

October 8, 2014
9:00 a.m.

Committee Room
2nd 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 (9:05-9:10)

6. September 10, 2014 Board Meeting Minutes

Attachment 6

A copy of the September 10, 2014 Board meeting minutes is enclosed as Attachment 6.

Board Action: Approve minutes of the September 10, 2014 Board meeting.

ACTION ITEMS

7. Reports from NCDOT Division 5 and MPO Members on local efforts that respond to NCDOT's Complete Streets Policy (9:10-9:30)

Attachment 7, 7A, 7B

Joey Hopkins, NCDOT

MPO Members

NCDOT Division 5 and MPO members will provide an update on local initiatives in response to NCDOT's Complete Streets policy.

Board Action: Receive Reports from NCDOT Division 5 and MPO Members

8. FY 2012-2018 TIP Amendment #21 (9:30-9:40)

Attachment 8, 8A

Lindsay Smart, LPA Staff

Amendment #21 to the FY 2012-2018 Transportation Improvement Program is necessary to reflect STP-DA programmed projects in FY 2014 through 2016 and to match recent STIP Amendments. A memo describing the amendment is provided.

TC Recommendation: That the MPO Board approve the release of Amendment #21 to the FY 2012-2018 Transportation Improvement Program for public comment period.

Board Action: Approve the release of Amendment #21 to the FY 2012-2018 Transportation Improvement Program for public comment period.

9. Resolution of Support for “Federal Transit Administration Transit-Oriented Development Planning Pilot Program” Grant Application (9:40-9:50)

Attachment 9

Lindsay Smart, LPA Staff

The Federal Transit Administration (FTA) announces the availability of \$19.98 million of Fiscal Year (FY) 2013 and FY 2014 funds under the Pilot Program for Transit- Oriented Development (TOD) Planning. The program augments FTA’s Fixed Guideway Capital Investment Grants (CIG) Program by supporting comprehensive planning associated with new fixed guideway and core capacity improvement projects that will help the projects develop information to address the CIG Program’s evaluation criteria and thus be more competitive for that program’s funding. Through this program, FTA intends to fund comprehensive planning work, including for TOD, that would likely otherwise not occur without Federal support and is conducted in conjunction with the development of transit capital investments that will seek funding from the CIG Program. FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for individual station areas or only a small section of the corridor.

The application is being developed by TTA, with support from Chapel Hill, Durham, TJCOG, and DCHC MPO. The application is due by November 3, 2014.

Board Action: Approve the resolution.

10. Comprehensive Transportation Plan (CTP) Update (9:50-10:05)

Attachment 10

Andy Henry, LPA Staff

Julie Bollinger, NCDOT

The Comprehensive Transportation Plan (CTP), which is a state requirement, will replace the outdated Thoroughfare Plans in the counties and jurisdictions of the DCHC MPO. This presentation will provide background information and a schedule for the MPO to develop and adopt an MPO-wide CTP.

TC Recommendation: Recommend that the MPO Board receive the presentation.

Board Action: Receive the presentation.

11. Resolution to Honor Wally Bowman (10:05-10:10)

Attachment 11

Lindsay Smart, LPA Staff

Wally Bowman has worked for the North Carolina Department of Transportation since 1989, providing excellent service and guidance to communities in North Carolina. His retirement is scheduled for October 1, 2014 and through this resolution the MPO Board would like to extend their sincere thanks to Wally for his years of service to the MPO region.

Board Action: Approve the resolution.

REPORTS:

12. Report from the Board Chair

Ellen Reckhow, Board Chair

Board Action: Receive Report from Board Chair

13. Report from the Technical Committee Chair

Mark Ahrendsen, TC Chair

Board Action: Receive Report from TC Chair

14. Report from LPA Staff

Attachment 14

Felix Nwoko, LPA Staff

Board Action: Receive report from staff.

15. NCDOT Report

Attachment 15

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

Board Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates

Attachment [16](#)

Adjourn

Next meeting: November 12, 2014, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings:

None

www.dhcmpo.org

www.twitter.com/dhcmpo

MPO Board Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/14– Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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. Website redevelopment is 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> Subject to Prioritization 3.0 process.
8/13/2014	Letters to Division Engineers, Secretary Tata, etc. RE: SPOT 3.0 Prioritization Process	<u>Completed:</u> Letters sent on 8/18/2014.
9/10/2014	Letters to NCDOT Congestion Management to extend comment period deadline for US 15/501 Corridor Study.	<u>Completed:</u> Letters sent on 9/10/2014.
9/10/2014	Submit memo to NCDOT Congestion Management with formal MPO comments on draft US 15/501 Corridor Study.	<u>Completed:</u> Memo sent on 9/10/2014.
9/10/2014	Resolution to Honor Wally Bowman	<u>Completed:</u> Resolution prepared for 10/8/2014 meeting.
9/10/2014	Facilitate Complete Streets Policy presentations from NCDOT and MPO member jurisdictions.	<u>In Progress:</u> NCDOT and MPO members have been contacted and presentations have been requested.

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

2 **September 10, 2014**

3 **MINUTES OF MEETING**

4 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on September
5 10, 2014 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The
6 following attended:

7	**Diane Catotti	City of Durham
8	**Jim Elza	Chatham County
9	**Alice Gordon	Orange County
10	**Eric Hallman	Town of Hillsborough
11	*Ed Harrison (Alternate)	Town of Chapel Hill
12	**Mark Kleinschmidt	Town of Chapel Hill (Vice-Chair)
13	**Bernadette Pelissier	Triangle Transit
14	**Ellen Reckhow	Durham County (Chair)
15	**Steve Schewel	City of Durham
16	**Damon Seils	Town of Carrboro
17		
18	Mark Ahrendsen	DCHC MPO
19	Ellen Beckmann	DCHC MPO
20	David Bonk	Town of Chapel Hill
21	Andy Henry	DCHC MPO
22	John Hodges Copple	Triangle J COG
23	George Hoops	FHWA
24	Joey Hopkins	NCDOT, Division 5
25	Bret Martin	Orange County
26	Patrick McDonough	Triangle Transit
27	Tina Moon	Town of Carrboro
28	Felix Nwoko	DCHC MPO
29	Brian Rhodes	DCHC MPO
30	Meg Scully	DCHC MPO
31	Lindsay Smart	DCHC MPO
32	Mila Vega	Chapel Hill Transit
33	Linda Thomas Wallace	Durham County ACCESS
34	Patrick Wilson	NCDOT, Division 7

35
36 **Voting Member
37 *Alternate or Non-Voting Member

38
39 Ellen Reckhow, Chair, called the meeting to order at 9:05 a.m. and the Roll Call was conducted.

40 **Ethics Reminder**

41 Ellen Reckhow read the Ethics Reminder for Board 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. Also, distributed were
44 changes to the August 13, 2014 meeting minutes.

45 **Adjustments to the Agenda:**

46 David Bonk stated a handout was distributed at the beginning of the meeting regarding the
47 DCHC MPO Board comments on the draft US 15-501 Corridor Study Traffic Analysis Report. Ellen
48 Reckhow stated it would be added as 12A to the agenda so there can be discussion.

49 **Public Comments**

50 There were no comments from the public.

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

52 The Directives to Staff are attached for review.

53 **CONSENT AGENDA:**

54 **August 13, 2014 TAC Meeting Minutes (Attachment 6)**

55 Alice Gordon provided an amendment to the August 13, 2014 TAC Meeting Minutes as follows:
56 "Lines 117-118 on page 5 should be revised as follows: There are other intersections on Mount Carmel
57 Church Road that are a concern. Also, the two-foot shoulders that were supposed to be added to
58 Mount Carmel Church Road did not actually turn out to be nearly the full two feet along much of the
59 road."

60 Ellen Reckhow provided an amendment to the August 13, 2014 TAC Meeting Minutes as follows:
61 "Page 6, line 158, change leave to leaves; Page 8, line 191, insert boards after some and capitalize L in
62 iLegislate; line 192, change us to use; and line 198, change EEC to East End Connector."

63 A motion was made by Diane Catotti and seconded by Damon Seils to approve the August 13,
64 2014 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

65 **Approval of resolution authorizing flex of City of Durham/DATA STP-DA funds to FTA/5307**
 66 **(Attachment 7)**

67
 68 A motion was made by Diane Catotti and seconded by Damon Seils to approve the resolution
 69 authorizing the flexing of City of Durham/DATA STP-DA funds to FTA/5307. The motion carried
 70 unanimously.

71 **Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with North Carolina**
 72 **Department of Transportation for the Metropolitan Planning Program Grant (Section 5303) for FY15**
 73 **(Attachment 8)**

74
 75 A motion as made by Diane Catotti and seconded by Damon Seils to authorize the Durham City
 76 Manager on behalf of DCHC MPO to enter into an agreement with the North Carolina Department of
 77 Transportation for the Metropolitan Planning Program Grant (Section 5303) for FY15. The motion
 78 carried unanimously.

79 **ACTION ITEMS:**

80 **Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Grant Funding**
 81 **Recommendations for FY 2015 and FY 2016 MPO Funding Cycle (Attachments 9 and 9A)**

82
 83 Meg Scully provided an introduction for the Enhanced Mobility for Seniors and Individuals with
 84 Disabilities (Section 5310) Grant Funding Recommendations for the FY 2015 and FY 2016 MPO funding
 85 cycle, along with the attachments.

86 A motion was made by Diane Catotti and seconded by Damon Seils to approve the Section 5310
 87 FY14 Program of Projects. The motion carried unanimously.

88 **FY 2012-2018 TIP Amendment #19 – to include Section 5310 (Enhanced Mobility of Seniors and**
 89 **Individuals with Disabilities Program) FFY13 and FFY14 projects, DATA FFY14 5307 funded projects,**
 90 **and CHT modification in TIP/STIP (Attachment 10)**

91
 92 Meg Scully provided an introduction for FY 2012-2018 TIP Amendment #19 to include Section
 93 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) FFY13 and FFY14 projects,
 94 DATA FFY14 5307 funded projects, and CHT modification in TIP/STIP, along with the attachment.

95 A motion was made by Diane Catotti and seconded by Damon Seils to approve Amendment #19
96 to the FY 2012-2018 TIP. The motion carried unanimously.

97 **FY 2012-2018 TIP Amendment #20 – to revise STP-DA and TAP funding based on new policy and**
98 **formula (Attachments 11, 11A, 11B, and 11C)**

99
100 Ellen Beckmann provided a PowerPoint presentation on the FY 2012-2018 TIP Amendment #20
101 to revise STP-DA and TAP funding based on a new policy and formula, along with the attachments.

102 Ms. Beckmann stated this amendment matches funding for modifications to projects in the STIP
103 and moves MPO projects that were not obligated in FY 2014 to FY 2015.

104 Damon Seils is wondering about the Chapel Hill Transit bus replacement delay. Mila Vega stated
105 Chapel Hill is trying to find funds to buy three buses. They are also looking at alternative and creative
106 ways to fund additional buses. Damon Seils is wondering if there is a communication breakdown
107 between the MPO and Chapel Hill Transit about the allocation. Ms. Vega stated the only thing that has
108 changed is the local match has to be increased. Ms. Vega stated the goal is still to buy three buses.

109 Ellen Reckhow stated the Morreene Road and Hillandale Road bicycle/pedestrian projects have
110 been on our list for a while. Ellen Beckmann stated they were just given better cost estimates. They are
111 working on funding issues. Ellen Reckhow stated she is concerned about safety issues.

112 Ellen Beckmann stated in the final TIP amendment that NCDOT has requested that we clearly
113 state that the STP-DA funds for Morgan Creek Greenway is for Phase I and that the TAP funds are for
114 Phase II because of the competitive process.

115 A motion was made by Damon Seils and seconded by Bernadette Pelissier to approve
116 Amendment #20 to the FY 2012-2018 Transportation Improvement Program. The motion carried
117 unanimously.

118 **MPO Board Bylaws (Attachments 12 and 12A)**

119 Lindsay Smart provided an introduction and review for the MPO Board Bylaw changes, along
120 with the attachments.

121 Ellen Reckhow suggested surveying the MPO Board Members to see what their preference is in
122 regards to receiving the packets. It would save the MPO funds and the staff time if the packets were not
123 mailed.

