above, the MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The Division Engineers may be able to submit some of the highway and bicycle/pedestrian projects that could not be included in the MPO's list. And the Division

Engineers have to agree with the removal of any highway projects. In addition, the next step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. Three letters have been sent to the Division Engineers requesting coordination for Prioritization 3.0. These letters request that the Divisions present to the TCC and TAC on the projects that they will be submitting as well as to describe the process by which they will solicit public input and rank projects.

NCDOT held/is holding public meetings in each Division on Prioritization 3.0 and are accepting public comments through February 12, 2014. The three meetings for the DCHC MPO are:

**Division 5**

**Date:** Tues. Jan. 28

**Time:** 4-7 pm

**Location:**

2612 N. Duke St.,  
Durham, NC 27704

**Contact:** Joey Hopkins

[Division 5 Comment Form \(PDF\)](#)

**Postal address:**

2612 N. Duke St.,  
Durham, NC 27704

**General questions:**  
(919) 220-4600

**Division 7**

**Date:** Wed. Jan. 29

**Time:** 4-7 pm

**Location:**

Greensboro Division Office,  
1584 Yanceyville St.,  
Greensboro, NC 27405

**Contact:** Ed Lewis

[Division 7 Comment Form \(PDF\)](#)

**Postal address:**

1584 Yanceyville St.,  
Greensboro, NC 27405

**General questions:**  
(336) 487-0000

**Division 8**

**Date:** Wednesday, Feb. 12

**Time:** 4-7 pm

**Location:**

Division 8 Traffic Services  
Office

150 DOT Dr.,  
Carthage, NC 28327

**Contact:** Misty Bowman

[Division 8 Comment Form \(PDF\)](#)

**Postal address:**

PO Box 1067,  
Aberdeen, NC 28315

**General questions:**  
(910) 944-2344

NCDOT Division 5 responded to the TAC's letter on January 21, 2014. LPA staff agree with Division 5's proposed consolidation of the two NC 54 Superstreet projects and the Barbee Chapel Road grade separation. These three projects were all recommended in the MPO's adopted NC 54 / I-40 Corridor Study. As this combined project spans the Durham-Orange County Line, either Division 5 or 7 could submit it for Prioritization 3.0. In addition, a summary of public comments received by Division 5 is attached.

NCDOT Division 7 has not formally responded to the TAC's letter. Division 7 staff has indicated reluctance to agree with the removal of the Hillsborough Western Bypass project. If this project is not mutually agreed to be removed, the MPO will need to eliminate one of its highway submittals. However, Division 7 has indicated that they would be willing to consider including the eliminated project in their submittal. A summary of public comments received by Division 7 is attached.

NCDOT Division 8 has not formally responded to the TAC's letter. Division 8 staff has indicated that they agree with the removal of the Jack Bennett Road and Jeremiah Drive projects and that they will not likely have any additional project submittals.

**Local Ranking Methodology**

The DCHC MPO has an existing local ranking methodology used for Prioritization 2.0. The methodology needs to be revised for Prioritization 3.0. The existing methodology was dependent on data from NCDOT prioritization process for several criteria. These criteria have changed. In addition, the existing methodology is based on separate criteria for each mode, goal (mobility or modernization), and tier. For Prioritization 3.0, the MPO will need to develop a way to distribute ranking points across different modes within the regional and division categories.

According to the STI legislation, NCDOT must approve MPO's local ranking methodologies. NCDOT sent the MPO a letter on this that is provided as an attachment. Their deadline is for approval by May 1, 2014. The TCC has begun to review and develop changes to the methodology. The TCC plans to forward a draft methodology to the TAC in March for review and request approval of the final methodology in April.

**TCC Recommendation:** That the TAC approve the list of rail and transit projects for submission to Prioritization 3.0.

**TAC Action:** Approve the list of rail and transit projects for submission to Prioritization 3.0. Consider any changes to the highway and bike/ped submission lists based on responses from the NCDOT Highway Division Engineers.

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
<b>Projects Already in the SPOT Database</b>											
H090006-A	6	Statewide Mobility	1 - Widen Existing Roadway	I-0305A	I-85		SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes	Orange County; Hillsborough	
H090006-B	7	Statewide Mobility	1 - Widen Existing Roadway	I-0305B	I-85		East of SR 1709	Durham County Line	Add Additional Lanes	Orange County; Hillsborough	
H090010-A	10	Statewide Mobility	1 - Widen Existing Roadway	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	Orange County	
H090366	366	Statewide Mobility	2 - Upgrade Arterial to Freeway/Expressway	U-2807	US 15/501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	Durham, Durham County	
H110997	997	Statewide Mobility	1 - Widen Existing Roadway	FS-1205C	NC 147	Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement	Durham, Durham County	
H111013	1013	Statewide Mobility	1 - Widen Existing Roadway	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111014	1014	Statewide Mobility	1 - Widen Existing Roadway	FS-1305A	I-540		I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes	Durham, Durham County	
H111097	1097	Statewide Mobility	16 - Modernize Roadway		NC 147		East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations)	Durham, Durham County	
H111131	1131	Statewide Mobility	1 - Widen Existing Roadway		I-40		NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)	Durham, Durham County	
H111143-A	1143	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304A	US 15/501	Fordham Boulevard	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle, and transit accommodations
H111143-B	1144	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304B	US 15/501	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet"	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle and transit accommodations

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111143-C	937	Statewide Mobility	10 - Improve Intersection	U-5304C	US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Chapel Hill	
H128086	8086	Statewide Mobility	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		US 70		Miami Boulevard		Upgrade Existing at-Grade intersection to interchange	Durham, Durham County	
H129603-A	9603	Statewide Mobility	1 - Widen Existing Roadway	I-4743A	I-85/US 15		US 70	SR 1675 (Glenn School Road)	Add Additional Lanes	Durham, Durham County	
H129603-B	9604	Statewide Mobility	1 - Widen Existing Roadway	I-4743B	I-85/US 15		SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes	Durham, Durham County	
H129638-A	9638	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720A	US 70		Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	Durham, Durham County	
H129638-B	9639	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720B	US 70		Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway	Durham, Durham County	
H090326	326	Regional Impact	5 - Construct Roadway on New Location	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-A	8067	Regional Impact	1 - Widen Existing Roadway	U-5324A	NC 54		SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	Durham, Durham County	
H090531-B	531	Regional Impact	1 - Widen Existing Roadway	U-5324B	NC 54		I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-C	532	Regional Impact	1 - Widen Existing Roadway	U-5324C	NC 54		NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-D	533	Regional Impact	1 - Widen Existing Roadway	U-5324D	NC 54		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-E	534	Regional Impact	1 - Widen Existing Roadway	U-5324E	NC 54		SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090555-A	555	Regional Impact	1 - Widen Existing Roadway		NC 751		US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.		Widening is not in the 2040 MTP; Much of project is in TARPO; Chatham County has requested that it be ranked.
H090555-B	1018	Regional Impact	1 - Widen Existing Roadway		NC 751		Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H090558	558	Regional Impact	8 - Improve Interchange		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	Orange County	
H090652	652	Regional Impact	1 - Widen Existing Roadway		NC 751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	Durham, Durham County	
H090961	961	Regional Impact	16 - Modernize Roadway		NC 86		US 70A	I-40	Construct Wide Outside Lanes.		
H111011	1011	Regional Impact	1 - Widen Existing Roadway		NC 751		NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111036	1036	Regional Impact	1 - Widen Existing Roadway		NC 86		US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	Orange County	Not in 2040 MTP
H128065	8065	Regional Impact	10 - Improve Intersection		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	Durham, Durham County	
H129645	9645	Regional Impact	1 - Widen Existing Roadway	U-4722	US 501	Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	Durham, Durham County	
H129685	9685	Regional Impact	10 - Improve Intersection	U-5516	US 501	Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	Durham, Durham County	
H090200	200	Division Needs	1 - Widen Existing Roadway	R-2825	SR 1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	Orange County; Hillsborough	I-40 to US 70 Business.
H090239	239	Division Needs	5 - Construct Roadway on New Location	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.		REMOVE - Not in 2040 MTP; Hillsborough staff have confirmed that this is not a desired project.
H090365	365	Division Needs	16 - Modernize Roadway	U-2805	SR 1777	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).	Chapel Hill; Carrboro; Orange County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090372-B	372	Division Needs	5 - Construct Roadway on New Location	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	Durham, Durham County	Durham and Durham County have requested removal. It is not in the 2040 MTP.
H090408	408	Division Needs	10 - Improve Intersection	U-3436	SR 1148, SR 1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign intersection and Make Safety Improvements. include Bicycle Lanes and Sidewalks.	Orange County; Hillsborough	
H090487-D	487	Division Needs	1 - Widen Existing Roadway	U-4716D	SR 1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	Durham, Durham County	
H090631	631	Division Needs	16 - Modernize Roadway		SR 1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	Chapel Hill, Durham, Durham County	
H090632	632	Division Needs	16 - Modernize Roadway		SR 1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) Safety Improvements.	Chatham County	REMOVE - Project is funded through Division.
H090637	637	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) Widen to 4-Lane Divided, Bikelanes and Sidewalks.	Durham, Durham County	
H090641	641	Division Needs	16 - Modernize Roadway		SR 1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) Widen Existing Roadway to include Two 12-Foot Travel Lanes, Four-Foot Bicycle Lanes and Sidewalks.		

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090647	647	Division Needs	5 - Construct Roadway on New Location		SR 1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	Orange County; Hillsborough	
H090649	649	Division Needs	16 - Modernize Roadway		SR 1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate Road For Flood Control.	Chatham County	REMOVE - Not a TIP-level project.
H090651	651	Division Needs	1 - Widen Existing Roadway		SR 1004	Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	Durham, Durham County	Durham and Durham County requested removal. NCDOT Division 5 requested it be scored. Not in 2040 MTP.
H090653	653	Division Needs	16 - Modernize Roadway		SR 1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety Improvements and 4' Bicycle Lanes.	Chatham County	
H090654	654	Division Needs	10 - Improve Intersection		SR 1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	Chapel Hill; Carrboro	
H090655	655	Division Needs	10 - Improve Intersection		SR 1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	Carrboro	
H090826	826	Division Needs	16 - Modernize Roadway		SR 1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) Bicycle Lanes, Sidewalks, Transit Accommodations, and intersection Safety Improvements (Design May Vary Along Length)	Chapel Hill	