124 Felix Nwoko stated it will be about two months before the Granicus platform, which provides
125 electronic access to agenda information, is ready. Ellen Reckhow suggested surveying everyone in
126 November, after Granicus is operating, for their preference as to how they would like to receive their
127 monthly packets. Staff will hold a training session on how to use Granicus.

128 A motion was made by Alice Gordon and seconded by Bernadette Pelissier to approve the
129 proposed MPO Board Bylaws. The motion carried unanimously.

130 **DCHC MPO Board Comments on Draft US 15-501 Corridor Study Traffic Analysis Report**

131 Lindsay Smart provided an introduction for the DCHC MPO Board comments on the Draft US 15-
132 501 Corridor Study Traffic Analysis Report.

133 Ellen Reckhow asked if additional comments can be sent to staff or NCDOT directly. Ms. Smart
134 stated either one is fine. Ellen Reckhow suggested sending something out on the MPO list serve
135 indicating that the public comment has been extended until September 19, 2014 on the US 15-501
136 Corridor Study Traffic Analysis Report. Jim Elza stated that Orange County and Chatham County don't
137 feel they were properly informed that a public comment period was open.

138 Ms. Smart stated she sent out a question-and-answer document that that explained the next
139 steps in the process, including the public comment period. NCDOT and Stantec will receive comments
140 and then provide a summary of comments and their responses to the comments. At that point, if the
141 MPO Board would like to request that NCDOT do a full presentation to the Board, they will. Stantec is
142 under contract with NCDOT, and NCDOT has already identified to which boards and public entities

143 Stantec will give a presentation. The MPO Board will not receive a presentation because NCDOT will not
144 be asking for a formal acceptance or adoption of the study by the MPO Board. The MPO Board could
145 request that the NCDOT project manager provide a presentation to the Board after receiving the
146 summary. Ms. Smart recommends scheduling a presentation after reviewing the summary.

147 Alice Gordon asked when the draft study we are discussing today is going to be final and when is
148 the second one that is being discussed going to be available for preliminary comments and when is it
149 expected to be final. Lindsay Smart stated she does not have a deadline for the draft study.

150 Alice Gordon expressed a concern about how close Mount Carmel Church Road and Culbreth
151 Road are to the major entrance to Chapel Hill. There is almost no room to do anything there. Is there
152 any other solution other than the ones that have been provided and can we see if there is a way to
153 make sure these two corridor studies address this issue?

154 Mark Kleinschmidt asked about the timeline for the study. Lindsay Smart stated that the
155 Stantec representative, Elizabeth Scott, believes that it will take two to three weeks to review all public
156 comments received and put together a response. They will then send it out and provide presentations
157 that NCDOT has requested. Ms. Scott was non-committal as to when they would have the final draft.

158 A motion was made by Alice Gordon and seconded by Jim Elza to submit the DCHC MPO Board
159 comments on the draft US 15-501 Corridor Study Traffic Analysis Report. The motion carried
160 unanimously.

161 **REPORTS:**

162 **Report from the Board Chair**

163 Ellen Reckhow stated a letter was sent to the Division Engineers with copies to Secretary Tata
164 thanking them for their collaboration on the prioritization process. Ms. Reckhow requested a
165 presentation on Complete Streets for the October Board meeting.

166

167 **Report from the Technical Committee Chair**

168 There was no report from the Technical Committee Chair.

169 **Report from Staff (Attachment 15)**

170 Felix Nwoko stated the MPO received a FHWA grant award on studying the effects of smart
171 growth on travel demand. Staff has drafted the Congestion Management Plan and Mobility Report
172 Card, and the Technical Committee will review them. A consultant and staff are working on the new
173 MPO Web site and plan to integrate the Web site with the Granicus agenda system and online mapping
174 applications. The MPO Board will have an opportunity to test the Web site before it goes live.

175 Felix Nwoko introduced George Hoops, who works for FHWA. He replaced Jill Stark, who moved
176 to Washington, DC.

177 **NCDOT Report (Attachment 16)**

178 Patrick Wilson, Division 7 Engineer provided an update on projects. The I-85 paving project in
179 Orange County was completed, and the roundabout at Erwin Road and Mount Moriah Road was been
180 completed and opened.

181 Eric Hallman asked for the status of the Churton Street bridge repair and Patrick Wilson stated
182 he will check on it and get back to Mr. Hallman.

183 Joey Hopkins, Division 5 Engineer provided an update on projects. The East End Connector is
184 still moving forward; it is being advertised right now and they are looking to open bids October 21, 2014.
185 Wally Bowman will retire from NCDOT on October 1, 2014. We have a new Board member, Jeff
186 Sheehan of Duke Realty, who has replaced Mike Smith.

187 **INFORMATIONAL ITEMS:**

188 **Recent News Articles and Updates (Attachment 17)**

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

190 **Adjournment**

191 There being no further business before the MPO Board, the meeting was adjourned at 10:11
192 a.m.

Setting the Stage for Complete Streets

The Carrboro Experience

North Carolina Complete Streets Summit
Charlotte , North Carolina

Town of Carrboro Planning Department

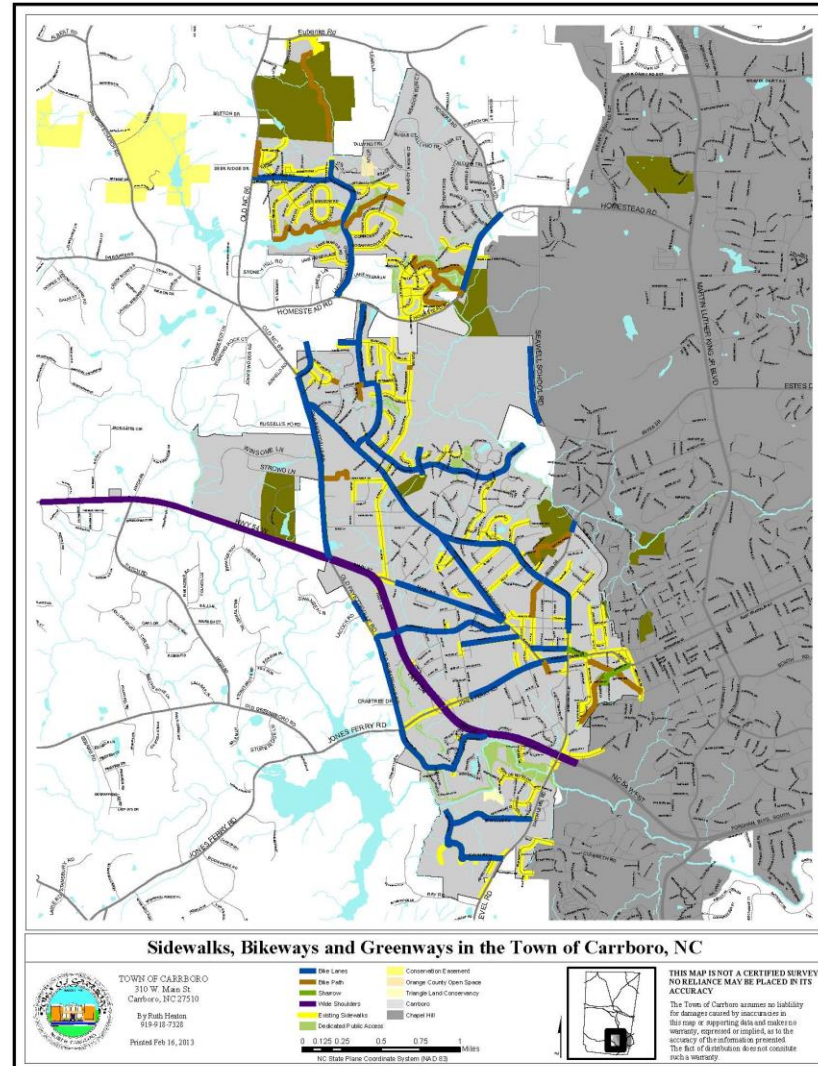
July 23, 2014

Overview

- ▶ Location and demographics
- ▶ Experience with “complete” streets
- ▶ Collaboration with NCDOT, pre-2009
- ▶ Collaboration with NCDOT, post-2009
- ▶ Takeaways

Where is Carrboro? Who are we?

- ▶ Just over 20,000 people
- ▶ Just under 10,000 homes
- ▶ 6.5 sq miles
- ▶ ~3,000 persons/sq mile



“Complete Streets” Policy - Historically Speaking (pre-1970)

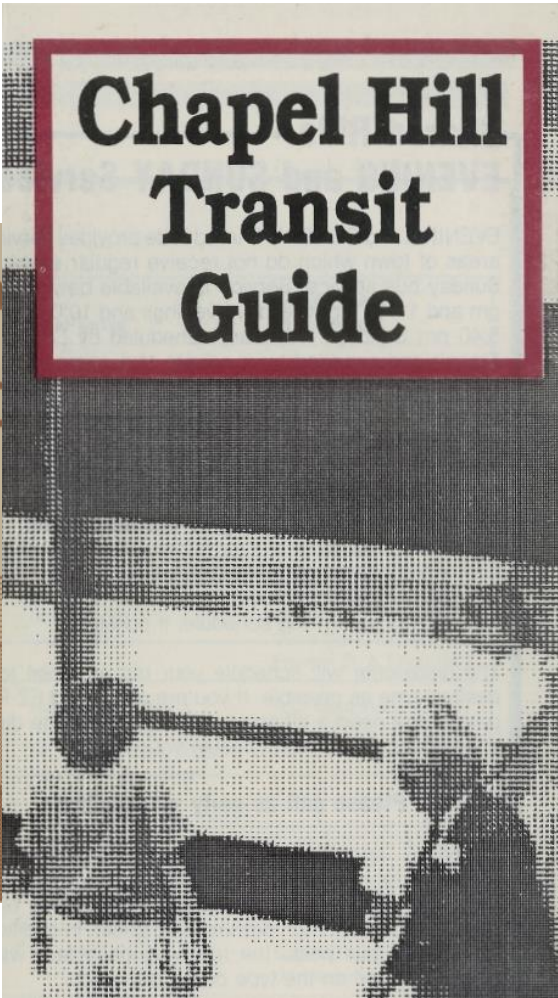


Aerial view of Carrboro, looking north, taken in the late 1940's. From Wootten-Moulton Collection, North Carolina

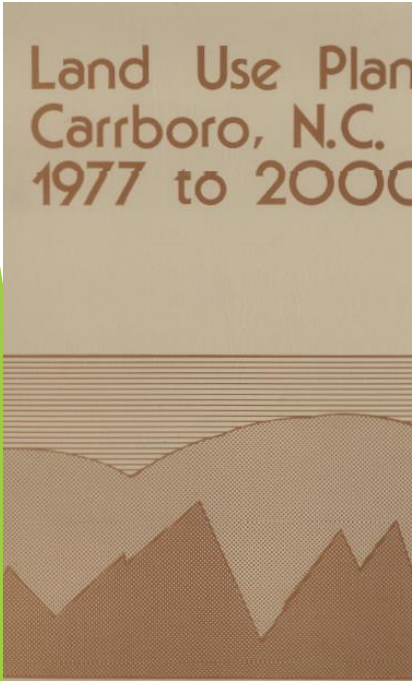


“Complete Streets Policy” - 1970s

- 1978 Jones Ferry Rd. bike lanes
 - \$141,989 (100% Town-funded)
 - Average income \$17,000

The image shows the cover of a document titled "Chapel Hill Transit Guide". The title is in a large, bold, black serif font, centered within a white rectangular box with a red border. Below the title, there is a black and white halftone image of a person's face, possibly a transit worker or a resident. The background of the cover is a textured, greyish-brown color.