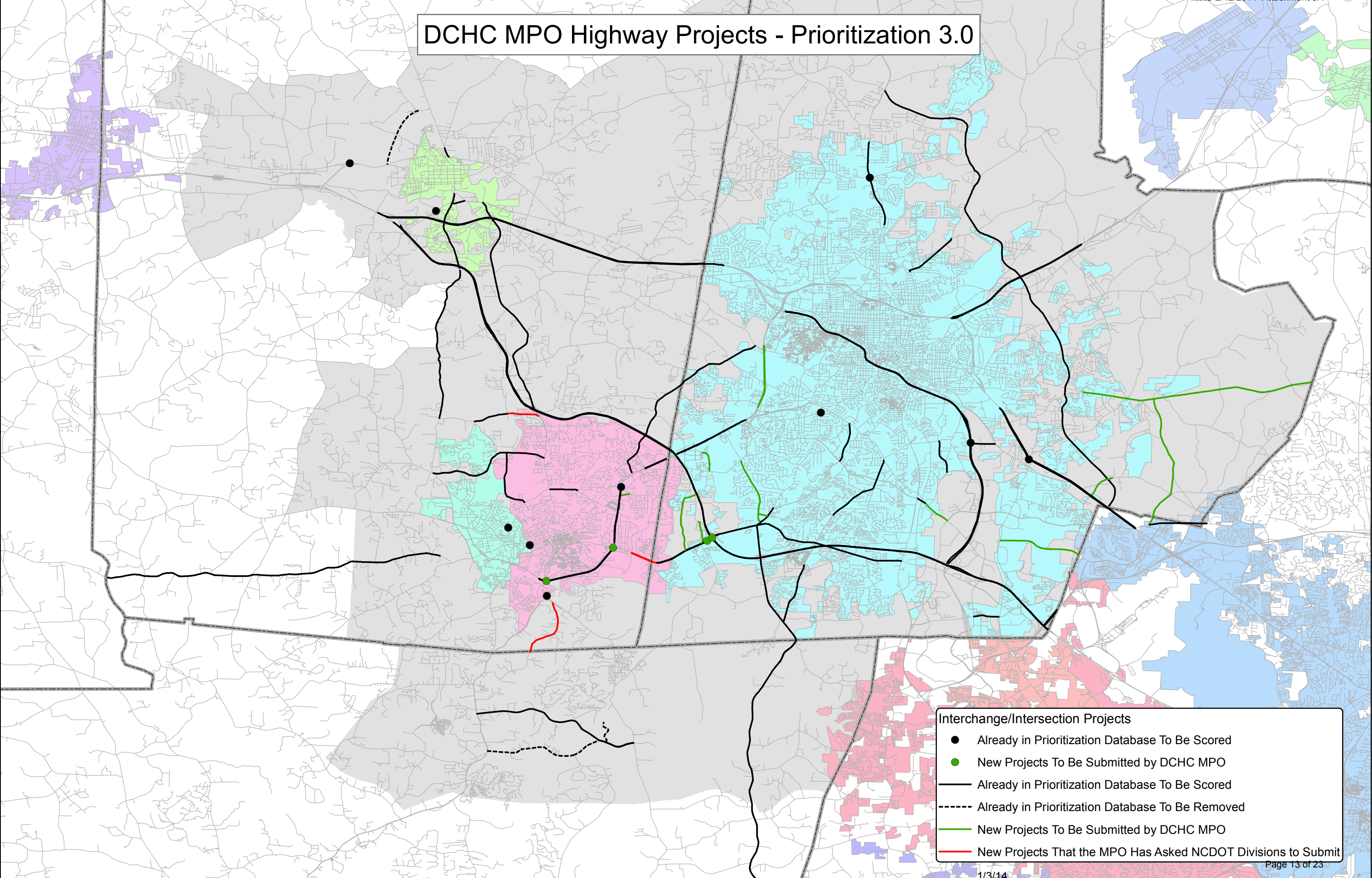
SPOTID	P.2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090859	859	Division Needs	5 - Construct Roadway on New Location			New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	Durham, Durham County	
H090953	953	Division Needs	16 - Modernize Roadway		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.		
H111005	1005	Division Needs	1 - Widen Existing Roadway		SR 1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An interchange and Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian, and Transit Facilities Asappropriate.	Durham, Durham County	Durham and Durham County requested removal. Not in 2040 MTP. Keep in database for now as we do not need to replace this project with another.
H111033	1033	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H111034	1034	Division Needs	6 - Widen Existing Roadway and Construct Part on New Location		SR 1146	Roxboro Street	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen Existing Roadway to Multi-Lanes and Construct on New Location Multi-Lane Roadway with Bicycle, Pedestrian	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111056	1056	Division Needs	10 - Improve Intersection		SR 1771		SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road.	Chapel Hill	
H111096	1096	Division Needs	16 - Modernize Roadway		SR 1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	Orange County	Bike lanes from Old NC 86 to NC 86;
H111162	1162	Division Needs	16 - Modernize Roadway		SR 1005	Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders		
H129640-B	9641	Division Needs	5 - Construct Roadway on New Location	U-4721B		New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-C	9642	Division Needs	5 - Construct Roadway on New Location	U-4721C		New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-D	9643	Division Needs	5 - Construct Roadway on New Location	U-4721D		New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-E	9644	Division Needs	5 - Construct Roadway on New Location	U-4721E		New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Construct Two Lanes, Part on New Location	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
<b>Projects Approved by the TAC to Be Submitted for Prioritization 3.0</b>											
New -1		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill	2030 in 2040 MTP
New - 2		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	NC 86	Interchange improvements. Increase capacity on northbound to eastbound movement.	Chapel Hill	Included in 2040 MTP as a TSM project. No horizon year. Or as part of Fordham Boulevard widening project.
New - 3		Division Needs	5 - Construct Roadway on New Location			Elliot Road	US 15/501	Ephesus Church Road	Construct Extension of Existing Roadway on New Location	Chapel Hill	2020 in 2040 MTP
New - 4		Statewide Mobility	8 - Improve Interchange		I-40	I-40/NC 54 (interchange)	I-40	NC 54	Upgrade interchange	Durham, Durham County	2030 in 2040 MTP
New - 5		Statewide Mobility	1 - Widen Existing Roadway		US 15/501	US 15-501 Bypass	Pickett Rd	Cameron Blvd	Widen to six lanes	Durham, Durham County	2040 in 2040 MTP
New - 6		Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	Grade separation	Durham, Durham County	2030 in 2040 MTP
New - 7		Regional Impact	1 - Widen Existing Roadway		NC 98	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 8		Division Needs	1 - Widen Existing Roadway		SR 1158	Cornwallis Rd	NC 55	Alexander Dr	Widen to four lanes	Durham, Durham County	2030 in 2040 MTP
New - 9		Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 10		Division Needs	16 - Modernize Roadway			Garrett Rd	NC 751	Old Durham Rd	Add turn lanes, bicycle lanes, sidewalks	Durham, Durham County	2030 in 2040 MTP
New - 11		Division Needs	5 - Construct Roadway on New Location			Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 12		Division Needs	5 - Construct Roadway on New Location			Globe Rd Ext (Brier Creek Parkway)	Miami Blvd	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 13		Division Needs	5 - Construct Roadway on New Location			Leesville Rd Ext	Northern Durham Parkway	US 70/Page Rd Ext	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 14		Division Needs	5 - Construct Roadway on New Location			Olive Branch Rd Ext	NC 98	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
New - 15		Division Needs	1 - Widen Existing Roadway			SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 16		Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 17		Regional Impact	13 - Citywide Signal System		Multiple	Multiple			City of Durham Signal System Upgrade (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.)	Late staff request	Included in 2040 MTP as a TSM project. No horizon year.

# DCHC MPO Highway Projects - Prioritization 3.0



- Interchange/Intersection Projects**
- Already in Prioritization Database To Be Scored
  - New Projects To Be Submitted by DCHC MPO
  - Already in Prioritization Database To Be Scored
  - - - - - Already in Prioritization Database To Be Removed
  - New Projects To Be Submitted by DCHC MPO
  - New Projects That the MPO Has Asked NCDOT Divisions to Submit

### DCHC MPO Bicycle/Pedestrian Projects to be Submitted for Prioritization 3.0

*As Approved by DCHC MPO TAC on 1/8/14*

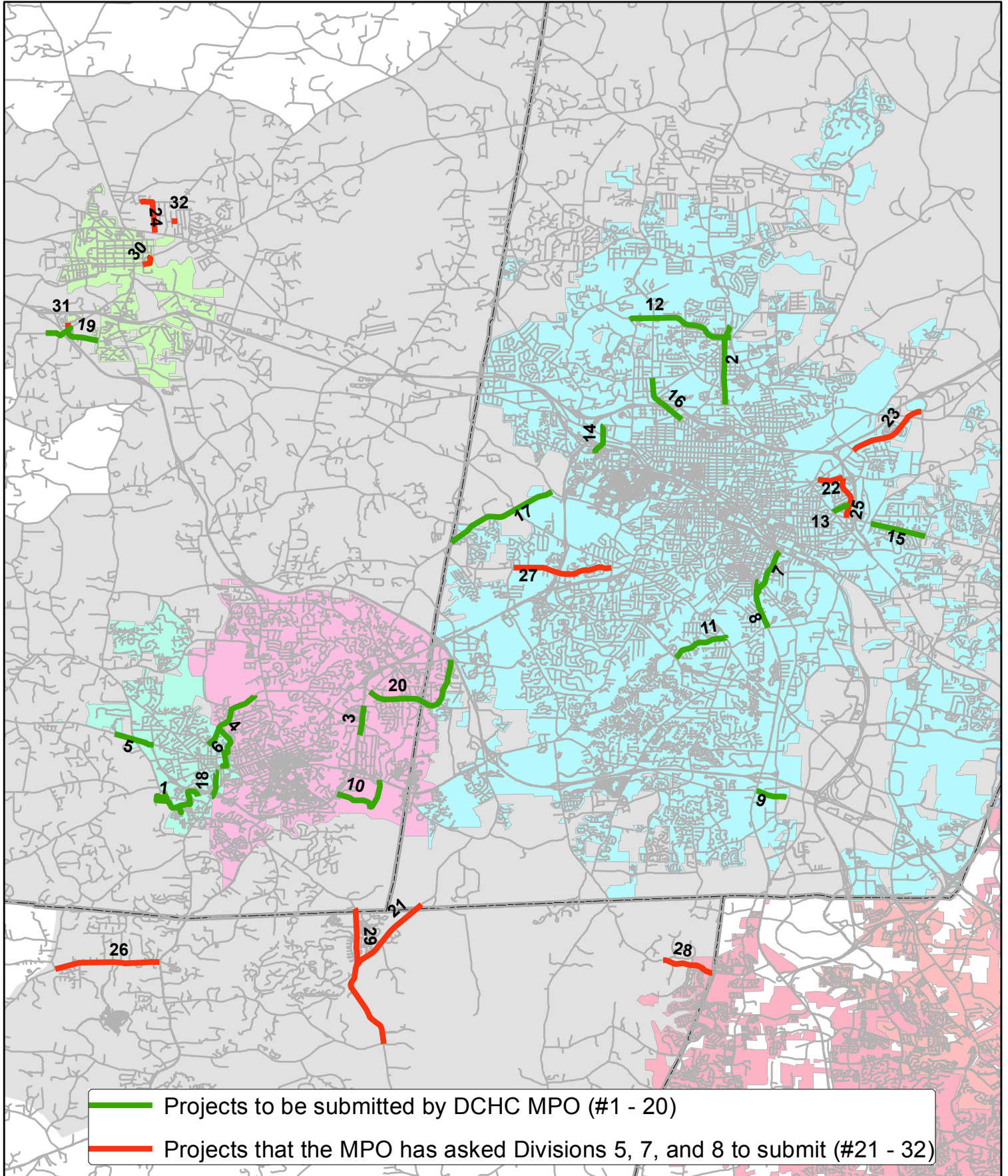
	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
1	Morgan Creek Trail Phase II - multi-use path from University Lake to the western terminus of Phase I and a multi-use path spur to BPW Club Rd.	Carrboro	7	7	20	45	20	14	7	100	3	Yes	10	2523	7.6	1553	4.7	95%	9.5	25%	2.5	84.3
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5	5	20	40	20	3	3	10	3	Yes	10	2661	8	2091	6.2	95%	9.5	0%	0	79.7
3	US 15-501 (Fordham Blvd) (Cleland Dr to Willow Dr) - improve existing off-road path and construct new section of sidepath	Chapel Hill	7	4	16	45	20	20	7	25	3	Yes	10	2354	7.1	1991	6	95%	9.5	0%	0	78.6
4	Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	Chapel Hill	7	4	16	35	10	20	7	20	3	Yes	10	3309	9.9	3034	9.1	95%	9.5	0%	0	74.5
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7	4	16	45	20	9	7	100	3	Yes	10	1723	5.2	467	1.4	93%	9.3	5%	0.5	72.4
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7	4	16	35	10	13	7	100	3	Yes	10	3396	10	2634	7.9	80%	8	0%	0	71.9
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5	11	20	35	10	7	7	16	3	Yes	10	2966	8.9	1995	6	65%	6.5	0%	0	71.4
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5	2	8	45	20	3	3	6	3	Yes	10	3122	9.4	1762	5.3	100%	10	0%	0	68.7
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5	5	20	35	10	4	4	6	3	Yes	10	565	1.7	3179	9.5	95%	9.5	0%	0	67.7
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7	0	0	45	20	20	7	20	3	Yes	10	1876	5.6	3102	9.3	95%	9.5	0%	0	64.4
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5	6	20	35	10	3	3	15	3	Yes	10	2541	7.6	456	1.4	90%	9	0%	0	64
12	Horton Road (Hilldale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5	9	20	35	10	3	3	6	3	Yes	10	1872	5.6	837	2.5	90%	9	0%	0	63.1
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5	4	16	35	10	1	1	6	3	Yes	10	3812	10	1077	3.2	95%	9.5	0%	0	62.7
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5	4	16	35	10	4	4	6	3	No	0	3546	10	3602	10	95%	9.5	0%	0	62.5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5	6	20	35	10	1	1	6	3	Yes	10	2539	7.6	430	1.3	90%	9	0%	0	61.9
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5	4	16	35	10	2	2	6	3	Yes	10	2467	7.4	1455	4.4	90%	9	0%	0	61.8
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5	1	4	45	20	3	3	6	3	Yes	10	1167	3.5	1815	5.4	90%	9	0%	0	57.9
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7	1	4	35	10	8	7	40	3	Yes	10	5179	10	2819	8.5	48%	4.8	0%	0	57.3
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7	1	4	45	20	1	1	5	2.5	Yes	10	1211	3.6	104	0.3	70%	7	0%	0	48.4
20	Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes	Durham, Durham Co., Chapel Hill	5, 7	2	8	35	10	11	7	20	3	Yes	10	1789	5.4	1107	3.3	90%	9	0%	0	55.7

### Additional Bicycle/Pedestrian Projects to be Considered for Submission by Divisions 5, 7, and 8

*As Approved by DCHC MPO TAC on 1/8/14*

	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
21	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Chatham County	8	0	0	50	20	5	5	3	3	Yes	10	304	0.9	58	0.2	85%	8.5	0%	0	47.6
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Durham, Durham County	5	2	8	35	10	0	0	6	3	Yes	10	2903	8.7	1263	3.8	90%	9	0%	0	52.5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Durham, Durham County	5	2	8	35	10	1	1	10	3	Yes	10	1248	3.8	425	1.3	90%	9	0%	0	46.1
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Orange County	7	0	0	40	20	1	1	6	3	Yes	10	712	2.1	272	0.8	85%	8.5	0%	0	45.4
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Durham, Durham County	5	0	0	35	10	1	1	6	3	Yes	10	2781	8.3	1204	3.6	90%	9	0%	0	44.9
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Chatham County	8	1	4	45	20	12	7	9	3	No	0	312	0.9	59	0.2	85%	8.5	0%	0	43.6
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Durham, Durham County	5	0	0	35	10	2	2	6	3	Yes	10	2045	6.1	1098	3.3	90%	9	0%	0	43.4
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Chatham County	8	0	0	50	20	4	4	3	1.5	Yes	10	610	1.8	82	0.2	45%	4.5	0%	0	42
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Chatham County	8	0	0	45	20	5	5	3	1.5	No	0	467	1.4	96	0.3	85%	8.5	0%	0	36.7
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Hillsborough	7	0	0	25	5	2	2	6	3	Yes	10	642	1.9	581	1.7	100%	10	0%	0	33.6
31	Trail Connection from Patriots Pointe to Timbers Drive	Orange County	7	1	4	30	10	1	1	5	2.5	Yes	10	603	1.8	267	0.8	0%	0	0%	0	30.1
32	Trail Connection from English Hill Lane to Buttonwood Drive	Orange County	7	0	0	30	10	1	1	4	2	Yes	10	615	1.9	256	0.8	0%	0	0%	0	25.7