Chapel Hill Transit Guide

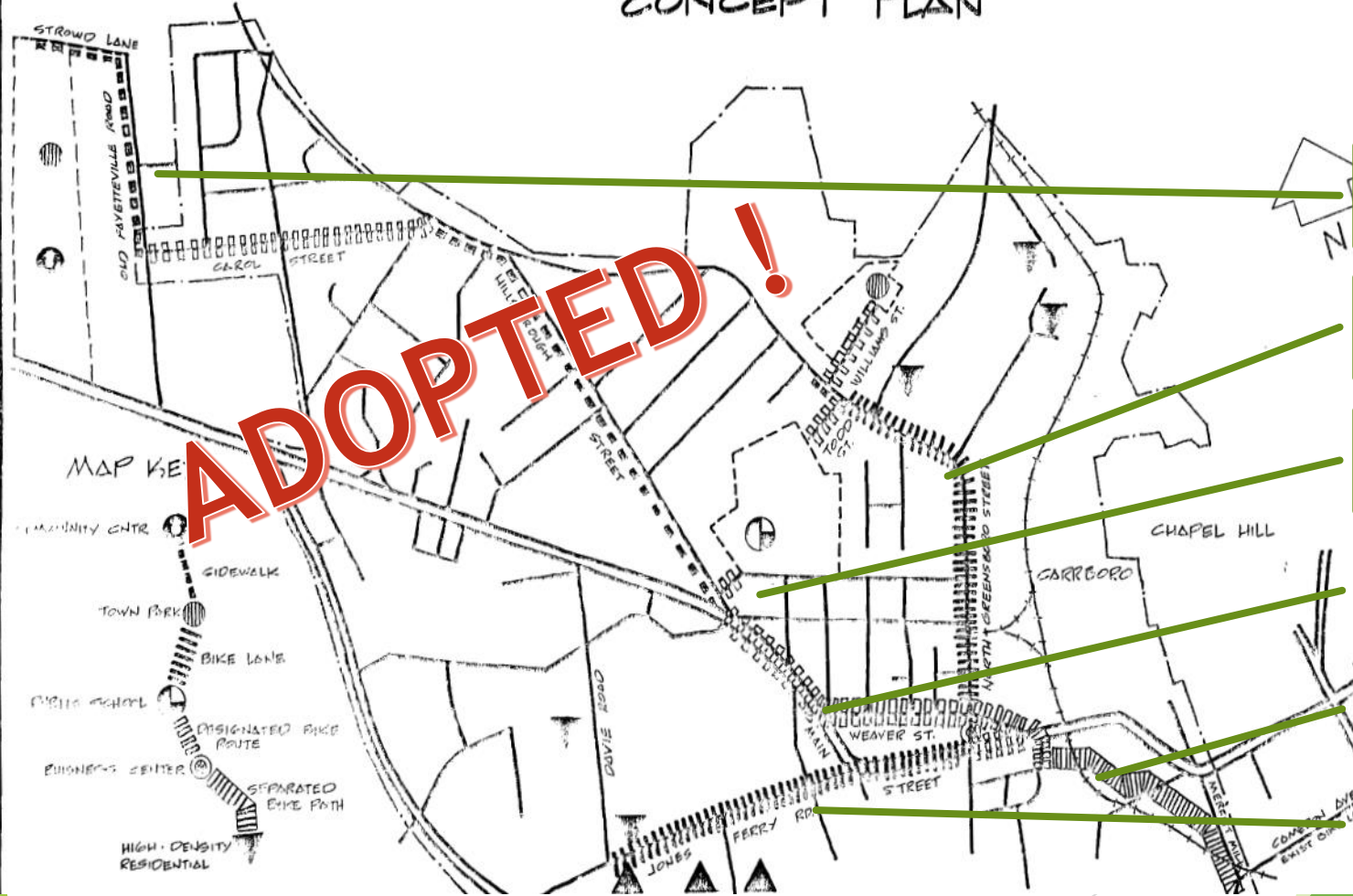
The image shows the cover of a document titled "Land Use Plan Carrboro, N.C. 1977 to 2000". The title is in a brown, serif font, centered on a light brown background. Below the title, there is a stylized, brown-toned graphic of a landscape with rolling hills and a mountain range.

Land Use Plan
Carrboro, N.C.
1977 to 2000



1980

CARRBORO BIKEWAYS PROJECT CONCEPT PLAN



ADOPTED!

Safe route to park

Bike lanes

Safe route to school

Designated bike route

Libba Cotten Bikeway

Bike lanes

Complete Streets Policy Today

TOWN OF CARRBORO



BICYCLE POLICY
AND
SIDEWALK POLICY

WEST MAIN STREET ROAD DIET AND
PAVEMENT MARKING STUDY
and
OAK-POPLAR NEIGHBORHOOD TRAFFIC
CIRCULATION STUDY

Prepared For:
Town of Carrboro



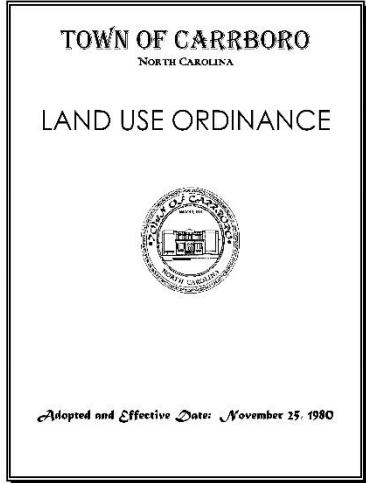
Durham-Chapel Hill-Carrboro
Metropolitan Planning
Organization

February 2012



AFT

Prepared By:



Adopted and Effective Date: November 25, 1980

TOWN OF CARRBORO
COMPREHENSIVE BICYCLE TRANSPORTATION PLAN
ADOPTED BY THE BOARD OF ALDERMEN
MARCH 24, 2009

PREPARED FOR:
THE TOWN OF CARRBORO,
NORTH CAROLINA
PREPARED BY:
GREENWAYS INC.

Division of
Bicycle &
Pedestrian
Transportation

STEPS TO
Strategic Action Plan
CARRBORO, NORTH CAROLINA



Collaboration with NCDOT - Pre-2009

N. Greensboro St. (ext.) (1991)

Hillsborough Rd. (1991)

W. Main St. (1991)

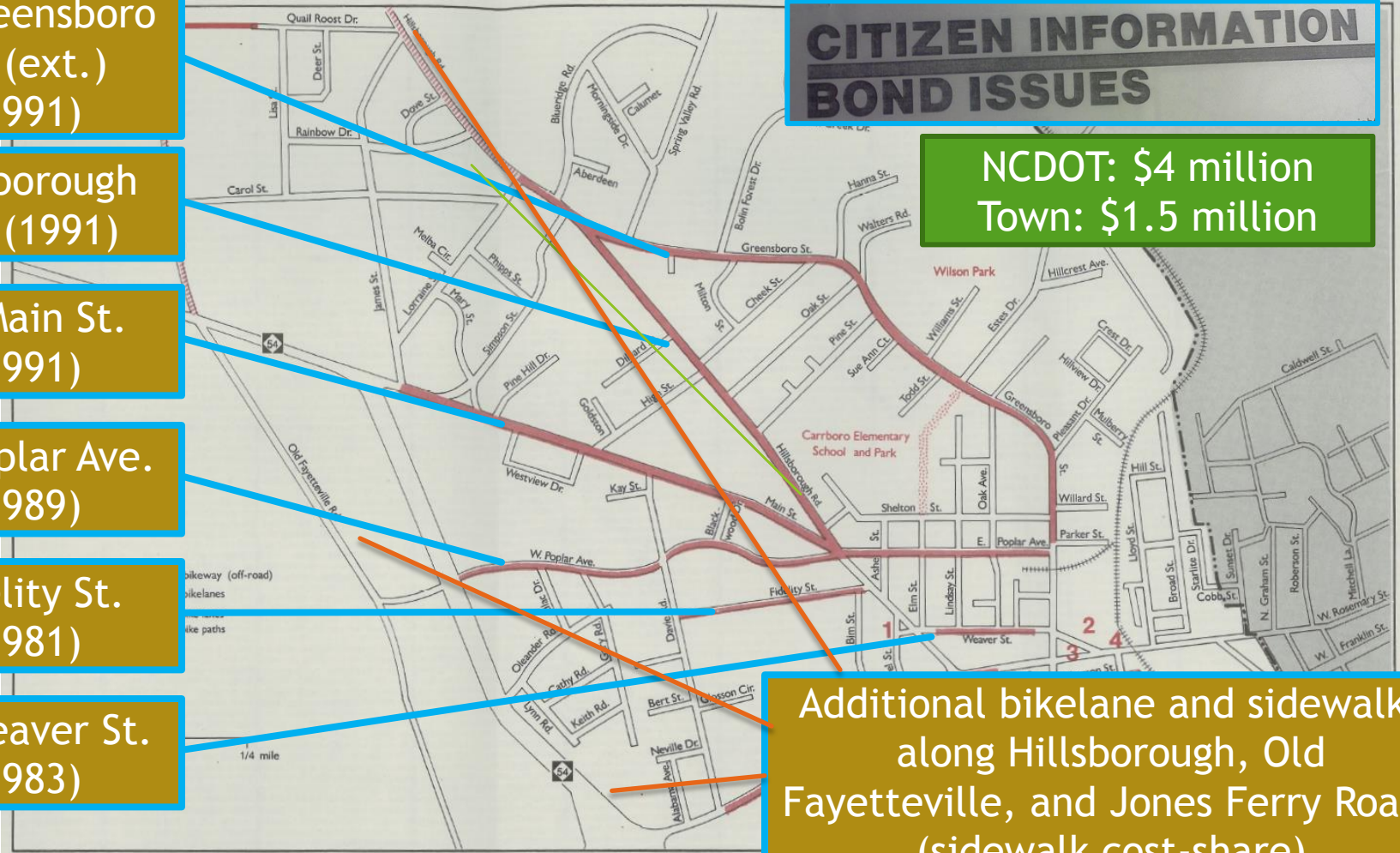
W. Poplar Ave. (1989)

Fidelity St. (1981)

W. Weaver St. (1983)

CITIZEN INFORMATION BOND ISSUES

NCDOT: \$4 million
Town: \$1.5 million



Additional bikelane and sidewalks along Hillsborough, Old Fayetteville, and Jones Ferry Roads (sidewalk cost-share)

Collaboration with NCDOT - Post-2009

- ▶ Three particularly notable projects
 - ▶ Jones Ferry Road Diet
 - ▶ W. Main Street Road Diet
 - ▶ Smith Level Road

- ▶ I'll focus on the first two



Facing east from NC-54
overpass

Jones Ferry Road Diet



Facing west from NC-54
overpass



Facing east from underneath NC-54
overpass



Background on the corridor

- ▶ Traffic speed
 - ▶ 85th-percentile speed: 40 MPH (2005 est.)
 - ▶ Posted speed: 35 MPH
- ▶ Average daily traffic: 8,500-11,000
- ▶ ROW width: generally 60-80 ft.
- ▶ Pavement width varies
 - ▶ @ Davie Rd.: ~60 ft.
- ▶ 4-6 lanes, transitions from 2 lanes heading out of downtown

Pedestrian and bicyclist volumes

- ▶ Pedestrian volumes (12 hr. - along JF Rd. east of Davie)
 - ▶ 2003: 474*
 - ▶ 2005: 361*
 - ▶ **2013: 213**

- ▶ Bicyclist volumes (12 hr. - along JF Rd. east of Davie)
 - ▶ 2003: 43*
 - ▶ 2005: 23*
 - ▶ **2013: 79**

(Sources: Mobility Report Card, UNC DCRP, Geoff Green and Kristen Langford class papers; * = numbers adjusted to account for different data collection methodologies)

Safety issues

- ▶ Reported crash history
- ▶ Lane additions
- ▶ 85th percentile speed around 40 mph
- ▶ Pedestrian crossing volumes due to origins, destinations on both sides of road
- ▶ Location of pedestrian crossings
- ▶ Time of pedestrian crossings
- ▶ Lack of sidewalk on north side of road
- ▶ Crest of hill → vertical sight distance deficiency
- ▶ Truck movements

Crash history: Jones Ferry-Davie



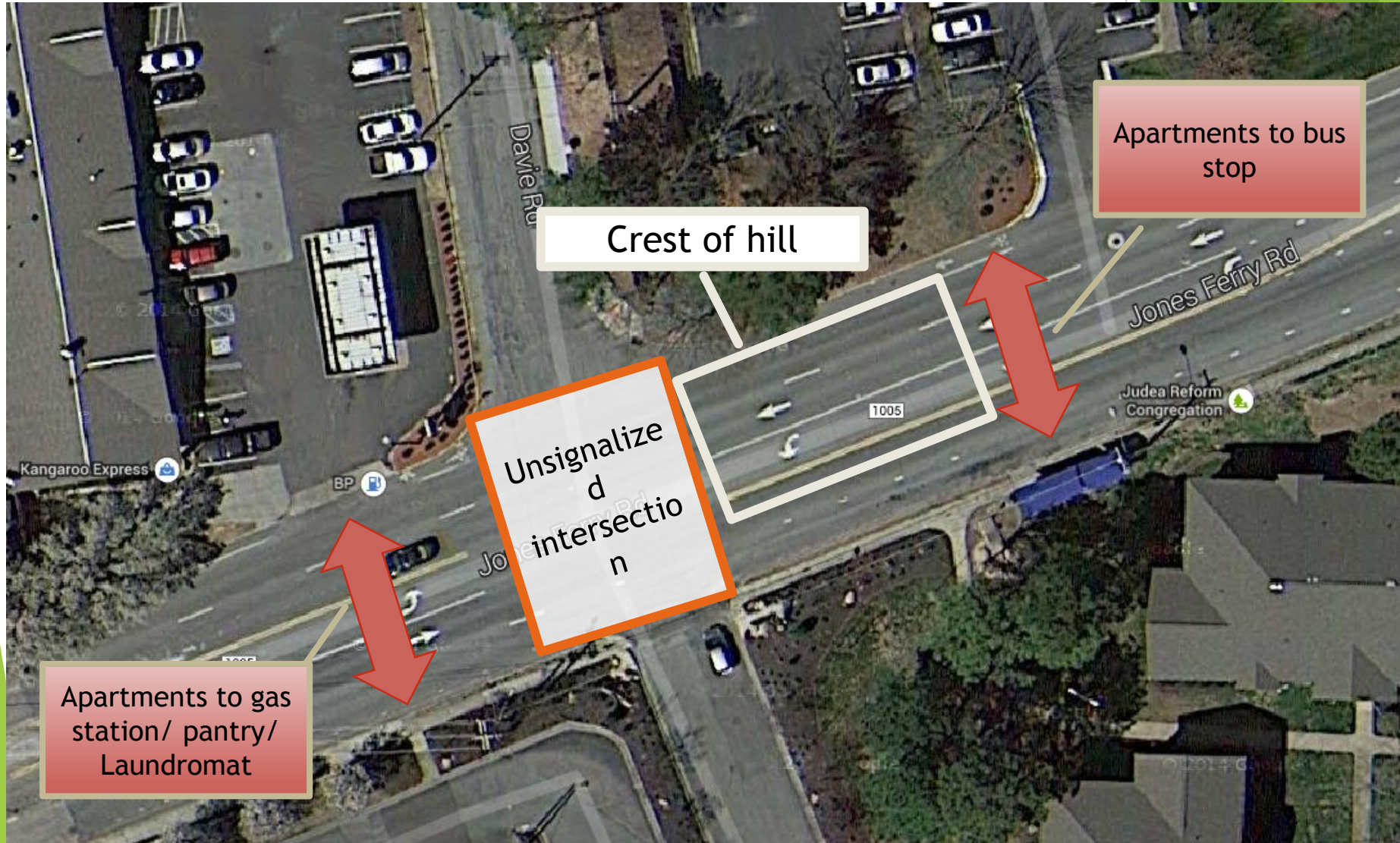
20 reported crashes over five year period, Nov 2006 - Oct 2011

Chapel Hill Transit bus stop at Collins Crossing apartments

- ▶ Highest ridership stop in Carrboro
- ▶ J route, one of highest-ridership stops in system
- ▶ Avg. daily boardings + alightings, fall '13: 686
- ▶ Pedestrians crossing street to/from stop



Pedestrians crossing the road



Trucks leaving gas station / pantry property

Awkwardly-placed
dumpster pad
adjacent to ROW.
From dumpster,
truck backs straight
into roadway,
on other side of hill
crest.



Carrboro Bike Plan

- ▶ Listed as “important corridor” with high priority among public participants
- ▶ Recommends bike lanes on Jones Ferry Rd. from Davie Rd. west to Old Fayetteville Rd.
 - ▶ Consideration of colored bike lanes through the NC-54 bypass intersection

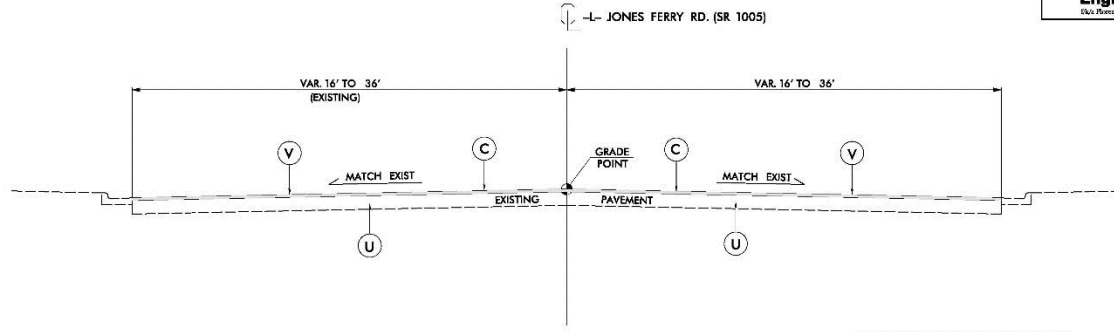


What have we been doing to address these conditions?

- ▶ Between 2000 and 2008, at least five requests for analyses and improvements, and subsequent follow-up.
- ▶ In 2009, met NCDOT staff on-site and Complete Streets provided framework for discussing changes to roadway.
- ▶ In 2012, NCDOT staff indicated that evaluation revealed the site as a likely candidate for SPOT safety funds.
- ▶ Further evaluation and discussion ensued.
- ▶ Public hearing - improvements were positively received.
- ▶ Construction plans in preparation.
- ▶ Construction may begin Fall 2014.

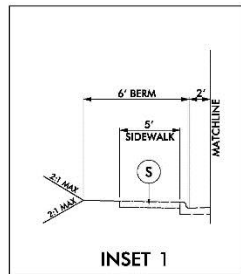


PROJECT REFERENCE NO. W-5207.1	SHEET NO. 2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



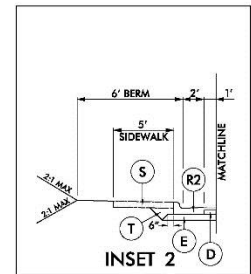
TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 FROM:
 -L- STA. 10+00.00 TO 21+58.00
 -L- STA. 32+69.00 TO 36+50.00



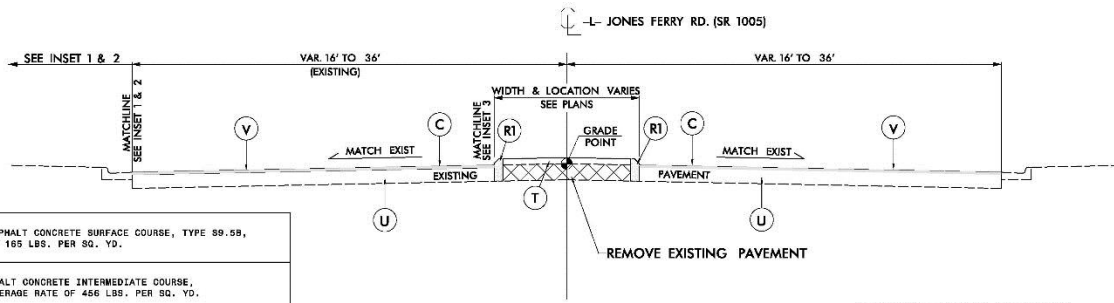
INSET 1

USE INSET 1 FROM:
 -L- STA. 24+41.77 TO 25+13.00 LEFT
 -L- STA. 28+55.06 TO 29+67.73 LEFT
 -L- STA. 30+02.03 TO 32+62.78 LEFT



INSET 2

USE INSET 2 FROM:
 -L- STA. 25+13.00 TO 28+02.79 LEFT

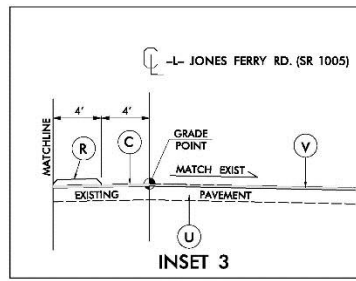


TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 FROM:
 -L- STA. 21+58.00 TO 32+69.00

C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 59.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE 825.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
R	5" MONOLITHIC CONCRETE ISLAND. (SURFACE MOUNT)
R1	9" x 12" CONCRETE CURB
R2	2'-8" CONCRETE CURB & GUTTER
S	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	MILLING BITUMINOUS PAVEMENT. 1 1/2" DEPTH.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