# DCHC MPO Bicycle/Pedestrian Projects - Prioritization 3.0



PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130062	Durham Cty FY16 Northgate Shelter	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130063	Durham Cty FY18 Expansion Vehcile Route 4	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130001	Durham FY16 VillageBusShelter	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130002	Durham FY19 NorthDurhamBusShelter	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130027	TTA Durham Co. South Durham Neightborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	2 expansion buses are needed to increase peak frequency between Durham and Raleigh. The added buses will be used to implement 15 minute frequency between these two key Triangle cities.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 30 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	3 expansion buses are needed to increase the frequency of Route 700 between Durham & RTP to 15 minute frequency during morning & afternoon peak hours. This route also serves Durham Technical Community College and serves as one the major transit links between Durham and RTP.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional

PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130038	Chapel Hill FY16 Route F Vehicle Expansion	This project will add additional peak hour service for 1 year on route F (Colony Woods, Frnaklin St. and McDougale School) in response to ridership growth, resulting in headway reduction . This route provides 240,627 rides a year.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130037	Chapel Hill FY16 UNC campus Bus Shelter	Install new bus shelter at Bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130039	Chapel Hill FY16 RouteCWExpansionVehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130040	Chapel Hill FY16 Route J Vehicle Expansion	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130003	Chapel Hill , NC	Add additional peak hour buses on existing Chapel Hill Transit routes in response to ridership growth.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headwy reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130005	Chapel Hill FY19 G Route Expansion Vehicle	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospitlas	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130006	Chapel Hill FY19 J Route Expansion Vehicle	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130007	Chapel Hill FY19 Pitts EXP Expansion Vehicle	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division

PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130008	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	Install new block length bus shelter at Manning Drive / UNC Hospital	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130009	Chapel Hill FY20 MLK Corridor Veh1Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130011	Chapel Hill FY20 MLK CorridorVeh3Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130012	Chapel Hill FY20 MLK CorridorVeh4Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130014	Hillsborough FY17 CirculatorVehicleExpansion	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130015	Hillsborough FY16 MebaneVehicleExpansion	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Efland to Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 46 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130035	TTA Durham - Orange Co Light Rail FY 2016	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130010	Chapel Hill FY20 MLK CorridorVeh2Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional

## Additional Transit Projects Recommended To Be Submitted by the MPO for Prioritization 3.0

**Requested Enhanced Bus Shelters and Park and Ride Lot**

Project Code	Agency	Project	Year	Cost	Category
16-30	DATA	Duke Hospital Enhanced Shelter	2016	\$ 65,600	Division
16-2	DATA	South Square Enhanced Shelter	2016	\$ 65,600	Division
17-5	TTA	Patterson Place Enhanced Shelter	2017	\$ 65,600	Regional
16-35	TTA	Northern Durham Enhanced Shelter	2016	\$ 65,600	Regional
16-7	TTA	Rougemont Park and Ride	2016	\$ 350,000	Regional
16-40	TTA	Southpoint Enhanced Shelter	2016	\$ 65,600	Regional

**Requested Standard Bus Shelters**

STOP ID	Agency	STOPNAME	Year	Cost	Category
6506	DATA	E MAIN ST AT QUEEN ST	2016	\$ 20,000	Division
5484	DATA	CHAPEL HILL ST AT UNDERWOOD	2016	\$ 20,000	Division
5331	DATA	DEARBORN DR AT OLD OXFORD RD	2016	\$ 20,000	Division
6499	DATA	TRENT DR AT ERWIN RD	2016	\$ 20,000	Division
6551	DATA	MORREENE RD AT GLASSON ST	2016	\$ 20,000	Division
5793	DATA	FAYETTEVILLE RD AT CROOKED C	2016	\$ 20,000	Division
5291	DATA	HOLLOWAY ST AT CHESTER ST	2016	\$ 20,000	Division
5741	DATA	E MAIN ST AT ROXBORO ST	2016	\$ 20,000	Division
5038	DATA	LIBERTY ST AT QUEEN ST	2016	\$ 20,000	Division
6431	DATA	E MAIN ST AT QUEEN ST	2016	\$ 20,000	Division
6552	DATA	MORREENE RD AT ERWIN RD	2016	\$ 20,000	Division
6307	DATA	E MAIN ST AT MANGUM ST OUTBO	2016	\$ 20,000	Division
6435	DATA	HOLLOWAY ST AT ALMA ST	2016	\$ 20,000	Division
5337	DATA	LAKEWOOD AVE AT HERITAGE SQU	2016	\$ 20,000	Division
5733	DATA	LAWSON ST AT WABASH ST WESTB	2016	\$ 20,000	Division
5420	DATA	E MAIN ST AT CORCORAN ST	2016	\$ 20,000	Division
6390	DATA	MAIN ST AT IREDELL ST	2016	\$ 20,000	Division
5851	DATA	LAWSON ST AT RIDGEWAY AVE WB	2016	\$ 20,000	Division
5138	DATA	ANGIER AVE AT DRIVER ST	2016	\$ 20,000	Division
5480	DATA	FLOWERS DR AT DUKE GARDEN	2016	\$ 20,000	Division
6503	DATA	MAIN ST AT HOOD ST	2017	\$ 20,000	Division
6248	DATA	RIGSBEE AVE AT SEMINARY ST	2017	\$ 20,000	Division
5907	DATA	FAYETTEVILLE ST AT OLD FAYET	2017	\$ 20,000	Division
6522	DATA	ROXBORO RD AT NEWSOM ST	2017	\$ 20,000	Division
5407	DATA	TOM WILKINSON RD AT NORTHERN	2017	\$ 20,000	Division
5811	DATA	SERVICE RD AT DAVIDSON AVE	2017	\$ 20,000	Division
6548	DATA	MORREENE RD AT AMERICAN DR	2017	\$ 20,000	Division
5896	DATA	ROXBORO RD AT OLD OXFORD RD	2017	\$ 20,000	Division
6317	DATA	PETTIGREW ST AT MANGUM ST	2017	\$ 20,000	Division
6579	DATA	NC 54 AT GARRETT RD	2017	\$ 20,000	Division
5165	DATA	ERWIN RD AT DOWNING ST	2017	\$ 20,000	Division
5224	DATA	FAYETTEVILLE ST AT BURLINGTO	2017	\$ 20,000	Division
5106	DATA	ERWIN RD AT RESEARCH DR	2017	\$ 20,000	Division
5678	DATA	MOREHEAD AVE AT CORNELL ST	2017	\$ 20,000	Division
6297	DATA	ROXBORO ST AT LIBERTY ST	2017	\$ 20,000	Division
6544	DATA	LEON ST AT BUCHANAN BLVD	2017	\$ 20,000	Division

## Additional Transit Projects Recommended To Be Submitted by the MPO for Prioritization 3.0

5080	DATA	FAYETTEVILLE ST AT HOMELAND	2017	\$ 20,000	Division
6167	DATA	CHAPEL HILL RD AT COLONIAL A	2017	\$ 20,000	Division
5518	DATA	FAYETTEVILLE ST AT PEKOE ST	2017	\$ 20,000	Division
5575	DATA	ROXBORO ST AT CHARLES ST	2018	\$ 20,000	Division
6486	DATA	HARDEE ST AT LANDON ST	2018	\$ 20,000	Division
5505	DATA	HOLLOWAY ST AT ALSTON AVE	2018	\$ 20,000	Division
5479	DATA	CORNWALLIS RD AT WEAVER ST	2018	\$ 20,000	Division
6306	DATA	E MAIN ST AT CORCORAN ST OUT	2018	\$ 20,000	Division
5039	DATA	FAYETTEVILLE ST AT E PIEDMON	2018	\$ 20,000	Division
1901	DATA	MCFARLAND DR AT WITHERSPOON	2018	\$ 20,000	Division
6574	DATA	LIBERTY ST AT ELIZABETH ST	2018	\$ 20,000	Division
6550	DATA	MORRENE RD AT SHERWOOD DR	2018	\$ 20,000	Division
6016	DATA	LAWSON ST AT BACON ST	2018	\$ 20,000	Division
6032	DATA	FAYETTEVILLE ST AT CECIL ST	2018	\$ 20,000	Division
6495	DATA	MLK PKWY AT BAY CAMP DR	2018	\$ 20,000	Division
5646	DATA	ROXBORO RD AT DAVIDSON AVE	2018	\$ 20,000	Division
1871	DATA	NC 54 AT S ALSTON AVE - EOL	2018	\$ 20,000	Division
5121	DATA	UNIVERSITY DR AT KINDER CARE	2018	\$ 20,000	Division
6154	DATA	ROXBORO ST AT CORNWALLIS RD	2018	\$ 20,000	Division
6490	DATA	HOLLOWAY ST AT ELIZABETH ST	2018	\$ 20,000	Division
6096	DATA	ROXBORO RD AT HIGBEE ST	2018	\$ 20,000	Division
6161	DATA	DOWD ST AT ALSTON ST	2018	\$ 20,000	Division
5169	DATA	MOREHEAD AVE AT MORELAND AVE	2018	\$ 20,000	Division
1613	TTA	NC 54 at Falconbridge 1613	2016	\$ 20,000	Regional
1144	TTA	NC 54 at Falconbridge 1144	2016	\$ 20,000	Regional

Rail SPOT ID (tentative)	STI Tier	Specific Improvement Type	Railroad	Project Description	MPO/RPO	NCDOT Division	Estimated Total Project Cost	Estimated NCDOT Cost
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern D line	Upgrade of the Oxford - Durham line in order to serve Certainteed with unit trains and the 6-axle locomotives such trains require. Current traffic is supported on a local basis with 4-axle locomotives.	Durham Chapel Hill Carrboro MPO/Kerr Tar RPO	5	\$7,000,000	\$3,500,000
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Blackwell St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140013	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Mangum St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Ellis Road - north end crossing in Durham	Durham Chapel Hill Carrboro MPO	5	\$14,000,000	TBD
R140029	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Durham Station- Provide parking to accommodate ridership increases including, but not limited to, structures.	Durham Chapel Hill Carrboro MPO	5	\$500,000	\$500,000

## Projects Recommended by the TCC for Submission

Source	TIP	NC County	City(ies)	Track & Mile Post	Project Description	Category	Benefits		Preliminary Programming Estimate
							Public	Private	
NCDOT	P-3819	Durham	Durham	NCRH H 59.1- 61.2	Extension of East Durham Siding	Capacity- 6-8 Piedmond, 4 to DC	Provides for speed increase on 2.1 miles and allows at-speed meets of passenger trains. Improves safety and reliability.	Allows full utilization of siding without blocking crossing.	\$41,000,000
NCDOT	P-3819	Durham	Durham	NCRH H 61.2 - 63.6	Double track Alexander Drive to Clegg	Capacity- 6-8 Piedmond, 4 to DC	At-speed meets of passenger trains.	Improves freight capacity.	\$30,000,000
NCDOT	P-3819	Durham	Durham	NCRH H48-54.5	Double track Funston to Durham	Capacity- 6-8 Piedmond, 4 to DC	Provides for at-speed meets of passenger trains and reduces travel time.	Improves freight capacity.	\$53,000,000
NCDOT	P-3819	Orange	Efland	NCRH H-35.8 to H-36.7	Buckhorn grade separation and curve realignment	Safety	Eliminates crossing hazard and improves track geometry	Eliminates crossing hazard which could result in incidents and delays.	\$8,000,000
NCDOT	P-3819	Orange	Hillsborough	NCRH H 41.7-43.8	Hillsborough Station (new stop)	Capacity	Expands passenger service and eliminates crossing hazard. Improves existing passenger speeds on slowest section of track on the corridor, 40 mph to 75 mph or greater. Completes stations planned for the corridor with average distance between stations of 17 miles. Adjacent to planned 60-acre transit oriented development. The project also includes track improvements needed to offset delays resulting from the addition of the Station stop as required by the Definitive Service Outcome Agreement (DSOA) with NS		\$30,000,000

## Other Candidate Projects

Source	TIP	NC County	City(ies)	Track & Mile Post	Project Description	Category	Benefits		Preliminary Programming Estimate
							Public	Private	
NCDOT	P-3819	Durham	Durham	NCRH H-54.5 to H-56.5	Durham Station center island platform.	Capacity- 6-8 Piedmond, 4 to DC	Provides capacity at Durham Station through center island platform and increases efficiency/reliability on approaches to station.	Provide improved dispatch flexibility and track utilization	\$10,000,000
NCDOT	P-3819	Orange	Efland	NCRH H 38	Curve realignments east of Efland	Capacity- 6-8 Piedmond, 4 to DC	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speeds.	\$14,000,000
NCDOT	P-3819	Orange	Efland	NCRH H-34.1 to H-37.3	Extend Mebane siding from CP Isom to Efland.	Capacity- 6-8 Piedmond, 4 to DC	At-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity.	\$20,000,000
NCDOT	P-3819	Orange	Hillsborough	NCRH H 39-40.4	Curve realignment west of Hillsborough	Capacity- 6-8 Piedmond, 4 to DC	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speed. Replaces bridge.	\$19,000,000
NCDOT	P-3819	Orange, Durham	Hillsborough	NCRH H 44.5 - 48	University Station major mainline realignment	Capacity- 6-8 Piedmond, 4 to DC	Creates new 3-mile mainline route. Makes existing track a 5-mile passing siding by extending Funston siding to remove bottleneck. Improves safety, sight distance, and substandard clearance by replacing bridges. Improves energy efficiency and air quality.	Removes bottleneck, reduces track maintenance, and increases maximum speed.	\$41,000,000
NCDOT		Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg	Various		NCRH 90 mph upgrades	Capacity	Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.		\$30,000,000
NCDOT	Y-4820	Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg		NS/NCRH 294.25 - 352.72 CSX S 159.94-164.2, NCRH H 1.45-72.7	Upgrade 43 crossing signals	Capacity	Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety reducing the probability of delays due to crossing incidents	\$20,000,000

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

January 8, 2014

Rob Stone PE  
NCDOT Division 8  
P.O. Box 1067  
Aberdeen, NC 28315

Dear Mr. Stone:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. None of the additional highway projects and bicycle and pedestrian projects are in Chatham County in Division 8.