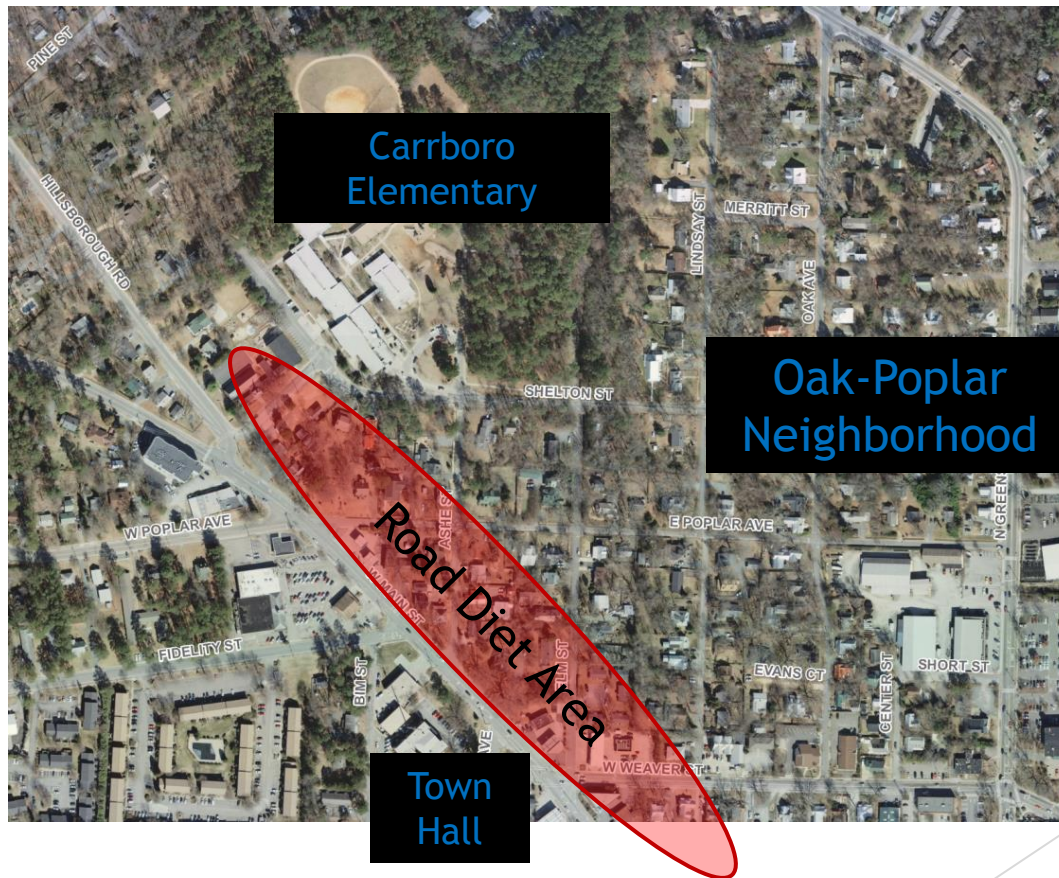
INSET 3

USE INSET 3 FROM:
 -L- STA. 26+38.00 TO 27+84.68 LEFT

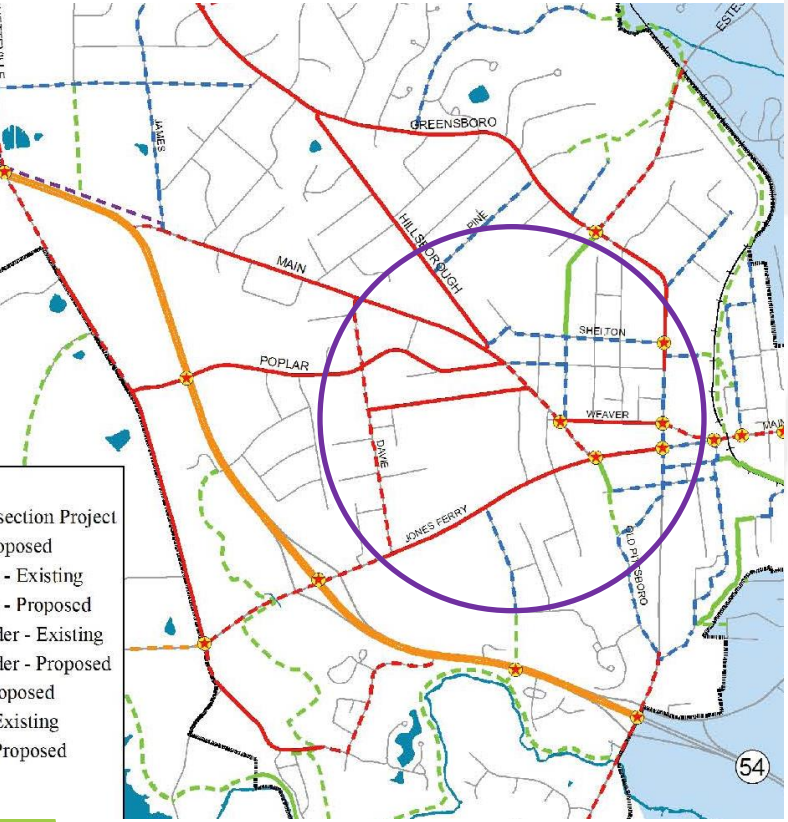
8/22/2014 10:56:53 AM C:\Users\jgibson\OneDrive\Documents\Projects\2014\10-8-2014\10-8-2014.dwg

West Main Street Road Diet

Study Area



Comprehensive Bike Plan (2009)



COMPREHENSIVE BICYCLE TRANSPORTATION PLAN



Fig. 3-22. W. Main St.'s proposed facilities include a road diet and bicycle lanes on both sides.

West Main Street: from Jones Ferry Rd. to Hillsborough Rd.

Intersection Improvements:

- Main St. and Jones Ferry Rd.
 - Widen entrance to PTA bike path and paint directional arrows for turn lane (see photo rendering below)
 - Stripe and paint bicycle boxes* on Jones Ferry Rd.
 - Stripe and paint bicycle boxes* on Main St.
 - Paint colored bicycle lanes* connecting PTA bike path to future bicycle lanes on W. Main St.

Importance

- Very high priority among public participants
- Important connection between Downtown area, Farmers Market, and residential areas
- Critical gap between existing bicycle facilities

Recommended Solution

Stripe bicycle lanes along this stretch of Main St. with the implementation of a road diet, converting existing four lanes to two travel lanes, a central turn lane, and striped bicycle lanes on both sides of the roadway.

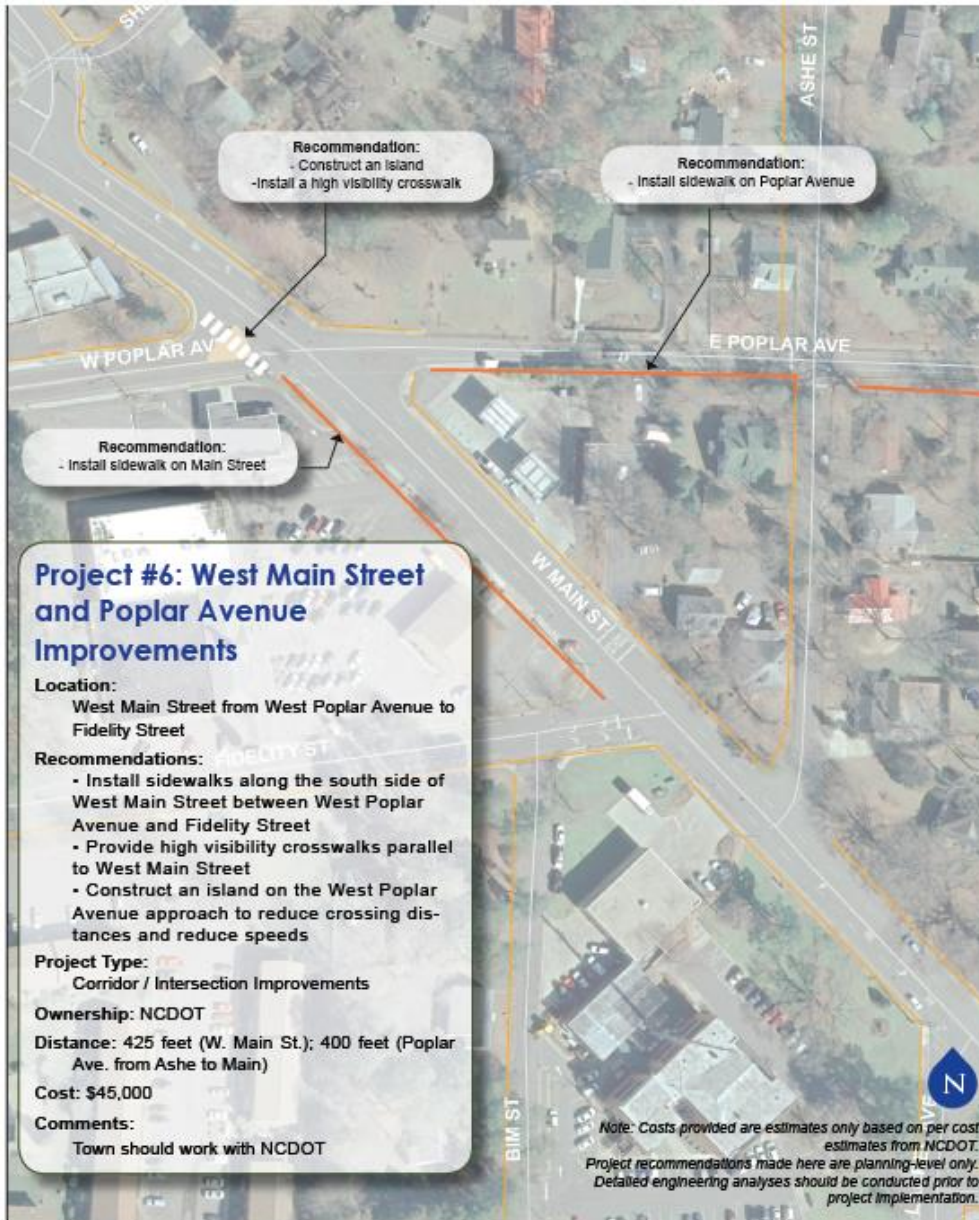
*Construction projects considered to be innovative; will require state and federal approval for permission to experiment with these types of treatments



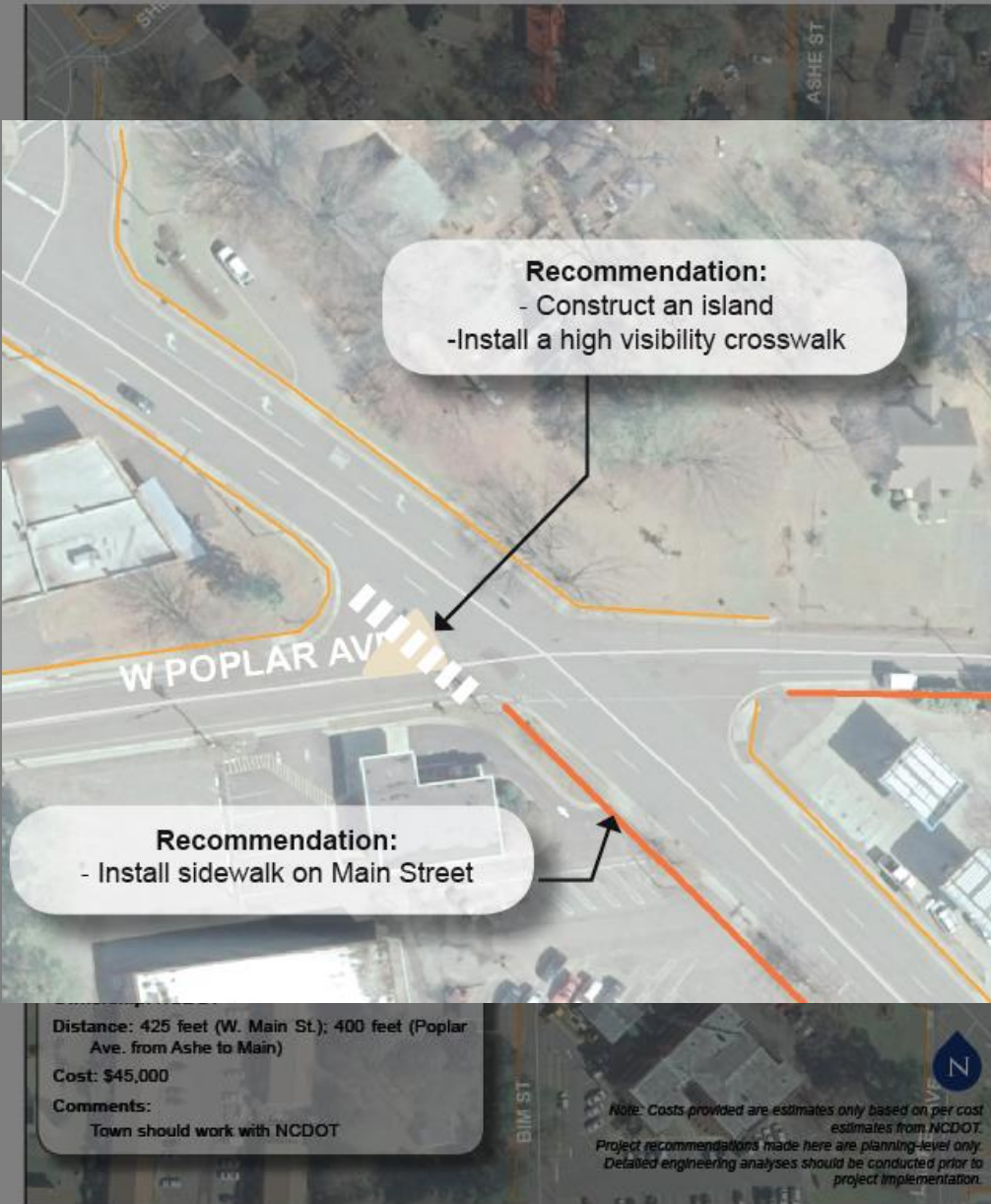
Level of Service Analysis



Safe Routes to School Action Plan



Safe Routes to School Action Plan



Recommendation:
 - Construct an island
 - Install a high visibility crosswalk

Recommendation:
 - Install sidewalk on Main Street

Distance: 425 feet (W. Main St.); 400 feet (Poplar Ave. from Ashe to Main)
 Cost: \$45,000
 Comments:
 Town should work with NCDOT

Note: Costs provided are estimates only based on per cost estimates from NCDOT. Project recommendations made here are planning-level only. Detailed engineering analyses should be conducted prior to project implementation.