We have also approved the removal of three highway projects from the existing Prioritization database. Two of these projects, the modernization of Jack Bennett Road and the modernization of Jeremiah Drive, are in Division 8. Fortunately, Jack Bennett Road is in the process of being improved through a Division-led project and this project is no longer needed. Thank you for your commitment of resources to improve this road. While the Jeremiah Drive project may still have some benefits, this project does not rise to the significance of a TIP project and the County has not requested that it be included in Prioritization 3.0. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. We request your agreement to remove these projects from the database.

With the submission of the MPO's 17 additional highway projects, all of the projects in the 2040 MTP will be in the Prioritization database. As a result, we are not requesting that the Division submit any additional highway capacity improvement projects in the MPO. However, a non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

Chatham County developed a list of its top four priority bicycle and pedestrian projects and submitted this to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. Unfortunately, we were not able to include the four priority projects requested by the County in the MPO's submission. We request that the Division consider including these four projects in your submission for Prioritization 3.0.


- Farrington Point Road/Old Farrington/Farrington Mill Road (Durham County line to Lystra Road) – bicycle lanes
- Mann's Chapel Road (US 15-501 to Polythress Road) – bicycle lanes
- O'Kelly Chapel Road (Wake County Line/Yates Store Road to American Tobacco Trail) – sidepath
- Mt. Carmel Church Road (Orange County Line to Old Farrington Point Road) – bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair  
Transportation Advisory Committee

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

January 8, 2014

Wally Bowman PE  
NCDOT Division 5  
2612 N. Duke Street  
Durham, NC 27704

Dear Mr. Bowman:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Fourteen of the additional highway projects and 12 of the bicycle and pedestrian projects are in Durham County in Division 5.

We have also approved the removal of three highway projects from the existing Prioritization database. None of these projects are in Division 5. The three projects recommended for removal are not in our adopted 2040 MTP and are being removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP.

With the submission of the MPO's 17 additional highway projects, there would still be one project in Durham County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including this project in your submission to Prioritization 3.0.

- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The City of Durham and Durham County each developed a list of their top eight priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included 12 bicycle and pedestrian projects in Division 5. Unfortunately, there are four additional priority projects requested by the City and County that cannot be included in the MPO's submission. We request that the Division consider including these five projects in your submission for Prioritization 3.0.

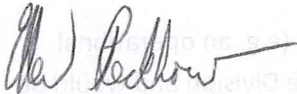
- Cheek Road (E. Geer Street to Hardee Street) – sidewalks
- Geer Street (Midland Terrace to Glen School Road) – sidewalks and bicycle lanes
- Hardee Street (Holloway Street to Cheek Road) – sidewalks
- Pickett Road (Garrett Road to Academy Road) – sidewalks and bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair  
Transportation Advisory Committee

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

January 8, 2014

Mike Mills PE

NCDOT Division 7

PO Box 14996

Greensboro, NC 27415-4996

Dear Mr. Mills:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Three of the additional highway projects and nine of the bicycle and pedestrian projects are in Orange County in Division 7.

We have also approved the removal of three highway projects from the existing Prioritization database. One of these projects, the Hillsborough Western Bypass from US 70 to NC 57, is in Division 7. This project is not in our adopted 2040 MTP. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. At this time, we have determined that other projects are higher priorities for funding than the Hillsborough Western Bypass. We request your agreement to remove this project from the database. However, if the Division would like to submit one of the projects the MPO has identified on its list, this could eliminate the need to delete the Hillsborough Western Bypass project.

With the submission of the MPO's 17 additional highway projects, there would still be four projects in Orange County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including these four projects in your submission to Prioritization 3.0.

- Eubanks Road (Millhouse Road to NC 86) widening from 2 to 4 lanes
- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*
- NC 54 Superstreet from Burning Tree Drive to Meadowmont Lane
- Old Lystra Road (Mt. Carmel Church Road to Sun Forest Way) modernization

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not

allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, and Orange County each developed a list of their top four priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included nine bicycle and pedestrian projects in Division 7. Unfortunately, there are four additional priority projects requested by the towns and the County that cannot be included in the MPO's submission. We request that the Division consider including these four projects in your submission for Prioritization 3.0.

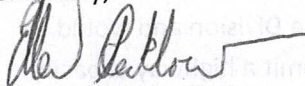
- Orange High School Road/Harold Latta Road sidewalk improvements
- Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road
- Trail connection from English Hill Lane to Buttonwood Drive
- Trail connection from Patriots Pointe to Timbers Drive

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair

Transportation Advisory Committee



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

January 21, 2014

Ellen Reckhow, Chair  
Transportation Advisory Committee  
DCHC MPO  
101 City Hall Plaza  
Durham, North Carolina 27701

RE: Prioritization 3.0 and 2014 Strategic Transportation Investment Submittals

Dear Mrs. Reckhow,

Thank you for your January 8, 2014 letter summarizing DCHC's action in regard to Prioritization 3.0. The MPO's efforts to develop these lists have been collaborative and we appreciate the many opportunities provided to participate in the process.

We have a public meeting scheduled for January 28<sup>th</sup> from 4pm to 7pm at the Division Office and the purpose of this meeting is to allow an opportunity for the general public to suggest new projects for submittal into the SPOT 3.0 database. In addition we are currently in a public comment period and we are accepting comments for new projects through February 12th.

Thank you for suggesting projects for us to consider for entry into the database. We have committed to both of the MPOs and the RPO in our area to consider projects as requested. The final determination on whether we can submit specific projects on behalf of our Planning Organizations will depend on the total number of projects that we are considering for submittal from a list of projects from the MPOs, RPOs, our staff, and comments received from the general public. As you are aware we are limited to 20 highway project submittals and 20 bicycle and pedestrian submittals. If suggested projects exceed those limits we will coordinate with the MPOs and RPO to prioritize the lists of needs. Also, if necessary, we plan to submit any highway capacity improvement project that is not included in the 2040 MTP to the MPO for consideration in the development of the 2045 MTP.

In regards to the NC 54 superstreet project suggestion, this project does not seem to provide enough benefit by itself. We suggest the scope be increased to include a grade separation at Barbee Chapel Road as well as a superstreet configuration at W. Barbee Chapel Road and Burning Tree Drive /Finley Golf Course Road. All three segments above are recommendations included as part of the NC 54/I-40 corridor study and both the grade separation at Barbee Chapel Road and the superstreet at Meadowmont are recommended for completion in the mid-term. The W. Barbee Chapel Road and Burning Tree Drive/Finley Golf Course Road superstreet is recommended for completion in the long-term. In addition, the study states that the Meadowmont superstreet design "will work in tandem with the grade separation at Barbee Chapel Road." Again, we will consider this project for entry into the SPOT 3.0 database, but will discuss more specific details with MPO staff.

Ellen Reckhow, Chair  
January 21, 2014  
Page 2

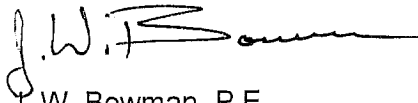
As you know the new Strategic Transportation Investment (STI) law prohibits NCDOT from spending state funds on independent bicycle and pedestrian projects; therefore, we request a commitment from Durham to provide any local match required for the requested bicycle and pedestrian submittals.

As stated above, our public meeting will be held on January 28<sup>th</sup>, so we will not be able to provide you a list of highway and bicycle and pedestrian projects by the January 22<sup>nd</sup> TCC meeting. I realize that this is not ideal, but our schedule is compressed with this first iteration of prioritization since the signing of the STI law. I anticipate that our schedules will better coordinate during the next prioritization process. In the meantime we will continue to communicate with MPO staff and expect to provide a tentative project list at the February 12<sup>th</sup> TAC meeting.

Thank you for the invitation to participate in the MPO's upcoming project ranking process. I also think it is important that we work together to advance the priorities in our region and am looking forward to this. As part of SPOT 2.0 we were successful in moving forward many of our priorities and I hope that we can be even more successful this time. Our division ranking process is also set up to be transparent and open and will include a public hearing. We will coordinate a presentation of our process at upcoming TCC and TAC meetings with staff.

Feel free to let me know if you have any questions.

Sincerely,



J. W. Bowman, P.E.  
Division Engineer

JRH

cc: Mike Smith, Division 5 Board Member  
Jim Crawford, Board Member At-Large  
J. M. Mills, P.E., Division 7 Division Engineer



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

February 10, 2014

Ms. Ellen Reckhow, Chair  
Transportation Advisory Committee  
DCHC MPO  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Mrs. Reckhow:

Thank you for your letter of January 8, 2014, pertaining to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee's action relating to the submission of projects with Prioritization 3.0.

I apologize for the delay in responding, however, I was waiting until after our Public Hearing on January 29th, at which time we were to receive a list of new projects from the public. We are still in the public comment period; however, I can address some of the items listed in your letter.

I understand from your letter that it is the recommendation of the committee to add three new highway projects, and nine new bicycle and pedestrian projects, in Orange County. However, to add these three new highway projects, and to stay within your allotted slots for new highway projects, the committee agreed to the removal of the Hillsborough Western Bypass from the existing Prioritization database.

I understand, and appreciate, your reasoning for proposing this; however, the removal of this project from the existing Prioritization database is something that we cannot support.

With the existing congestion, and safety issues, that presently exists along Churton Street in downtown Hillsborough, and with the need to provide a safe, and reliable route, for the public that is traveling through the Hillsborough area to points northward into Caswell County and Danville, Virginia, it is imperative that we keep this Hillsborough Western Bypass option available to provide some sort of north-south connector around Hillsborough.

Since it appears from your letter that this project is not included in the 2040 MTP, we plan to submit this project to the MPO for consideration in the development of the 2045 MTP.

However, and as you have requested, to assist the DCHC in maximizing the number of highway projects that can be submitted with Prioritization 3.0, we are agreeable to the submittal of the Interchange on US 15-501 at NC 54 and Raleigh Road as a Division 7 new project submittal.

You also mentioned in your letter that there are four projects listed in Orange County that are in the 2040 MTP, however, due to the number of projects that can be submitted from the MPO, these four will not be in the Prioritization database.

Ms. Ellen Reckhow, Chair  
February 10, 2014  
Page 2

Even though we are still in the public comment period for new projects, we are also agreeable to the submittal of the Eubanks Road project, and also the NC 54 Superstreet project, in addition to the interchange project previously mentioned, as a part of Division 7's new project submittal for Prioritization 3.0. Part of this Superstreet project is located in Division 5, so we will need to coordinate this submittal with them.

In regards to the submission of the requested five bike and pedestrian projects listed in your letter, and again, even though we are within the public comment period for new projects, we are also agreeable to the submission of these projects as a part of Division 7's submittal in Prioritization 3.0 for Bike and Pedestrian Projects.

I certainly appreciate your invitation in the participation of the MPO's project ranking process, and I definitely look forward to working with the MPO as we develop those projects that are important to the citizens in this area.

With the limited funding available for these projects, it is more important than ever that we work together, to maximize our ranking points that are assigned to the MPO and the Division, to select and advance those projects across all modes of transportation.

We are in the final stages of developing the Division Engineer's project solicitation and ranking process for Prioritization 3.0, and we will be glad to provide this at the upcoming TCC and the TAC meetings upon its completion.

Again, thank you for your letter, and I look forward to working with you, and the other MPO staff, in developing and advancing this region's transportation priorities.

Sincerely,



J. M. Mills, P.E.  
Division Engineer

JMM/jm

Cc: Mrs. C. L. McQueary, Board Member  
Mr. Wally Bowman, Division Engineer  
Mr. Pat Wilson, Division Operations Engineer  
Mr. Ed Lewis, Division Planning Engineer

NCDOT Tracking Sheet - January 14-February 12, 2014 Public Comment Period

**DIVISION FIVE**

<b>Transportation Mode</b> (Choose Highway, Aviation, Bicycle/Pedestrian, Ferry, Public Transportation, or Rail)	<b>Project Description</b> (location, from/to, what type of improvement is needed, etc.)	<b>Citizen Contact Info</b> (if they choose to provide)	<b>County</b>
Highway	Increase widths and lanes to and from RTP	Jerred Copeland jerredcopeland@gmail.com	Wake & Durham
Highway	Widen I-40 from Raleigh to RTP	Jerred Copeland jerredcopeland@gmail.com	Wake & Durham
Highway	Consider roundabouts like Carmel, In	Jerred Copeland jerredcopeland@gmail.com	Various
Highway	Widen NC 55 & Fayetteville Rd near I-40	Matthew Prentice 5 Topeka Ct. Durham	Durham
Highway	Improve pavement conditions of Fayetteville Rd between I-40 and NC 147	Matthew Prentice 5 Topeka Ct. Durham	Durham
Highway	Widen NC 54 from Raleigh to Chapel Hill	S J Steinbeck stevesteinbeck@ymail.com	Wake, Durham, & Orange
Highway	Install traffic signal at Green Level Church Rd and O'Kelly Chapel	Theresa Stockman theresadances@nc.rr.com	Wake
Public Transportation	Construct shelters at bus stops in the Triangle	Krissa Johnson-Sotomayor kjsotomayor@att.net	Various
Public Transportation	Cary C tran is a great asset	Martha Sorrentino martha.sorrentino@gmail.com	Wake
Public Transportation	Construct light rail from downtown Raleigh to RDU	David Berras davidsberra@yahoo.com	Wake & Durham
Highway	Change I-440 from a teardrop to a loop	David Berras davidsberra@yahoo.com	Wake
Bicycle/Pedestrian	Fund greenway connections from housing to employment	David Berras davidsberra@yahoo.com	Various
??	Do not allow mopeds to ride in center of travel lanes	David Berras davidsberra@yahoo.com	Various
??	Increase housing density codes along proposed light rail routes	David Berras davidsberra@yahoo.com	Various

??	Provide credit or HOV lanes for electric or small vehicles	David Berras davidsberra@yahoo.com	Various
Public Transportation	Add a DATA bus route from south/southwest section of Durham to Duke.	Karen Murphy Alderman Ln. Durham	Durham
Bicycle/Pedestrian	Increase bike safe commuting routes (i.e. Academy St.)	Karen Murphy Alderman Ln. Durham	Durham
Highway	Connect Louis Stephens Road to Little Dr	Dennis Eyberg 710 Walnut Woods Morrisville	Wake
Bicycle/Pedestrian	Construct bike path/sidewalk on Dixon Rd between MLK Pkwy & University Dr and from there down Chapel Hill Rd to Cornwallis Rd	Dale Baker dalebakerdrummer@gmail.com	Durham
Bicycle/Pedestrian	Increase personal options for travel (i.e. construct bike/pedestrian path on Sparger Rd)	Anne Whitefield annew@madison.main.nc.us	Durham
Highway	Widen SR 1010 in the vicinity of Cary, Holly Springs, & Apex (especially near US 1)	Meri Nociti 115 Polleford Pl Cary	Wake
Public Transportation	Construct light rail from Durham to Chapel Hill and from Durham to Raleigh	Charles Fiori 1405 Maryland Ave Durham	Wake, Durham, & Orange
Bicycle/Pedestrian	Construct more bike lanes	Charles Fiori 1405 Maryland Ave Durham	Various
Bicycle/Pedestrian	Install more highly visible pedestrian crosswalks	Charles Fiori 1405 Maryland Ave Durham	Various
Bicycle/Pedestrian	Install more sidewalks in Durham especially in Watts-Hillandale & Woodcroft west of ATT	Charles Fiori 1405 Maryland Ave Durham	Durham
Bicycle/Pedestrian	Close Watts-Hillandale to vehicular traffic at the intersection of Guess & Wagoner	Charles Fiori 1405 Maryland Ave Durham	Durham
Highway	Install more effective speed bumps & signage on Maryland between W. Club & Wagoner	Charles Fiori 1405 Maryland Ave Durham	Durham
Bicycle/Pedestrian	Close off vehicular traffic at Sunset & Albany	Charles Fiori 1405 Maryland Ave Durham	Durham
Highway	Lower city speed limits to 15-20 mph	Charles Fiori 1405 Maryland Ave Durham	Durham

Bicycle/Pedestrian	Be bold and do things that favor foot traffic	Charles Fiori 1405 Maryland Ave Durham	Durham
Highway	Put all resources into optimizing motor vehicle transportation infrastructure	Dan DiPerna ncbigdan@yahoo.com	Various
Highway	Widen Glenwood Ave from Hilburn Rd to Durham	John Boone 5417 Parkwood Dr Raleigh	Wake & Durham
Highway	Construct bypass around Crabtree Valley Mall (using Glen Eden)	John Boone 5417 Parkwood Dr Raleigh	Wake
Highway	Widen NC 49 from Concord to Asheboro	John Boone 5417 Parkwood Dr Raleigh	Randolph, Davidson, Stanly, & Cabarrus
Highway	Finish I-540 and do not toll	John Boone 5417 Parkwood Dr Raleigh	Wake
Highway	Widen Carpenter Fire Station Rd west of NC 55	Binh Truong bctruong78@yahoo.com	Wake
	More attention to alternate modes of transit -- bike, ped, public transit	Stuart Levin 3101 Doe Hill Ct Raleigh	Various
Highway	Widen NC 50 between Raleigh & Creedmoor	Cathy Kluttz-Hile 2582 Mint Julep Creedmoor	Wake & Granville
Public Transportation	Extend 16 Oberlin bus service to Art Museum & Fairgrounds; provide Sunday service; reduce frequency from 1 hour to 30 minutes	Steven Bergman readytogo22@gmail.com	Wake
Public Transportation	Promote CAT busses in N & O; publicize changes in prominent manner; publicize phone app that tracks bus movement; suggest public transit as part of jury duty summons	Steven Bergman readytogo22@gmail.com	Wake
Highway	Widen US 64 business eastbound between Freedom Dr and Patriots Dr	Todd Meyer 4021 Blackard Pond Rd Raleigh	Wake
Highway	Widen Leesville Rd between Lynn & Strickland	Randall Rorrer randallrorrer@hotmail.com	Wake
Public Transportation	Be more aggressive on a regional rail line between fowntown Raleigh and RDU	Randall Rorrer randallrorrer@hotmail.com	Wake & Durham
Bicycle/Pedestrian	Provide more sky bridges over heavily travelled areas	Randall Rorrer randallrorrer@hotmail.com	Wake

Highway	Convert 15-501 to freeway between South Square & I-40. Include interchange at Garrett & SW Durham Drive & full cloverleaf at I-40	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Construct left turn lane at Hillsborough Rd (US 70) & Sparger	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Construct left turn lane at Hillsborough Rd (US 70) & Neal	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Construct a ramp from Hillsborough Road/US 70 to SB NC 147 (Durham Freeway)	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Extend NC 751 from US 70 to I-85 and build a full interchange	Todd Patton 4512 Bracada Dr Durham	Durham
Bicycle/Pedestrian	Add bike lanes or wider shoulders to Cole Mill Road and Sparger Road	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Extend Sparger Road to connect with Rose of Sharon Road	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Add a right turn lane from eastbound Hillsborough Road to southbound US 15-501	Todd Patton 4512 Bracada Dr Durham	Durham
Highway	Change the traffic light pattern for high-risk intersections to hold red in all directions for three seconds during a change of right-of-way cycle	Carl Meredith 6540 Mal Weathers Rd Raleigh	Various
Highway	Upgrade NC 50 between Creedmoor & Raleigh	Patrick Noel 5128 Lucy Averette Rd Oxford	Wake & Granville
	Add streets in Fleming Forest Subdivision to state maintenance	Catherine Cooper Chesterfield Ct Youngsville	Wake
	Streetscape project on Fayetteville St in Durham between Morehead Ave and Umstead St	Denise Hester zuri11@frontier.com	Durham
Highway	Widen Kildaire Farm Rd (SR 1300) from SR 1010 to future Kildaire Farm Connector	Todd Delk Town of Cary	Wake
Highway	Widen NC 55 from NC 540 to Morrisville Carpenter Rd (SR 3014)	Todd Delk Town of Cary	Wake

Bicycle/Pedestrian	Construct pedestrian improvements on the west side of Kildaire Farm Rd from Wake Medical Dr to Glasgow Rd (including bridge over US 1/64)	Todd Delk Town of Cary	Wake
	Add turn lanes on Lake Wheeler Rd at Penny Rd, Simpkins Rd, and Ten Ten Rd. Add turn lanes and improve sight distance at Optimist Farm Rd	Steve Wolicki wolicki@juno.com	Wake
	Widen Tryon Rd from Lake Wheeler Rd to Wilmington St	Steve Wolicki wolicki@juno.com	Wake
Highway	Construct a turn lane on NC 54 from NC 540 to McKrimmon Pkwy	Michael Schneider 119 Brentfield Lp Morrisville	Wake
Bicycle/Pedestrian	Improve non-auto connectiivty between major neighborhoods and commerce	Karen Hiser 201 Ridge Creek Dr Morrisville	Various
Highway	US 158 needs attention like repaving and some type of widening plan for the future	Linda Browne 129 Rocky Branch Cir Macon, NC	Warren
Highway	Strategic plans should address on-going repair and mainenance of subdivision roads (i.e.	Linda Browne 129 Rocky Branch Cir Macon, NC	Warren
Bicycle/Pedestrian	Establish a 15-20 mile bicycle route in the lake area	Linda Browne 129 Rocky Branch Cir Macon, NC	Warren
Public Transportation	High speed commuter connection between Warren County and Raleigh	Linda Browne 129 Rocky Branch Cir Macon, NC	Warren
Highway	Continue to have snow removal as a strategic priority	Linda Browne 129 Rocky Branch Cir Macon, NC	Warren
Highway	Consider realigning culverts on SR 1612 (Greentown Ave) and reopening without	Mary Burwell Davis Carraway 1719 Nottingham Rd Raleigh	Warren
Public Transportation	Provide an increased emphasis on alternatives to automobile transport. First step is	TJ Cawley tjcawley@hotmail.com	Various
Bicycle/Pedestrian	Alter the requirement that r/w should be secured to consider B & P projects	TJ Cawley tjcawley@hotmail.com	Various
Bicycle/Pedestrian	Fund the implementation of various bike, ped and sidewalk plans	Patricia Carstensen 58 Newton Dr Durham	Various
Public Transportation	More mass transit	Joe Bearden 1809 Lakepark Dr Raleigh	Various

**Public Comments Received By NCDOT Division 7 on Prioritization 3.0 Submissions**

**From:** Margaret Jay [<mailto:mjay@orangecountync.gov>]  
**Sent:** Friday, January 24, 2014 12:22 PM  
**To:** Lewis, Ed F  
**Subject:** NCDOT SEEKS PUBLIC INPUT ON LOCAL TRANSPORTATION PRIORITIES

Hello,

When I got this e-mail from Carla Banks that was the first things came to mind.

1. One of my priorities I think the NCDOT should be on Hwy 57 leaving Hillsborough at the blinking light on Hwy 57 ( Handy Andy's Store). That location have had so..... many deaths you just can't count them. Even though the blinking lights is there now but people still don't stop. I know in the past the county mention about putting a regular signal light, nothing happen. I think the cost doesn't out weight death of family members.
2. Another outlet for traffic to bypass through downtown Hillsborough during the rush hours during the day.

**From:** Ed Vaughn <[eddievee@nc.rr.com](mailto:eddievee@nc.rr.com)>  
**Date:** January 31, 2014, 4:33:12 PM EST  
**To:** <[elewis@ncdot.gov](mailto:elewis@ncdot.gov)>  
**Subject:** Strategic Transportation Investment

Mr. Lewis,

I read that the DOT was looking for input from citizens, so here's my two cents worth:

Where we live in Northern Orange County there are no good paved walking paths. One that should be considered is parallel to Sawmill Rd., running at least ½ mile down from NC 86. At NC 86 the path would continue north along NC 86 to where it could cross over and connect to Cedar Grove Park. The park itself is very nice but only accessible by car, which is a shame since the most people living in this area are within about a mile of the park. Of course, that is just one idea – any paved paths in this area would be great.

Another thing to consider is light rail. As a former resident of Raleigh, and one who kept commuting there even after moving out here, I can honestly say that I cannot stand going back there since retiring. The traffic on I-40 going through Research Triangle Park and on towards Raleigh is truly frightening and harder to drive in every time I have to go there (I have three grown children who live in Raleigh). Without light rail I refuse to spend any money east of Durham; I have written the Mayor of Raleigh, Nancy McFarlane, about how many thousands of dollars the city has lost from my personally not spending any money there anymore. Where do my wife and I go shopping or visiting? Primarily west and north of where we live (Efland, Mebane, Burlington, Danville) and where it's easier to get to without risking one's life!

So, without getting too verbose let me recap:

Walking access to Cedar Grove Park for residents of Cedar Grove, most of whom live along Sawmill and Carr Store Rd., within a ½ mile of NC 86 (and along 86, primarily north of the intersection of the aforementioned roads).

Light rail connecting Durham, Raleigh, Chapel Hill and nearby towns, such as Hillsborough, Efland and Mebane.

Without increased walking paths, trails and sidewalks there will be less mobility and more obesity.

Without light rail there will be a continued reliance on the automobile, resulting in more clogged roads, dangerous driving conditions and associated wrecks, injuries and deaths.

Thanks for your consideration,

Ed Vaughn  
5507 Old Noble Rd.  
Cedar Grove, NC 27231

COMMENT SHEET

Local Project Priorities in Your Area

Public Meeting  
 1584 Yanceyville Street, Greensboro N.C.  
 Alamance, Caswell, Guilford, Orange, and Rockingham Counties

NAME: Alex Castro Jr.  
 ADDRESS: 5915 Morrow Mill Road  
Chapel Hill NC 27516  
 E-MAIL: alex.castrojr@hotmail.com

Share your thoughts on transportation priorities below:

I am a member of the Orange City, Transpo. Advisory  
Board. HTNB did a study for NC RR in 2008  
outlining shared corridors commuter rail  
between Greensboro and Goldsboro. Why aren't  
we moving forward with Commuter Rail that  
will use existing rail right of way and infra  
structure. This rail infrastructure supports  
existing & planned economic development zones  
along the envisioned 141 miles of service. I  
note the costs would be comparable to the LRT  
between Chapel Hill & Durham, but WOULD PROVIDE  
A MUCH BETTER RETURN ON \$ INVESTED!

Comments may be left here today or sent by February 12<sup>th</sup> to:

Mr. Ed Lewis, Division Planning Engineer  
 P.O. Box 14996  
 Greensboro, N.C. 27415-4996  
 Email: [elewis@ncdot.gov](mailto:elewis@ncdot.gov)

## Comment on Local Transportation Priorities in Your Area

The N.C. Department of Transportation wants North Carolinians to share their transportation priorities as part of its efforts to implement the state's new Strategic Transportation Investments law.

STI overhauls the way North Carolina funds transportation improvements, allowing NCDOT to make more efficient use of its existing revenues to fund more investments that improve the state's transportation infrastructure, create jobs and help boost the economy.

In the coming weeks, each of the 14 NCDOT Transportation Divisions will submit its top transportation priorities to compete with other transportation improvements across the state for funding under the new formula. To help determine these priorities, each division is asking local residents to provide their thoughts on which transportation improvements are most important.

Residents can take part in the process by making their suggestions during a 30-day public comment period from Tuesday, Jan. 14, through Wednesday, Feb. 12.