Level of Service

West Main Street Intersection	Traffic Control	Existing (2011)		Road Diet (2011)	
		AM	PM	AM	PM
Hillsborough Road	Unsignalized	(WB-B)	(WB-B)	(WB-B)	(WB-B)
Poplar Avenue	Unsignalized	(EB-B)	(EB-B)	(EB-B)	(EB-B)
Fidelity Street	Unsignalized	(EB-B)	(EB-B)	(EB-B)	(EB-B)
Ashe Street	Unsignalized	(SB-A)	(WB-A)	(WB-A)	(WB-B)
Weaver Street	Signalized	B (SB-B)	B (NB-B)	B (SB-B)	B (NB-B)
Elm Street	Unsignalized	(SB-A)	(SB-B)	(SB-A)	(SB-B)
Weaver Street/Elm Street Roundabout	Roundabout	-	-	A (SB-A)	A (SB-A)

Legend: X (X-X) = overall intersection LOS for signalized intersection (worst approach – worst approach LOS)
 X = Worst LOS for uncontrolled approach at unsignalized intersection

WEST MAIN STREET ROAD DIET AND PAVEMENT MARKING STUDY and OAK-POPLAR NEIGHBORHOOD TRAFFIC CIRCULATION STUDY

Prepared For:



Town of Carrboro



Durham-Chapel Hill-Carrboro
Metropolitan Planning
Organization

February 2012



DRAFT



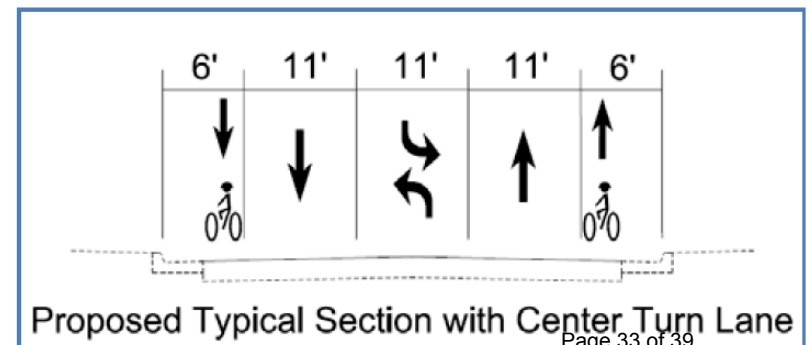
W. Main St. Road Diet

Main St. road diet

- ▶ 4-to-3 with bike lanes
- ▶ State-maintained
- ▶ TAB/Board of Aldermen endorsed
- ▶ Traffic study and pavement marking plan
- ▶ Durham road diets as model
- ▶ Scheduled and coordinated with resurfacing schedule
- ▶ Completed in late summer 2013



Figure 9: Proposed West Main Street Typical Section











Takeaways

- ▶ Some projects can take decades, some only a few years
- ▶ Persistence and communication are critical strategies for advancing projects
 - ▶ With NCDOT
 - ▶ With colleagues (Durham's lead/example)
- ▶ Community support/inspiration is valuable
- ▶ Efforts are extremely demanding in terms of time (staff resources), skill and patience
- ▶ Rewards are clear and measurable.
- ▶ Thank yous are always in order. Thanks Vicky, Vance, Chris, Chuck, and many others!



Thanks for listening!

Good luck with your projects.

Trish McGuire (pmcguire@townofcarrboro.org)

MEMORANDUM

To: DCHC MPO Board

From: City of Durham

Date: October 9, 2014

Subject: Complete Streets

While the City of Durham does not currently have an independent complete streets policy, the City has several policies, standard practices, and funded programs that support and require the implementation of complete streets. While much work remains, these policies, practices, and programs have contributed to a significant increase in pedestrian, bicycle, and transit accommodations on Durham roadways. However, updates and modifications to the City of Durham's Reference Guide for Development are needed to ensure consistency of complete streets design elements for all street functional classifications. In addition, a text amendment to the Unified Development Ordinance to include specific roadway cross-sections in Design Districts (i.e. districts downtown and near future transit stations with form-based code) is needed to better ensure that complete street design elements are included in these areas. These two updates would benefit the development review process and the internal project development process.

The Durham Comprehensive Plan includes two policy statements on complete streets, and the Unified Development Ordinance also includes requirements for new development that support complete streets. Durham also has adopted pedestrian and bicycle plans that identify infrastructure needs and priorities. Changes to the Reference Guide and UDO are appropriate to better integrate these existing policies and plans into the guidelines that the development community and the City use to design new and improve City streets.

Existing Plans and Policies Regarding Complete Streets:**Comprehensive Plan**

<http://durhamnc.gov/ich/cb/ccpd/Pages/Durham-Comprehensive-Plan.aspx>

Policy 8.1.1d. Complete Streets. Establish and implement Complete Street design standards for city maintained roads that provide mobility for all types of transportation users regardless of mode (automobile, transit, bicycle, pedestrian) and support mutually reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state maintained roads within the City's jurisdiction. (See Policy 2.4.2a, Complete Streets.)

Policy 2.4.2a. Complete Streets. The City Department of Transportation, in consultation with North Carolina Department of Transportation and the City-County Planning Department, shall designate and implement Complete Street design standards that provide mobility for all types of transportation modes and complement the desired land use pattern and urban fabric. (See Policy 8.1.1d, Complete Streets).

Unified Development Ordinance

<http://durhamnc.gov/ich/cb/ccpd/Pages/Durham-Unified-Development-Ordinance.aspx>

- A. Sidewalk, walkway, on-road improvements, and trail systems sufficient to serve both existing and projected pedestrian and cyclist needs shall be labeled on all site and subdivision plans. Such systems shall be designed to connect with all elements within the development, adjacent areas, and transit stops and can include sidewalks along public or private streets, wide outside travel lanes, bike lanes on roadways, and walkways and trails in alternative locations as appropriate. Design, location, dimensions, dedications, easements, and reservations shall conform to applicable City and County policies and plans for sidewalks, bicycle routes, and trails.
- B. Walkways and trails shall be designed to maximize the safety of users and the security of adjoining properties with respect to location, visibility, and landscaping.

Due to the specific characteristics of the development desired in the Design Districts in downtown and near future transit stations, staff is in the preliminary stages of developing an update to the UDO to include new street cross-section standards for these districts.

DurhamWalks! Pedestrian Plan

<http://durhamnc.gov/ich/op/dot/Pages/DurhamWalks/default.aspx>

This plan identifies and prioritizes the construction of pedestrian facilities within the City of Durham.

Durham Comprehensive Bicycle Transportation Plan

<http://durhamnc.gov/ich/op/dot/Pages/Final-Durham-Comprehensive-Bicycle-Transportation-Plan.aspx>

This plan identifies the construction of bicycle facilities within Durham County and the City of Durham.

Durham Reference Guide for Development

http://durhamnc.gov/ich/op/pwd/Documents/Reference_Guide.pdf

This guide includes specifications for the construction of new or improvement of existing roadways in Durham by developers. These guidelines include many provisions regarding sidewalks and some for bicycle facilities that have been used to justify and require improvements. Modifications or revisions will be considered to strengthen or be more explicit about these requirements.

Funding and Implementation of Complete Streets:

Besides having policies, plans, and guidelines, it is critically important that funding be directed to implement complete streets. While new development may help expand the pedestrian and bicycle network and fill in gaps, many already developed urban and suburban areas need retrofits to add pedestrian and bicycle facilities to existing roads. Having a complete streets policy, but not funding it, would not further achievement of the vision of complete streets. Many improvements have been funded and implemented in the City in recent years in accordance with the Comprehensive Plan despite not having an explicit independent complete streets policy.

The City does not have any policies that preclude or inhibit complete streets such as requirements that bicycle and pedestrian facilities be funded separately from roadway facilities. The City is continuously directing City and federal funding sources towards pedestrian, bicycle, and transit facilities on both City and State roadways (CMAQ, STPDA, and TAP). The City has advocated for and funded the construction

and maintenance of complete streets elements on NCDOT highway projects such as the East End Connector, Alston Avenue, and Hillandale Road. The City is also continuously evaluating intersections for pedestrian signal improvements and has implemented road diets on many road resurfacing projects to include bike lanes. Annual reports on the Durham Bicycle and Pedestrian Advisory Committee website list the many projects that have been built in recent years http://www.bikewalkdurham.org/BPAC_docs.html.

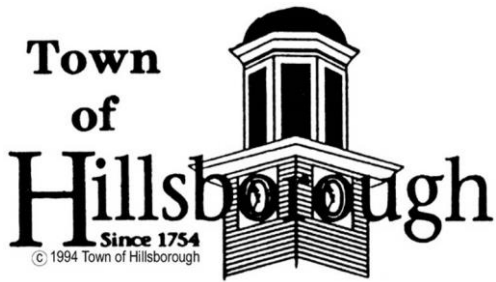
Partial Listing of Recent and Future Projects with Complete Street Elements:

- NCDOT Highway Projects
 - Most complete street elements in recent NCDOT projects have been added at the request of the City and/or the public.
 - NCDOT's Complete Street Policy does not require that complete street elements be fully funded with the project. NCDOT's sidewalk policy requires either state/local funding (50/50) or federal /city funding (80/20). Generally, the City has opted for 80/20 federal/city funding for sidewalks in recent years. Betterments such as streetscaping or extra landscaping are either typically fully funded by the municipality or use 80/20 federal/city funding.
 - The City of Durham is also responsible for all ongoing maintenance associated with new sidewalks constructed with NCDOT highway projects.
 - Complete or Under Construction:
 - Hillandale Road widening – sidewalks, striped shoulder lanes, and landscaping
 - S. Miami Blvd widening – sidewalks
 - I-85 widening – trail culvert, sidewalks and bike lanes on local streets, landscaping, and decorative noise walls.
 - NC 157 (Guess Road) widening - sidewalks, landscaping
 - NC 55 widening – sidewalks
 - Alexander Drive widening – sidewalks
 - Avondale/Geer roundabout – sidewalks
 - Hopson Road grade separation – sidewalks
 - Garrett Road bridge replacement - sidewalks
 - Currently In Design:
 - Alston Avenue widening – bike lanes, smaller turning radii and elimination of turn lanes, brick pavers, decorative crosswalks, sidewalks
 - East End Connector – sidewalks and bike lanes on local streets, noise walls.
- City Highway Projects
 - Currently In Design
 - Carver Street Extension – bike lanes and sidewalks
 - Fayetteville Road widening and Fayetteville/Buxton/Riddle Realignment – bike lanes and sidewalks
- Independent Bicycle/Pedestrian Projects
 - Complete or Under Construction:
 - American Tobacco Trail
 - NC 147 Pedestrian Bridge
 - Garrett Rd. sidewalks
 - NC 751 (Hope Valley Rd.) sidewalks

- Currently in Design:
 - Old Durham-Chapel Hill Rd. bike lanes and sidewalks
 - Morreene Rd. bike lanes and sidewalks
 - Hillandale Rd. multi-use path and sidewalks
 - Carpenter-Fletcher Rd. bike lanes and sidewalks
 - Cornwallis Rd. bike lanes and sidewalks
 - Alston Ave. sidewalks
 - Campus Walk/LaSalle St. sidewalks
 - Fayetteville St. Road Diet bike lanes and sidewalks (Fayetteville Street Elementary Safe Routes to School)
 - Barbee Rd. sidewalks (Pearsontown Elementary Safe Routes to School)
 - University Dr. sidewalks
 - Avondale Dr. sidewalks
- Bike lanes
 - Many of the bike lanes below were the result of road diets or restriping requested for completed by the City. Total bike lane mileage has increased from 13.8 miles to 33.4 miles since the adoption of the Durham Comprehensive Bicycle Transportation Plan.
 - Complete or Under Construction:
 - Chapel Hill Road from Pickett Road to Bivins Street (0.8 miles)
 - Downing Creek Parkway from NC 54 to Barbee Chapel Rd (0.9 miles)
 - Elizabeth St from Main St. to Carlton St. (0.4 miles)
 - Erwin Road from Anderson St. to Pettigrew St. (0.5 miles)
 - Leon St from Duke to Haverford (0.6 miles)
 - Martin Luther King Jr. Blvd. from Hope Valley Rd. to University Dr (1.6 miles)
 - Nichols Farm Road from Holloway Street to Holder Road (1.2 miles)
 - Sedwick Rd from Dedmon Ct. to Verna St. (0.5 miles)
 - Lawson Street from Bacon St. to Briggs Ave. (0.5 miles)
 - Anderson St. from Duke University Rd. to Chapel Hill Rd. (1.2 miles)
 - Briggs Avenue from Person St. to Riddle Rd. (0.4 miles)
 - Anderson St. from Campus Drive to Erwin Road (0.5 miles)
 - W. Chapel Hill Street from NC 147 to Downtown Loop (0.4 miles)
 - University Drive from Vickers Ave. / Enterprise St. to Duke St. (0.2 miles)
 - E. Pettigrew St. from Driver St. to Duane St. (0.8 miles)
 - Maxwell Ave from Buchanan Blvd to Campus Drive (0.3 miles)
 - Blackwell Street from Morehead Ave. to Lakewood Ave. (0.2 miles)
 - Morehead Avenue between Chapel Hill Road and Anderson Street (0.6 miles)
 - Juliette Drive between Greyfield Blvd / Kissimmee Ct and the American Tobacco Trail (0.7 miles)
 - University Drive from Cornwallis Rd to Vickers Ave. / Enterprise St. (1.4 miles)
 - Duke University Rd. / Chapel Hill St. from Swift Ave. to Kent St. (0.4 miles)
 - NC 751 from Stagecoach Rd to Fayetteville Rd (1.0 miles)
 - Hillandale Rd. from Front St. to Carver St. (0.5 miles)
 - Main St. from Watts St. to Fifteenth St. (1.1 miles)
 - Oak Grove Parkway from NC 98 to Stallings Rd (1.2 miles)
 - Washington St. from Monmouth Ave. to Club Blvd. (0.8 miles)
 - T.W. Alexander Drive from Cornwallis Rd to NC 147 (0.9 miles)
 - Currently in Design:
 - Hillsborough Rd. from Ninth to Carolina Ave.