Name: \_\_\_\_\_

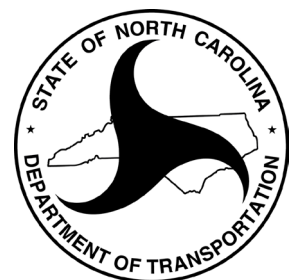
Address: \_\_\_\_\_

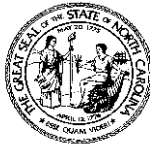
City: \_\_\_\_\_

Share your thoughts on transportation priorities here:

*Please submit comments by Feb. 12, 2014.*

\_\_\_\_\_





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA  
SECRETARY

October 15, 2013

MPO/RPO  
Address  
City, State Zip

ATTENTION: TAC Chair  
Subject: Guidance For Implementation of Strategic Prioritization - Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

*"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."*

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30<sup>th</sup> the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.

October 15, 2013

Page 2

- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014; otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.  
Chief Deputy for Operations

cc: Don Voelker  
cc: MPO/RPO Staff Point of Contact

**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** February 12, 2014

**Subject:** **DCHC MPO MOU**

---

The MPO began an update to the DCHC MPO's Memorandum of Understanding in 2013. After several months of TCC and TAC review, in June 2013 a draft MOU was sent to all of our member jurisdictions requesting review and comment by September 2013. These comments were considered by LPA staff, the TCC, and TAC, and a response was provided. Several changes were made to the MOU, but not all suggestions were agreed to by the MPO.

On October 9, 2013, the TAC endorsed a final MOU for approval by the member governments. Subsequently, a minor change was made to the MOU to comply with the State's E-Verify legislation. This was shared with the TAC in November 2013, and LPA transmitted the document to our member jurisdictions requesting approval of the MOU by February 20, 2014.

An update on the approval will be provided at the TAC meeting. LPA staff is aware of the following actions taken by our member governments. A few minor changes were requested by member jurisdictions in their approval of the document. These minor changes likely can be incorporated in the final MOU without requiring re-approval by the member government boards. Some governments have resolutions that allow the City/Town/County Manager to make changes to agreements after being approved by the board as long as the changes are not substantive or adverse to the locality. LPA staff will need to check with each government if they allow these minor changes to be made.

- City of Durham – approved on 2/3/2014 with one minor change:
  - The MOU will be signed by the City Manager, not the Mayor.
- Durham County – to be considered on 2/10/2014
- Town of Chapel Hill – to be considered on 2/10/2014
  - The staff memo recommends that:
    - The MOU should include the process for developing and monitoring the development of the UPWP;
    - Triangle Transit should share a portion of the local match;
    - The MOU should include the role of the MPO in oversight of the Durham and Orange County Transit Plans;

- Town of Carrboro – considered on 2/4/2014; Voted to take up final adoption at next meeting pending additional information on:
  - MPO's response to Orange County BOC's quorum language suggestion;
  - MPO's response to Chapel Hill's request for Triangle Transit to provide a share of the local match;
- Town of Hillsborough – approved on 12/9/2014
- Orange County – considered on 1/23/2014; Supported MOU in concept and requested minor changes:
  - Page 6, line 30-32 - Change to "In order for a quorum of the MPO Board to be established: a) A simple majority of the voting members shall be present; and b) The total number of weighted votes associated with the simple majority as identified in the weighted voting schedule below shall represent a majority of the total number of possible weighted votes."
    - The above language has the same meaning as the current language defining a quorum and thus is not a substantive change.
  - Page 1, line 42 – Spell out TIP as Transportation Improvement Program
  - Page 2, line 17 – Spell out MPO as Metropolitan Planning Organization
  - Page 3, line 39 – Add “policy” before boards
- Chatham County – considered on 12/16/2014, not approved
  - The County is opposed to the weighted voting provision for the MPO Board and the inclusion of area outside the urbanized area in the MPO's Planning Area.
  - LPA staff is waiting on formal correspondence from Chatham County documenting their concerns and a response from Chatham County staff on scheduling a meeting with them to discuss their concerns.
- Triangle Transit - to be considered on 2/26/2014
  - One error has been pointed out by staff on page 3, line 27, Triangle Transit needs to be included in the list.
- North Carolina Department of Transportation – NCDOT staff report that they will not consider approval of the MOU until all other members have approved it.

**TAC Action:** Receive update and discuss any changes.

**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

November 13, 2013

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

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

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

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

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

40 For MPOs, either the MPO or the Department of Transportation may propose changes  
41 in the plan at any time by giving notice to the other party, but no change shall be  
42 effective until it is adopted by both the Department of Transportation and the MPO.  
43  
44

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

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 in compliance with Title 23 U.S.C. Section 134 and any subsequent  
 15 amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and  
 16 any subsequent amendments to these statutes, and any implementing regulations; and the  
 17 Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

**Comment [BE4]:** Changed from "Durham Urbanized Area" in response to NCDOT comment.

**Comment [BE5]:** Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

**Comment [BE6]:** Added Clean Air Act – references U.S.C. requirements on conformity

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

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

**Comment [BE7]:** Added.

- 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

**Comment [BE8]:** Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

**Comment [BE9]:** Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses "Durham Urbanized Area"

**Comment [BE10]:** New name for TAC

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.

**Comment [BE11]:** New name for TCC

**Comment [BE12]:** Added regional. Could refer to TJCOG, Triangle Transit, etc.

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.

**Comment [BE13]:** Changed to more inclusive language (previously only referenced CAMPO).

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.

**Comment [BE14]:** Added

20  
 21 7. Transportation policy decisions within the MPO are the shared responsibility of the MPO  
 22 Board, the N.C. Board of Transportation, and participating local governments.

**Comment [BE15]:** Changed from "Planning Area" in response to NCDOT comment.

23  
 24 8. Transportation plans and programs, and land use policies and programs, for the  
 25 Planning Area, having regional impacts, will be coordinated with Triangle Transit, the  
 26 neighboring metropolitan and rural planning organizations, and Triangle J Council of  
 27 Governments.

**Comment [BE16]:** Changed to more inclusive language (previously only referenced CAMPO).

28  
 29 9. A MPO Board is hereby established with the responsibility for cooperative  
 30 transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan  
 31 Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for  
 32 keeping the policy boards informed of the status and requirements of the  
 33 transportation planning process; assisting in the dissemination and clarification of the  
 34 decisions, inclinations, and policies of the policy boards, and for providing opportunities  
 35 for citizen participation in the transportation planning process.

36  
 37 The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section  
 38 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not  
 39 limited to:

**Comment [BE17]:** Updated reference to public transportation U.S.C.

**Comment [BE18]:** Added. References Clean Air Act requirements.

40  
 41 a. Establishment of goals and objectives for the transportation planning process;

42

- 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 projects that are not included in the financially
- 14 constrained plan or are anticipated to be needed beyond the horizon year as
- 15 required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-
- 16 66.2(d) revisions to the Comprehensive Transportation Plan are required to be
- 17 jointly approved by the North Carolina Department of Transportation and the
- 18 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 under the provisions of MAP-21 and any other subsequent
- 37 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;

**Comment [BE19]:** Old MOU includes “urban area boundary”. Urbanized area set by Census. Smoothed UZA no longer necessary.

**Comment [BE20]:** Changed from “as well as” in response to NCDOT comment

**Comment [BE21]:** Changed from “may be” in response to NCDOT comment.

**Comment [BE22]:** Updated to reflect current names of plans and legislation.

**Comment [BE23]:** Added reference to specific language for selection of TIP projects in Transportation Management Areas.

**Comment [BE24]:** Added

**Comment [BE25]:** Added

**Comment [BE26]:** Changed from “Durham Urbanized Area” in response to NCDOT comment.

**Comment [BE27]:** Added

**Comment [BE28]:** Added

**Comment [BE29]:** Added

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44

- 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 [BE30]: Added

Comment [BE31]: 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 [BE32]: 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	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2
Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1

Triangle Transit	1
Total	38

\* 8 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 various transportation studies.

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

**Comment [BE33]:** Proposed Weighted Voting is based on the current MOU, but makes Durham County and Orange County equivalent due to similar populations and increases Chapel Hill due to comparatively larger size. In response to Carrboro's comments, all local governments receive a minimum of two votes. The number of weighted votes for all jurisdictions were doubled from the draft MOU. Quorum is 6 members who represent 20 weighted votes.

**Comment [BE34]:** Current MOU "A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);"

**Comment [BE35]:** Changed from City of Durham Department of Transportation

**Comment [BE36]:** Changed from "the transportation study" in response to Orange County comment.

**Comment [BE37]:** Added.

- 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

**Comment [BE38]:** Increased to 3 to be equal with Durham County.

**Comment [BE39]:** Added due to air quality and Merger Process roles

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

**Comment [BE40]:** Added

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

**Comment [BE41]:** Current MOU says 2 from USDOT. Proposed MOU specifically requests one from FHWA and one from FTA.

**Comment [BE42]:** Added – all have role in Merger Process

**Comment [BE43]:** Added due to Livability Initiative.

**Comment [BE44]:** Added to incorporate freight interests.

**Comment [BE45]:** Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

**Comment [BE46]:** Added to incorporate economic development interests.

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

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.

**Comment [BE47]:** Deleted "...goals and objectives surveys, neighborhood forums, and public hearings in accordance with..."

**Comment [BE48]:** Changed from "North Carolina Highway Action Plan"

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

**Comment [BE49]:** Condensed into one section. Current MOU includes identical language for all seven municipalities and 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

**Comment [BE50]:** Added in response to Chapel Hill comment.

**Comment [BE51]:** Added. Uses same language as CAMPO.

36 Funding provided by member agencies will be used to provide the required local match  
 37 to federal funds. Failure by member agencies to pay the approved share of costs would  
 38 impact the MPO's ability to match federal funds and could have the effect of  
 39 invalidating the MPO's Unified Planning Work Program and the annual MPO self-  
 40 certification, and could also result in the withholding of transportation project funds.  
 41 Failure by member governments to pay the approved share of costs may also result in  
 42 the withholding of MPO services and funding.  
 43  
 44

**Comment [BE52]:** Added. This paragraph was rewritten in response to NCDOT and Orange County comment.

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

Comment [BE53]: Added

4  
 5 North Carolina Department of Transportation

6  
 7 The Department will assist in the transportation planning process by providing planning  
 8 assistance, data, and inventories in accordance with the Prospectus. Should any  
 9 authorized local government body choose to adopt or amend a transportation corridor  
 10 official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-  
 11 44.50, the Department may offer assistance by providing mapping, data, inventories, or  
 12 other Department resources that could aid the local government body in adopting or  
 13 amending a transportation corridor official map.

Comment [BE54]: Changed from “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” in response to NCDOT comment.

14  
 15 Triangle Transit

16  
 17 Triangle Transit will assist in the transportation planning process by providing planning  
 18 assistance, data, and inventories in accordance with the Prospectus. Triangle Transit  
 19 shall comply with adopted reporting and oversight procedures for the receipt of federal  
 20 transportation funding designated for the Durham Urbanized Area as approved by the  
 21 MPO Board through the Unified Planning Work Program.

Comment [BE55]: Added.

22  
 23 E-Verify Compliance for All Parties to this Agreement

24  
 25 Each of the parties covenants that if it enters into any subcontracts in order to perform  
 26 any of its obligations under this contract, it shall require that the contractors and their  
 27 subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter  
 28 64. In this E-Verify Compliance section, the words contractors, subcontractors, and  
 29 comply shall have the meanings intended by applicable provisions of NC Gen. Stat.  
 30 Chapters 153A and 160A.

Comment [BE56]: Added in response to City of Durham comment.

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

Comment [BE57]: Changed from “thirty (30)” in response to Carrboro and City of Durham comment.

43  
 44 Section IV

1  
2 In witness whereof, the parties of this Memorandum of Understanding have been authorized  
3 by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the  
4 Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough  
5 by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its  
6 Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the  
7 Governor of the State of North Carolina and the North Carolina Department of Transportation,  
8 this the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

**Comment [BE58]:** Current MOU says "City Manager" for City of Durham only

**Comment [BE59]:** Added in response to NCDOT comment.

9  
10 (Seal) \_\_\_\_\_ City of Durham

11  
12  
13  
14 \_\_\_\_\_ By \_\_\_\_\_  
15 Clerk Mayor

16  
17 (Seal) \_\_\_\_\_ Town of Chapel Hill

18  
19  
20  
21 \_\_\_\_\_ By \_\_\_\_\_  
22 Clerk Mayor

23  
24 (Seal) \_\_\_\_\_ Town of Carrboro

25  
26  
27  
28 \_\_\_\_\_ By \_\_\_\_\_  
29 Clerk Mayor

30  
31 (Seal) \_\_\_\_\_ Town of Hillsborough

32  
33  
34  
35 \_\_\_\_\_ By \_\_\_\_\_  
36 Clerk Mayor

37  
38 (Seal) \_\_\_\_\_ County of Durham

39  
40  
41  
42 \_\_\_\_\_ By \_\_\_\_\_  
43 Clerk Chair

44

1 (Seal) \_\_\_\_\_ County of Orange

2  
3  
4

5 \_\_\_\_\_ By \_\_\_\_\_  
6 Clerk Chair

7  
8 (Seal) \_\_\_\_\_ County of Chatham

9  
10  
11

12 \_\_\_\_\_ By \_\_\_\_\_  
13 Clerk Chair

14  
15

16 (Seal) \_\_\_\_\_ Triangle Transit

17  
18  
19

20 \_\_\_\_\_ By \_\_\_\_\_  
21 Clerk Chair

22

23 (Seal) \_\_\_\_\_ North Carolina Department of  
24 Transportation

25  
26

27 \_\_\_\_\_ By \_\_\_\_\_  
28 Secretary

29  
30

**Comment [BE60]:** Signature lines will be on separate pages in the final MOU for easier execution.

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** February 12, 2014

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

---

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 Vision - December 2012
- ✓ CTP Deficiency Analysis & Needs Assessment – December 2013
- CTP Purpose Statement – February 2014
- Alternative Analysis – April 2014
- Draft CTP Maps /Draft CTP - June 2014
- MPO Adopt CTP – September 2014
- NCDOT BOT – December 2014
- Final CTP documentation and distribution – February 2015

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

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Geo-spatial database development for Community Viz 2.0 – April 2014
- Implementation in ArcGIS online – March - April 2014
- Field verification & Validation of data – February - June 2014
- Model/Scenario Building – FY 2015

#### **Update of the MPO Public Involvement Policy (PIP)**

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – April 2014
- Public Comment period of the Draft MAP -21 compliant PIP – May 2014
- TAC adopted of the MAP-21 compliant PIP – June 2014

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

- ✓ Desk Audit of MPO Title VI/LEP – October 2013
- ✓ Response to Title Audit – February 2014
- Implementation of the MPO Title VI and LEP – on going
- Monitoring of Title VI and LEP – On going

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

- ✓ Setup of INFO-USA and Wood & Pole Employment Data - July/August 2013
- ✓ Geo-spatial development of INFOUSA employment data - December 2013
- ✓ 2013 Base Year Employment Verification – January /February 2014
- Update of Certificate of Occupancy from 2010-2013 – December 2013
- Establishment of 2013 Base Year Dwelling Unit data by TAZ – January 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – January/February 2014
- Employment/Dwelling Unit/Population data tabulation – December 2013
- Development of County control Totals – February 2014
- Local Review/Concurrence and Endorsement of Control Totals – March/April 2014
- SE Data Forecasts – 2014

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

- ✓ Fall data collection (Volume/Trucks/ Travel Time/Speed) –September to December 2013
- ✓ Fall Transit data collection - Augusta - December 2013
- Monitoring of Title VI and LEP – On going

**GIS Online (AGOL)/Data Management**

- ✓ Development of GIS online Administration - Complete
- ArcGIS Online portal –interactive GIS – March 2014
- ✓ AGOL for Employment Analyst - Complete
- AGOL for MPO Data Management and Surveillance of Change - ongoing
- AGOL for network viewing and editing –April 2014
- AGOL integration with the DCHCMPO Website – June 2014
- Portal for public interactive mapping –On going

**MPO Congestion Management Process CMP**

- Data tabulation (ADT, Travel Time, Bike/Pedestrian, Level of Service –LOS, Crash, etc.) – March 2014
- Data Analysis –March/April 2014
- MPO Mobility Report Card
- MPO CMP State of System Report – June 2014
- Congestion monitoring – Continuously –On going

**MPO Website Update**

- ✓ Contract Negotiation - complete
- Contract Execution – February 29, 2014
- Notice to Proceed – March 3
- Website Design Kick Off – March 7
- Concept/Design/Web Engineering – April 28
- Information Architecture and Content Management Migration
- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer

- Launch Stage
- Post Lunch Services

### **Triangle Regional Model Update**

#### **Prioritization 3.0/STI/ FY 2016-22 TIP**

- ✓ Modify and update MPO FY-2014-20 highway prioritization – complete
- ✓ Preparation and submission of transit projects – complete.
- ✓ TAC approves highway and bike/pedestrian projects to be submitted for SPOT-3 – complete
- ✓ TCC recommends to TAC rail projects to be submitted for SPOT-3 – January 22, 2014 - complete
- ✓ TAC recommends rail projects to be submitted for SPOT-3 – February 12, 2014
- LPA develops and approves local ranking methodology – April 2014
- TCC makes recommendation on local ranking methodology – March 26, 2014
- TAC approves local ranking methodology – April 9, 2014
- MPO applies local ranking methodology (points) – May 13, 2014
- TAC releases MPO assigned points for local input/public comments – May 14, 2014
- TAC holds public hearing – June 11, 2014
- LPA addresses public comments and makes draft recommendation on local points
- Approval of points – June 25, 2014
- Submission of points to NCDOT – July 31, 2014

### **MAP-21 Performance Measurement**

<b>Contract Number:</b> C202436	<b>Route:</b> US-70, SR-1322
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> B-3638, R-5164F
<b>Length:</b> 1.233 miles	<b>Federal Aid Number:</b> BRSTP-70B(2)
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.	
<b>Contractor Name:</b> DEVERE CONSTRUCTION COMPANY, INC	
<b>Contract Amount:</b> \$1,969,734.20	<b>Cost Overrun/Underrun:</b> -1.24%
<b>Availability Date:</b> 7/30/2012	<b>Letting Date:</b> 6/19/2012
<b>Completion Date:</b> 3/18/2014	<b>Work Began:</b> 9/17/2012
<b>Revised Completion Date:</b> 3/25/2014	<b>Estimated Completion:</b> 3/25/2014
<b>Last Estimate Thru:</b> 11/30/2013	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 12/23/2013	<b>Actual Progress:</b> 99.62%

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

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

<b>Contract Number:</b> C202995	<b>Route:</b> NC-56, NC-96, US-15 US-158, SR-1103, SR-1127 SR-1135, SR-1192, SR-1671 SR-1675
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> 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.	
<b>Type of Work:</b> BRIDGE PRESERVATION	
<b>Contractor Name:</b> NHM CONSTRUCTORS, LLC	
<b>Contract Amount:</b> \$3,034,500.45	<b>Cost Overrun/Underrun:</b> 3.47%
<b>Availability Date:</b> 10/1/2012	<b>Letting Date:</b> 4/17/2012
<b>Completion Date:</b> 7/21/2013	<b>Work Began:</b> 10/1/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 9/30/2013
<b>Last Estimate Thru:</b> 8/15/2013	<b>Scheduled Progress:</b> 98%
<b>Last Estimate Paid:</b> 8/21/2013	<b>Actual Progress:</b> 96.62%

<b>Contract Number:</b> C203128	<b>Route:</b> SR-1978
<b>Physical Division:</b> 5	<b>County:</b> Durham

<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-4716, U-4716A, U-4716B U-4716C
<b>Length:</b> 4.203 miles	<b>Federal Aid Number:</b> FRA-FR-HSR-0006-10-01-00
<b>Resident Engineer:</b> Michelle H. Gaddy, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$10,900,447.15	<b>Cost Overrun/Underrun:</b> 17.48%
<b>Availability Date:</b> 12/31/2012	<b>Letting Date:</b> 11/20/2012
<b>Completion Date:</b> 12/28/2015	<b>Work Began:</b> 1/30/2013
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 12/28/2015
<b>Last Estimate Thru:</b> 1/7/2014	<b>Scheduled Progress:</b> 84%
<b>Last Estimate Paid:</b> 1/15/2014	<b>Actual Progress:</b> 54.56%

<b>Contract Number:</b> C203273	<b>Route:</b>
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 1.189 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> E. Boyd Tharrington, PE	<b>RE Phone Number:</b> (919)562-7000
<b>Location Description:</b> REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
<b>Type of Work:</b> DESIGN BUILD.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,800,000.00	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 4/29/2013	<b>Letting Date:</b> 3/19/2013
<b>Completion Date:</b> 9/30/2016	<b>Work Began:</b> 4/29/2013
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 9/30/2016
<b>Last Estimate Thru:</b> 1/31/2014	<b>Scheduled Progress:</b> 9.73%
<b>Last Estimate Paid:</b> 1/31/2014	<b>Actual Progress:</b> 9.73%

<b>Contract Number:</b> DE00073	<b>Route:</b> I-40
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> R-4049E
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> 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> 9/23/2013
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	TAC 2/12/2014 Attachment 13
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)	RELPLACE 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	
	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 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB and WB and all pedestrian accomodations on all legs of the intersection <small>TC 2/2/2014 Attachments</small>
	Developer 36249.3312	5		Developer	Signal upgrade/modifications as part of BCBS TIA requirements

### NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

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		100% Complete. Final review pending.	\$200,000	Small Construction/ 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	Carolina Sunrock	Begin construction Spring 2014	\$4,300,000	TIP
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	73%Complete 53% 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	35% Complete 51% 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 5/15/14 due to extra work, Partial acceptance pending.	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	12/15//13	Carolina Sunrock	100% Complete 100% Schedule. Pending RTE inspection.	\$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	Project complete. Ped head installation by Town complete	NCDOT forces - 100% Complete	\$75,000	Small Construction Funds
SS-4907AW 43295.3.1	Installing guardrail on NC 751 at Bridge 16, 0.2 miles south of US 70, east of Hillsborough.		11/15/2013		Work complete 10/28/13. RTE inspection complete.	\$60,000	State Spot Safety
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	2/5/2015	Triangle Grading & Paving	Contract awarded. Construction Spring 2014.	\$640,000	High Hazard Safety

### NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

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	2/5/2015	Triangle Grading & Paving	Contract awarded. Construction Spring 2014.	\$640,000	High Hazard Safety
<b>NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO</b>							
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	Spring 2014		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
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		Meet with city/utilities and others 11/8/13. Sidewalk issue at Kangaroo still pending.	\$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
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD		Funding Transfer approved	\$500,000	Bike/Ped enhancement

## DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in <b>Hillsborough</b>	3/1/14	TBD	Design in progress, R/W authorization pending	\$610,000	CMAQ
EB-4707A (Orange) EB-4707B (Durham)	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in <b>Carrboro</b>	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rosburn Rd. in <b>Chapel Hill</b>	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in <b>Carrboro</b>	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in <b>Carrboro</b>	10/31/13	4/30/14	Plans under review	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in <b>Carrboro</b>	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in <b>Carrboro</b>	3/31/14	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in <b>Chapel Hill</b>	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
U-4726IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in <b>Chapel Hill</b>	9/12/12	11/1/13	Construction underway	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

**DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO**

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments

## **Gordon won't seek another term in Orange County**

The Herald-Sun Jan. 09, 2014 @ 08:10 PM From Staff Reports

CHAPEL HILL — Alice Gordon, who was first elected to the Orange County Board of County Commissioners in 1990, won't seek another term.

"I have had the honor and privilege of being a county commissioner for more than 20 years, and I wish to thank the residents of Orange County for their confidence and trust in electing me six times," Gordon said in a statement announcing her plans. "I believe that we have made great progress in addressing the goals I set out to accomplish when I first ran for office."

She has served as chair of the Triangle Transit Board of Trustees and of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. She currently serves as a member of the MPO, the regional transportation planning organization for the western Triangle area.

Her announcement called attention to her focus on public education, environmental protection and regional transportation. She made a goal of adding a science wing to Culbreth Middle School in Chapel Hill and saw that groundbreaking happen in December.

She expressed pride in two national award-winning initiatives that she said have had a positive impact on Orange County.

One led to the establishment of the county's Lands Legacy Program, the first comprehensive county land acquisition program in North Carolina. The second initiative was the establishment of a joint transportation plan for the western and eastern parts of the Triangle region.

## **NC electric car drivers begin paying \$100 annual fee**

The News and Observer By Bruce Sicheloff January 10, 2014

RALEIGH — The state Division of Motor Vehicles has begun collecting a new \$100 annual fee from the owners of all-electric cars, and Nissan Leaf driver Phil Bardsley is fine with that.

"I think it's fair," said Bardsley, 61, of Chapel Hill. "Roads need to be maintained, and I use the roads. I think I should be paying to maintain them."

But he may be in the minority among North Carolina drivers of Leafs, Teslas and other plug-in cars that run entirely on electricity. Among a few dozen who commented last spring when legislators were debating the fee, many cited the environmental benefits of cars that produce zero tailpipe emissions.

They warned that the new fee will discourage more drivers from getting rid of their gas-guzzling, exhaust-belching cars.

"I still don't feel like it's a great idea, because it sends the wrong message," Sarah Broome of Durham, 48, who also drives a Leaf, said Friday. "It reflects poorly on our air-pollution problems. I think it's encouraging people to stay away from electric cars and hybrids."

The House blocked a similar proposal from the Senate last year to charge a \$50 fee for hybrid cars such as the Toyota Prius and Chevy Volt, which run on a combination of electricity and gas or diesel fuel. Only 1,600 electric cars are registered statewide, but their numbers are growing.

Many electric car owners have benefited from federal tax credits that reduced the purchase price by as much as \$7,500. That's only fair, said Leaf owner Jules Coco, 62, of Cary. He opposes the new electric car fee.

"These things are very good for the environment," Coco said. "I'm not contributing to the (cost of) the concrete roadbed, but I'm not contributing to the pollution, either."

Fuel tax collections are declining because North Carolinians are driving less, their cars are getting more miles out of every gallon, and some drivers are switching to cars that burn no fuel at all.

DMV began adding the new fee for electric cars to its bills for registration renewal fees that were due this month. Projected collections from the fee – \$160,000 this year – won't do much to fill the widening gap between the state's transportation needs and the revenue collections to pay for them, which is expected to reach \$60 billion over the next 30 years.

Legislators and DOT officials will be airing ideas this year for generating more transportation money. But nobody is speaking out with specific new ideas, yet.

"Since they use the road, it seems equitable to have electric cars make some contribution to the DOT fund," said Sen. Neal Hunt of Raleigh. "Whether we'll go farther than that, I'm not sure. But we absolutely need to find a way, ultimately, to get some additional revenues."

## Road Worrier: NC railroad deaths are not always accidents

The News and Observer By Bruce Siceloff January 13, 2014

A southbound Amtrak train struck a man walking on the tracks Sunday afternoon in Durham, then ran over a second man's body in Greensboro – but investigators don't know whether either death will be ruled accidental.

Train-related deaths spiked in North Carolina last year, and rail-safety experts say that as many as half involved something they don't like to talk about: suicide.