- Broad St. from Murray Ave. to Stadium Dr.
 - Briggs Ave. from Lawson St. to Riddle Rd.
 - Buchanan Blvd. from Chapel Hill St. to Main St. (sharrows)
- Traffic Signal Projects
 - Traffic signal projects are design, constructed, and funded by the City, NCDOT, and/or developers.
 - Most complete street elements such as pedestrian signal heads, transit priority, or bicycle detection in recent traffic signal projects have been added at the request of the City.
 - Complete or Under Construction:
 - Duke St. at Horton Rd.
 - Main St. at Campus Dr.
 - NC 54 at Rollingwood Dr.
 - Old Oxford Rd. at Meriwether Dr.
 - Roxboro Rd. at Lavender Ave.
 - Roxboro Rd. at Old Oxford Rd.
 - Roxboro Rd. at Carver St.
 - Roxboro Rd. at Pacific Ave.
 - Roxboro St. at Main St.
 - Hillsborough Rd. at Hillandale Connector
 - Roxboro St. at Dillard St.
 - Hillandale Rd. at Bertland
 - Davis Dr. at Triangle Expressway ramps
 - Hopson Rd. at Triangle Expressway ramps
 - Miami Blvd. at Ellis Rd.
 - Currently In Design:
 - S. Gregson St. at Peabody St.
 - S. Roxboro St. at Pettigrew St.
 - University Dr. at Vickers Ave.
 - Hillsborough St. at Lassalle St.
 - Erwin Rd. at Anderson St.
 - Morehead Ave. at Kent St.
 - Roxboro Rd. at Seven Oaks Dr.
 - University Dr. at Shannon Rd.
 - Foster Street at Corporation St.
 - Roxboro Rd. at Club Blvd.
 - Roxboro Rd. at Bon Air/Murray Ave.
 - Roxboro Rd. at Oxford Shopping Center/Hewitt
 - Roxboro Rd. at Olympic Ave.
 - Roxboro Rd. at William Penn/Frasier
 - Riddle Rd. at American Tobacco Trail
 - Martin Luther King Pkwy. At Archdale Dr.
 - Buchanan Blvd. at Chapel Hill Blvd.
 - Mangum St. at Morehead Ave.
 - Hillandale Rd. at Club Blvd.
 - Broad St. at North Point
 - Anderson St. at Erwin Rd.
 - University Dr. at Shannon Rd.
 - Fayetteville Rd. at NC 54

- Chapel Hill St. at Riggsbee Ave.
- Avondale Dr. at Markham Ave.
- Guess Rd. at Ellerbee Creek Trail Crossing HAWK signal
- Club Blvd. at Gregson St
- Club Blvd. at Duke St.
- 4 Signals on Main St. for transit priority
- 6 Signals on Erwin Rd. near Duke Hospitals
- Other City Projects
 - Complete or Under Construction:
 - Chapel Hill Street railroad underpass lighting
 - Roxboro St. railroad underpass lighting
 - Angier-Driver Streetscape
 - Old Five Points Streetscape
 - Downtown Streetscape
 - Currently in Design:
 - Duke St. and Gregson St. Traffic Calming
 - Club Blvd. Traffic Calming



MEMORANDUM

To: Durham Chapel Hill Carrboro Metropolitan Planning Organization Board
 From: Margaret Hauth, AICP Hillsborough Planning Director
 Date: September 30, 2014

RE: Complete Streets

The Complete Streets policy adopted by NCDOT in July 2009 has facilitated the town of Hillsborough efforts to improve connectivity and walkability within the town.

The primary change we have seen is an improved response from NCDOT in regard to improvements we desired in our community. I'll provide three examples for clarity: the Churton Street Access Improvement Project, the CMAQ sidewalk connections project, the Traffic Separation Study. These studies and projects focused on pedestrian access and safety and were cooperative processes with our NCDOT partners, which has not been the case with previous inquiries. The Complete Streets policy allowed NCDOT to facilitate our requests for improved access.

In 2011, the town initiated a study to improve safety and accessibility in downtown. NCDOT thoughtfully participated throughout this process which was partially funded by the MPO. The safety improvements are moving toward construction in early 2015. Throughout the planning process and design process, NCDOT staff have been supportive and thoughtful about pedestrian access, pedestrian safety, transit access, bicycling, and the general ambience or experience someone has in downtown Hillsborough outside an automobile. The improvements planned to be constructed include: removal of on-street parking, creation of highly visible stamped asphalt crosswalks, one audible crosswalk signal (from an independent ADA citizen request), improved slopes and grades on existing sidewalks, wider sidewalks, improved visibility for pedestrians at intersections, and the creation of two bus pull-offs. During the process, NCDOT staff routinely referenced the Complete Streets policy.

The town has a CMAQ project to construct a short portion of greenway and supporting sidewalk connections to the Riverwalk greenway. The sidewalk connections to our greenway trail will greatly improve the ability of the larger community to use this greenway as a transportation resource. Riverwalk provides a safe and convenient connection for many residential neighborhoods to downtown via these planned connections. The Complete Streets policy opened the door for a successful and competitive CMAQ grant application for a greenway, and this connections project by extension. The funding application was filed in the 2009 funding cycle.

In 2012, the town was approached regarding a Traffic Separation Study to consider rail crossing closings west of downtown. This project was delayed to add a data collection component to better understand the impact to surrounding local streets. The recently completed study generated public comments that were focused on pedestrian access and connectivity issues much more than automobile concerns. This study

clearly indicated that bicycles and pedestrians would and could be accommodated in a reconstruction of our existing trestle intersection. Previous efforts over ten years ago did not include any commitment to bicycle or pedestrian accommodations.

The town has not made any specific changes to its internal processes or review requirements in response to the policy. Many of our desired requirements for bicycle, pedestrian, and transit facilities were in our development code or updated during the Unified Development Ordinance creation in 2011.

A RESOLUTION ENDORSING A COMPLETE STREETS POLICY (2011-02-14/R-5)

WHEREAS, the Town Council wishes to respond to input from the advisory boards and community regarding the development of a complete transportation network; and

WHEREAS, the Council wishes to support the inclusion of facilities for automobiles, bicyclists, pedestrians and transit users in that network; and

WHEREAS, the Town Council recognizes that many of the principles of Complete Streets are included in existing Town standards; and

WHEREAS, the staff can pursue the implementation of a Complete Streets Policy through the Transportation Management Team; and

WHEREAS, the Council received a proposal for said implementation from Town staff on January 19, 2011.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby endorses a Complete Streets Policy stating “The Town of Chapel Hill is committed to a Complete Streets policy that promotes healthy and active neighborhoods, which entails providing adequate access to pedestrians, bicyclists, transit riders, and motorists on roadways throughout the community.”

BE IT FURTHER RESOLVED that the Town staff will provide a report to the Council in March, 2012 on the status of implementation efforts related to this policy.

This the 14th day of February, 2011.



Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Board
October 8, 2014

FY 2012-2018 TIP Amendment #21 Summary Sheet

- **Chapel Hill Transit:** Creating new project in TIP to program STP-DA funds and local funds in FY 2015 for the purchase of replacement buses.
 - Total Project cost: \$1,335,000; STP-DA funds: \$973,331; Local funds: \$361,669
- **DATA (TIP Project # TA-4923):** Programming STP-DA funds and local funds in FY 2016 for the purchase of replacement buses.
 - Total Project cost: \$900,000: STP-DA funds: \$720,000; Local funds: \$180,000
- **DATA (TIP Project # TA-5019A):** Programming STP-DA funds and local funds in FY 2016 for the purchase of replacement paratransit vehicles.
 - Total Project cost: \$358,053: STP-DA funds: \$286,586; Local funds: \$71,467
- **City of Durham (TIP Project # U-3308 Alston Avenue):** Updating the STP-DA funding and local funding for construction in FY 2015. See memo from City of Durham for more details.
 - FROM: STP-DA funds: \$124,000; Local funds: \$31,000; Total: \$155,00
 - TO: STP-DA funds: \$229,310; Local funds: \$57,328; Total: \$286,638
- **City of Durham (TIP Project # U-4724 Cornwallis Road):** Moving the funds programmed for design/engineering in FY 2014 to FY 2015, updating funding amounts based on revised cost estimates, and programming STP-DA funds and local funds for construction in FY 2018. See attached memo from City of Durham for more details.
- **City of Durham (TIP Project # U-4928 Morreene Road):** Moving the funds programmed for design/engineering in FY 2014 to FY 2015, updating funding amounts based on revised cost estimates, and programming CMAQ and STP-DA funds and local funds for right of way in FY 2017 and construction in FY 2018. See attached memo from City of Durham for more details.
- **DCHC MPO Area (TIP Project # U-4726 DCHC MPO Urban Area Bike/Ped Allocation):** Updating STP-DA funding levels and local funding levels for FY 2015 – 2018 for projects included in the umbrella/grouping project based on updated project cost estimates. See attached project listing sheet for more details on projects included in the umbrella/grouping.
- **Hillsborough (TIP Project # C-5184 Riverwalk Trail):** Moving the CMAQ funds programmed for construction in FY 2014 to FY 2015. No changes to funding levels or funding types.

TIP AMENDMENT PROJECT SUMMARY SHEET: Adding/creating a new project

Project Details

Date: Jurisdiction/Agency:

Amendment Requested By: Grantor Grant #

Project Name: MUNIS Grant #

Project Description/Details:

Project Type: (select all that apply)

<input checked="" type="checkbox"/> capital	<input type="checkbox"/> planning	<input type="checkbox"/> design/PE	<input type="checkbox"/> right-of-way	<input type="checkbox"/> construction
<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input type="checkbox"/> turn lanes	<input type="checkbox"/> operating	<input type="checkbox"/> administration	<input type="checkbox"/> other	

Project Funding Summary Table: please enter the anticipated funding schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	capital	STP-DA	973,331		361,669	1,335,000
Funding Totals:			973,331		361,669	1,335,000
						Total Project Cost

Please provide additional details if necessary:

Create new STIP/TIP #: TA-4726A.
 This amendment reflects the application of the new STP-DA funding policy that the MPO Board approved in August.
 FY 2015 funding is being programmed for replacement buses.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: 10/08/2014

Amendment Requested By: DATA (Osei-Owusu/Crutchfield)

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name: Purchase three 40-foot diesel replacement buses

STIP/TIP #: TA-4923

Jurisdiction/Agency: DATA

Grantor Grant #

MUNIS Grant #

There are previous amendments for this project. There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	capital	STP-DA	3,218,000		805,000	4,023,000
Funding Totals:			3,218,000		805,000	4,023,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	capital	STP-DA	3,218,000		805,000	4,023,000
2016	capital	STP-DA	720,000		180,000	900,000
Funding Totals:			3,938,000		985,000	4,923,000
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Change "Purchase 3 40-foot diesel replacement buses" to: "Replacement Buses"

Please provide additional details (if applicable):

This amendment reflects the application of the new STP-DA funding policy that the MPO Board approved in August. FY 2015 funding is unchanged and FY2016 funding is being programmed.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name:

STIP/TIP # Jurisdiction/Agency:

Grantor Grant # MUNIS Grant #

There are previous amendments for this project. There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	capital	STP-DA	266,000		67,000	333,000
Funding Totals:			266,000		67,000	333,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	capital	STP-DA	266,000		67,000	333,000
2016	capital	STP-DA	286,586		71,467	358,053
Funding Totals:			552,586		138,467	691,053
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Change: "Purchase one 15-passenger ADA van" to "Replacement Paratransit Vehicles."