"We see them walk to the tracks and jump in front of the train," Paul Worley, the state Department of Transportation Rail Division director, said Monday. "We see them kneel and turn their backs, or look toward us. We see them run toward us. I hate to say that, but that's what we see. There are so many suicides on the tracks."

That's what investigators suspect in Durham. They say the Amtrak Piedmont engineer sounded his horn a few times about 12:25 p.m. Sunday in a vain effort to warn the man who turned and walked relentlessly toward the approaching locomotive.

Homicide is a possibility in Greensboro, where Amtrak reported that the same train hit "a previously deceased body" at 4:25 p.m. That's about an hour after the train left Durham with a replacement engineer at the controls.

DOT officials confirmed Monday that a northbound Amtrak train had struck the body a few hours earlier Sunday, on the same track. But railroad and police investigators don't know how the Greensboro man died. Among the possibilities considered by authorities: He had been struck even earlier by a freight train, or he had been killed by someone who dumped his body there.

"They'll need an autopsy to determine whether he died of natural causes, or passed out on the tracks, or was criminally dispatched and left on the tracks," said Drew Thomas, the Rail Division data analysis manager. "They're not sure of the circumstances. It's a mystery right now."

In Greensboro, police identified the dead man as Ricardo Aleman, 36. The Durham victim's name was not released.

Seven people were killed in cars last year at North Carolina train crossings, but most rail deaths involved people the railroads call “trespassers.” Twenty people were on the tracks illegally – most of them lying, walking or standing – when they were struck and killed by trains in 2013.

#### Suicidal intent

Authorities formally ruled suicide in four of the 20 trespasser deaths, including two people in Charlotte who had lain down together in front of a CSX freight train on March 17, and a person who left a note before walking in front of a train near Mebane on Nov. 17.

And there was evidence of suicidal intent in at least four more trespasser cases last year. In Burlington on July 20, a person sprinted down the tracks to meet the oncoming train; in Durham on Dec. 10, a man dressed in black parked his car near the tracks and knelt in front of the train. And one of the seven car deaths in 2013 involved a woman who waited at a crossing in Raleigh on Feb. 6 until the Amtrak Carolinian approached, then drove into its path.

“When somebody is determined to off themselves by train, there’s not an awful lot you can do,” said Robin Chapman, a spokesman for Norfolk Southern Railroad. “We do try to get the word out about being safe around tracks, making the public aware that being on the tracks is illegal and dangerous.”

Train-death investigations involve local police, railroads, state and sometimes federal rail agencies, and they can take months. But in many cases, within hours of a crash, investigators share what can prove to be decisive evidence: the crash films recorded by locomotive video cameras.

But even with video evidence, investigators frequently are unable to determine why someone drives, walks or stands in front of a train. Sometimes people use the tracks as shortcuts. Two deaths in 2013 involved people walking on the tracks who apparently did not hear the train horn because they were listening to music on their earphones.

‘It’s some world’

And sometimes people use a train to cover up a crime.

“We have had cases in the past where people have put dead bodies on the tracks,” Worley said. “Some foul play has happened and they were looking for the train to make it look like something else. It’s some world.”

State and federal agencies, railroads and nonprofit safety organizations run frequent campaigns to warn drivers and pedestrians about danger on the tracks. But they don’t know what to say about suicide.

“We don’t publicize it, because we don’t want copycats. People see it as a brutal way to go and a way to attract attention,” Worley said. “How do we talk about these things without encouraging more copycats?”

## Former County Commissioner Becky Heron dies at 86

The Herald-Sun Jan. 23, 2014 @ 08:06 PM By Ray Gronberg

DURHAM —Former County Commissioner Rebecca M. “Becky” Heron died early Thursday morning, friends and county officials said. She was 86.

Mrs. Heron served on the Board of County Commissioners from 1982 until she resigned in the summer of 2011 for health reasons. She chaired the board for two years, from late 1994 to late 1996.

County Manager Michael Ruffin ordered that flags outside county facilities be flown at half-mast in Mrs. Heron’s honor until her funeral. Arrangements for those services remain pending.

"We lost a Durham treasure," said Commissioner Ellen Reckhow, a longtime colleague, ally and friend of Mrs. Heron's. "She devoted 30 years of her life to Durham County."

A native of Cheraw, S.C., and graduate of the University of South Carolina, Mrs. Heron first ran for a County Commissioners seat in 1980. She lost, finishing ninth in a field of 12. But she opted to run again two years later and, in her second try, made it into office.

Once there, she supported fellow Commissioner William V. Bell's successful bid to become the first black chairman of the county board. She also backed a major change of its meeting schedule, moving sessions to a nighttime start so more residents could attend.

"Becky was a fighter," said Mr. Bell, now mayor of the city of Durham. "You always knew where she was coming from."

Her subsequent terms were marked by her support of environmental causes, animal welfare, a senior center for the elderly and a major renovation of Durham County Stadium.

She was instrumental in securing passage of the county's first animal-control ordinance and the construction of a modern animal shelter, family members said.

On the environmental front, she favored strong watershed-protection rules and backed preservation of the Eno River and New Hope Creek corridors.

Her work just on the New Hope corridor contributed to the establishment of four parks, laid the ground for a system of connecting trails and made sure developments that might have damaged it either were rejected or modified, said Robert G. Healy, professor emeritus at Duke University's Nicholas School of the Environment.

No matter the cause or issue, Mrs. Heron was direct and straightforward in her dealings with fellow officials and the public, colleagues said.

"You might not have agreed with her, but she was not going to talk behind your back," said Mr. Ruffin. "There was no difference between what she said and what she did. Staff respected her for that."

Similar praise came from Mr. Ruffin's predecessor, former County Manager David Thompson.

"You never had to guess, as a manager, about where Becky Heron was coming from," said Mr. Thompson, now the executive director of the N.C. Association of County Commissioners. "She was really easy to work with because there were no areas of gray."

Mrs. Heron was chairwoman of the board for Mr. Thompson's hiring in 1996. He recalled a short negotiation over contract terms.

"She called me to offer me the position, and stated a salary," Mr. Thompson said. "I said I'd like to think about it, and her response was, 'Take it or leave it.' Once she thought she was right on an issue, that was the end of the discussion. She was real direct and always had the best interests of Durham County at heart."

Mrs. Heron's retirement in the summer of 2011 came on the advice of her doctors, after she had missed a couple of commissioners meetings. She acknowledged the office had been "a big part" of her life.

"The county kind of takes precedence in this household most of the time – not all the time, but most of the time," Mrs. Heron said in an interview a week before announcing her decision.

After stepping down, she lent support to Commissioner Wendy Jacobs' attempts to succeed her on the board, eventually recording a "robocall" message for use in the 2012 campaign.

"On election day, the thing I heard over and over again from people was that it was great to hear Becky's voice," Commissioner Jacobs recalled. "She had such a persona, such a personality, and people loved her. She could relate to everybody in the community – and people could relate to her."

Mrs. Heron's health went into what Mr. Ruffin termed a clear and rapid decline in recent weeks, and word circulated amongst her friends that it was time for goodbyes. Many went to her home for a last visit, Commissioner Reckhow among them.

"Even though she was very weak, she seemed to perk up when I told her the news in the 'courthouse,' which is how she referred to the county building," Commissioner Reckhow said.

Another friend, Melissa Rooney, said was "forever grateful that I was able to see that 'Becky Sparkle' one last time" in Mrs. Heron's eyes after reading to her during a visit last week.

"I just hope her family can be comforted by the legacy and the very solid reputation she built as a citizen and as a commissioner," Mr. Ruffin said.

Mrs. Heron is survived by her husband, Duncan Heron, and their two children.

## **RTP leader urges regional rail investment**

The Herald-Sun Feb. 03, 2014 @ 07:42 PM by Laura Oleniacz

DURHAM — Components of the Research Triangle Park redevelopment plan "count on" public investment in a regional rail system, the president of the nonprofit that manages the park said Monday.

Bob Geolas, president of the Research Triangle Foundation of North Carolina, said park officials have located two planned clusters of higher-density development near two proposed rail states.

"Our board and this foundation are absolutely committed to seeing the implementation of a regional, dedicated rail to link our commuters and the Triangle region, and so much of our plan counts on that investment being made," Geolas said.

But while Orange and Durham voters have passed half-cent sales tax increases for transit expenditures -- including raising money for a proposed regional rail system – Wake County officials have not.

Joe Durham, Wake County manager, said county public officials pledged to evaluate a referendum in 2013 on a sales tax hike for transit, but the referendum didn't happen.

"There's no date for a referendum; there's not a significant interest in light rail," he said.

Wake County leaders also had three outside consultants make transit-related recommendations, he said, and the conclusion from all three was, "no rail, not now."

Also, according to previous reports in The Herald-Sun, a group called the Regional Transportation Alliance pushed in a position paper last year for Wake County leaders to move toward "bus rapid transit."

"Light rail, one of the concerns that came from the consultants ... is that the funding is not in place for that," Durham said. "There's an expectation, or an assumption, that a lot of it is going to be federally funded."

Durham said Wake leaders will hold a discussion at a retreat later this month to consider setting a transit strategy for the year.

Geolas said an investment by the foundation announced Monday will encourage public investment in transit. The nonprofit announced that it paid about \$17 million to take control of nearly 100 acres off Interstate 40, where it plans to launch a redevelopment project.

"The fact that we own the land today, the fact that we're going to move forward with a site plan, in a short period of time ... changes the dynamic (of the conversation)," he said. "This isn't something we're fixing to do."

He said the amount of density that park leaders are looking to develop "speaks to a critical investment" needed on the public side for regional transit in the long-term.

"I think bus rapid transit has its place, it might be a fine short-term option; it's not where we need to be focusing (in the long-term)," he said. "We need dedicated regional rail."

## Triangle highway signs leave many confused

ABC 11 Investigates Steve Daniels Wednesday, February 05, 2014

RALEIGH (WTVD) -- Ever wonder why some signs in the Triangle tell you you're travelling in one direction when you're really going the other way? The signs don't agree with your GPS, or a map, and they leave a lot of drivers confused.

The ABC11 I-Team found an example on I-40 eastbound - leaving downtown Raleigh - heading toward the I-40 / Beltline split.

The sign says "440 West," but our GPS clearly showed we were going directly eastbound.

It's the same going the other direction. Signs say "I-440 East," but they quickly change to "I-40 West," as you drive toward downtown Raleigh. How can you be going east and west at the same time?

Drivers we spoke with think it's confusing.

"I think it's ridiculous. It's crazy because, if you're not familiar with the area and you're driving, it's just chaos. It's an accident waiting to happen," offered driver Lamont Nichols.

"I was coming that way the other day and got kind of confused," said Larry Ballard.

We asked Kevin Lacy with the North Carolina Department of Transportation why the signs say one thing when you're driving in a different direction - 180 degrees off what the signs say.

He explained it's all about your eventual destination.

"It's exactly what we told you because you're following the route," he said.

So even though you're driving on the 440-Beltline going east, then north, then west and south, the signs say "I-440 west" because the highway ends on the west side of Raleigh.

I-40 is another interesting example. The signs say "I-40 West" because the highway ends on the west coast in California - even though when you're driving from Wilmington to Raleigh you're driving due north.

And on I-85, the signs say "I-85 South" toward Atlanta, even though when you're driving from Durham to Greensboro, you're going due west.

The I-Team pointed out to the DOT that doesn't seem to make sense to people - the people who are using the highways.

"I'm not sure who you are talking to, but that's the national standard," said Lacy.

And does the standard make sense if people are confused?

"Well, we are not getting an overwhelming indication that people are confused," said Lacy.

And there are other Triangle signs that don't add up with your GPS. Take the Highway 55 exit from the Triangle Expressway. It says "55 East" takes you to Apex and "55 West" takes you to Durham.

But Highway 55 doesn't run east and west between Apex and Durham. It's directly north and south.

Some drivers told the I-Team they want the DOT to make signs less confusing.

"You need to tighten up on your job - do the right thing get it under control -because it's chaos out there," said Nichols.

But at DOT headquarters, they say sometimes when they do change signs it makes things worse, and there will always be someone who's a little confused by road signs.

"That is something you can bank on," said Lacy. "Just because you have a GPS please do not put your brain away."

Lacy said that 40-years ago, highway signs across the country did tell you the direction you were driving, but now that standard has changed to indicate the starting and ending point of a highway.

## **Durham pulling hybrid engines from some buses**

WRAL.com By Arielle Clay Posted 6:26 p.m. yesterday

Durham, N.C. — Durham officials have found it's not easy being green.

The city decided this week to convert 10 of its hybrid vehicles – light transit vehicles, or LTVs, that transport people with disabilities – back to gas-fueled engines because of maintenance problems. City buses will continue to have hybrid engines.

The LTVs were added to Durham's fleet in 2011. The hybrid vehicles cost \$112,000 each, compared with \$65,000 for buses without hybrid engines, but officials figured they would save on fuel costs.

"It all comes from our desire to have the most fuel-efficient fleet that we can," said Tobin Freid, Durham's sustainability manager, who helped secure federal funds to buy the hybrids.

The savings never panned out, however, as repairs started piling up.

"After about six months, we started having issues with them," city maintenance manager Scott Mozingo said. "Then, we had issues with parts."

In 2012, the company that outfitted the hybrid vehicles went bankrupt, so Durham could no longer get the parts they needed to make repairs.

"We started parking vehicles as they were breaking down because we didn't have parts for them," Mozingo said.

LTV routes started feeling the pinch as the fleet became smaller, so the city's Transportation Department decided to make another switch.

"We need to have these 10 vehicles back on the road, and the fastest way to do that is through this conversion," said Harmon Crutchfield, assistant director of transit and parking services.

Durham plans to spend \$78,000 to convert the hybrid LTVs back to gas engines. Each vehicle will take about a week to be converted.

Freid said the move is disappointing but not discouraging.

"We tried a new technology, and sometimes when you try new things, they don't work out," she said.