Please provide additional details (if applicable):

This amendment reflects the application of the new STP-DA funding policy that the MPO Board approved in August. FY 2015 funding is unchanged and FY2016 funding is being programmed.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name:

STIP/TIP # Jurisdiction/Agency:

Grantor Grant # MUNIS Grant #

There are previous amendments for this project. There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
-	Prior Years	Prior Years	7,584,000			7,584,000
2014	M	STP	28,000			28,000
2015	construction	STP	15,450,000			15,450,000
2015	construction	STP-DA	124,000		31,000	155,000
2016	construction	STP	15,450,000			15,450,000
Funding Totals:			38,636,000		31,000	38,667,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
-	Prior Years	Prior Years	7,584,000			7,584,000
2014	M	STP	28,000			28,000
2015	construction	STP	15,450,000			15,450,000
2015	construction	STP-DA	229,310		57,328	286,638
2016	construction	STP	15,450,000			15,450,000
Funding Totals:			38,741,310		57,328	38,798,638
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Enhancements and streetscape elements to Alston Ave project not covered by NCDOT.

Please provide additional details (if applicable):

This amendment reflects the application of the new STP-DA funding policy that the MPO Board approved in August. Future year STP-DA funding amounts are presented based on anticipated funding apportionments and project cost estimates developed in 2014.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: 10/08/2014

Amendment Requested By: E. Beckmann

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name: Cornwallis Road

STIP/TIP # U-4724

Jurisdiction/Agency: City of Durham

Grantor Grant #

MUNIS Grant #

There are previous amendments for this project.

There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2014	design/engineering	STP-DA	275,000		69,000	344,000
Funding Totals:			275,000		69,000	344,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	STP-DA	363,266		90,816	454,082
2018	construction	STP-DA	3,853,887		1,124,051	4,977,938
Funding Totals:			4,217,153		1,214,867	5,432,020
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Sidewalks and bicycle facilities from Chapel Hill Road to S. Roxboro Road.

Please provide additional details (if applicable):

This amendment reflects the application of the new STP-DA funding policy that the MPO Board approved in August. Future year STP-DA funding amounts are presented based on anticipated funding apportionments and project cost estimates developed in 2014.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name:

STIP/TIP # Jurisdiction/Agency:

Grantor Grant # MUNIS Grant #

There are previous amendments for this project. There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2014	design/engineering	STP-DA	425,000		106,000	531,000
2016	construction	CMAO	444,000		111,000	555,000
Funding Totals:			869,000		217,000	1,086,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	STP-DA	421,990		105,497	527,487
2017	right of way	STP-DA	5,594		1,399	6,993
2018	construction	CMAO	2,330,826		582,707	2,913,533
2018	construction	STP-DA	2,140,301		728,815	2,869,116
Funding Totals:			4,898,711		1,418,418	6,317,129
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details (if applicable):

Durham is proposing to cancel two CMAQ projects selected for funding by the MPO:

- Sidewalks and bike lanes on Hope Valley Road from Martin Luther King Jr. Parkway to University Drive and
- Sidewalks on Cameron Blvd. from Erwin Road to Duke University Road.

Both of these projects were programmed by the MPO Board on August 11, 2010 during the FY 2013-2015 CMAQ Call for Projects. Duke University has proposed to build sidewalk on Cameron Blvd. and thus this project no longer needs to be built by the City. While a project on Hope Valley Road is still needed, staff and funding resources need to be diverted to the four projects. In order to simplify the CMAQ revisions, Durham is proposing to divert the CMAQ funds for these two projects to Morreene Road, which is already partially funded with CMAQ.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name:

STIP/TIP # Jurisdiction/Agency:

Grantor Grant # MUNIS Grant #

There are previous amendments for this project. There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	STP-DA	304,000		76,000	380,000
2015	construction	STP-DA	2,076,000		519,000	2,595,000
2016	construction	STP-DA	353,000		88,000	441,000
Funding Totals:			2,733,000		683,000	3,416,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	STP-DA	531,897		201,424	733,321
2015	construction	STP-DA	1,994,169		498,542	2,492,711
2016	construction	STP-DA	353,136		88,284	441,420
2017	right of way	STP-DA	48,080		12,020	60,100
2018	construction	STP-DA	5,271,879		1,837,954	7,109,833
Funding Totals:			8,199,161		2,638,224	10,837,385
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

See attached spreadsheet for specific project details and costs for projects included in U-4726.

Please provide additional details (if applicable):

This is the 7th amendment or modification to this project.

Send by Email

**Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov**

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	FY 2017	FY 2018
Hillandale Rd	U-4726 HK	Sidewalks and bicycle facilities from I-85 to NC 147	Design/PE	STPDA	\$ 197,371			
			Design/PE	Local	\$ 49,343			
			R/W	STPDA			\$ 26,225	
			R/W	Local			\$ 6,556	
			Construction	STPDA				\$ 2,066,903
			Construction	Local				\$ 761,543
Carpenter-Fletcher Rd	U-4726 HO	Sidewalks and bicycle facilities from Woodcroft Pkwy to Alston Ave	Design/PE	STPDA	\$ 30,422			
			Design/PE	Local	\$ 76,055			
			R/W	STPDA			\$ 21,855	
			R/W	Local			\$ 5,464	
			Construction	STPDA				\$ 3,204,976
			Construction	Local				\$ 1,076,411
Booker Creek Greenway Improvments (aka Creekside Connector)	U-4726 - ?	Improve existing greenway and connectivity by constructing a bike and pedestrian bridge to link two commercial areas in a redevelopment zone that are currently separated by the Lower Booker Creek.	Design/PE	STPDA				
			Design/PE	Local				
			Construction	STPDA				
			Construction	Local				
S. Greensboro St. – north end of Old Pittsboro Rd. to Public Works Driveway	U-4726 Dx	Construct sidewalk on the west side of the road - north end of Old Pittsboro Rd. to south end of Old Pittsboro Rd.	Design/PE	STP-DA	\$ 84,104			
			Design/PE	Local	\$ 21,026			
			Construction Phase 1	STP-DA		\$ 353,136		
			Construction Phase 1	Local		\$ 88,284		
Hillsborough	U-4726	Pedestrian Improvements on US 70 from Lakeshore to Orange High, North Churton Street from Corbin to US 70, and South Churton Street from Nash/Kollock Street to Orange Grove Street	Design/PE	STPDA	\$ 120,000			
			Design/PE	Local	\$ 30,000			
Carrboro	U-4726 DF	Bicycle Loop Detectors	R/W	STPDA				
			R/W	Local				
			Construction	STPDA	\$ 30,000			
			Construction	Local	\$ 7,500			
Carrboro	U-4726 DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	R/W	STPDA				
			R/W	Local				
			Construction	STPDA	\$ 723,184			
			Construction	Local	\$ 180,796			
Carrboro	U-4726 DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	R/W	STPDA				
			R/W	Local				
			Construction	STPDA	\$ 449,398			
			Construction	Local	\$ 112,350			
Chapel Hill	U-4726 1x	Friday Center Drive Bike Lanes (NC 54 to UNC Park and Ride Lot)	R/W	STPDA				
			R/W	Local				
			Construction	STPDA	\$ 452,000			
			Construction	Local	\$ 113,000			
Durham	U-4726	Barbee Road (Orindo to Pearsontown Elementary Sidewalk)	Design/PE	STPDA				
			Design/PE	Local				
			Construction	STPDA	\$ 15,680			
			Construction	Local	\$ 3,920			

Chapel Hill	U-4726	Tanyard Branch Greenway	Design/PE	STPDA	\$ 100,000			
			Design/PE	Local	\$ 25,000			
			Construction	STPDA				
			Construction	Local	\$ -			
Durham	U-4726 HM	Avondale Road Bike/Ped Facilities	Design/PE	STPDA				
			Design/PE	Local	\$ -			
			Construction	STPDA	\$ 323,907			
			Construction	Local	\$ 80,977			
			TOTAL PROJECT COSTS PER YEAR		\$ 3,226,032	\$ 441,420	\$ 60,100	\$ 7,109,833
			STPDA for Design/PE per Year	\$ 531,897	\$ -	\$ -	\$ -	\$ -
			Local for Design/PE per Year	\$ 201,424	\$ -	\$ -	\$ -	\$ -
			STPDA for ROW per Year	\$ -	\$ -	\$ 48,080	\$ -	\$ -
			Local for ROW per Year	\$ -	\$ -	\$ 12,020	\$ -	\$ -
			STPDA for Construction per Year	\$ 1,994,169	\$ 353,136	\$ -	\$ -	\$ 5,271,879
			Local for Construction per Year	\$ 498,542	\$ 88,284	\$ -	\$ -	\$ 1,837,954
			TOTAL FUNDING TYPE PER YEAR		<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>
			TOTAL STPDA per Year	\$ 2,526,066	\$ 353,136	\$ 48,080	\$ 5,271,879	
			TOTAL Local funds per Year	\$ 699,966	\$ 88,284	\$ 12,020	\$ 1,837,954	

TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

Amendment Request Details

Date: 10/08/2014

Amendment Requested By: NCDOT R. Lakata

TIP Amendment (change in funding > \$1million or requires conformity) TIP Modification (change in funding < \$1 million)

Existing Project Details

Project Name: Riverwalk Trail in Hillsborough, Orange County

STIP/TIP #: C-5184

Jurisdiction/Agency: Hillsborough

Grantor Grant #

MUNIS Grant #

There are previous amendments for this project.

There are NO previous amendments for this project.

Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2014	right of way	CMAO	80,000		20,000	100,000
2014	construction	CMAO	360,000		90,000	450,000
Funding Totals:			440,000		110,000	550,000
						Total Project Cost

Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2014	right of way	CMAO	80,000		20,000	100,000
2015	construction	CMAO	360,000		90,000	450,000
Funding Totals:			440,000		110,000	550,000
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

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.

Please provide additional details (if applicable):

This amendment was requested by NCDOT to align the MPO's TIP with the STIP.

Send by Email

Contact Information:
Lindsay Smart, AICP
City of Durham/DCHC MPO
lindsay.smart@durhamnc.gov

MEMORANDUM

To: DCHC MPO Board

From: City of Durham

Date: October 8, 2014

Subject: **FY 2012-2018 TIP Amendment #21: City of Durham Funding Request for Four Bicycle/Pedestrian Corridors**

The City of Durham is pursuing the development of four bicycle/pedestrian corridor projects: Cornwallis Road, Morreene Road, Hillandale Road, and Carpenter-Fletcher Road. These four projects have been proposed to be funded with a combination of STPDA, CMAQ, and local matching funds. The MPO funded a functional design for these four projects that has been used to develop more accurate estimated costs and project development schedules.

Unfortunately, the development of these four large projects is expected to take four years to proceed through the design, right-of-way, and construction phases. This does not correspond with the DCHC MPO's two-year STPDA call for projects. As a result, the City is requesting that the MPO approve allowing Durham to defer FY 2014-2016 STPDA funding that will not be able to be used within these funding years and combine this with an estimate of Durham's anticipated FY 2017-2018 and FY 2019-2020 STPDA funding. The City is also requesting a canceling two MPO approved CMAQ funded projects in order to combine these funds with the STPDA funds for one of the projects.

The City of Durham's Public Works Department anticipates the following schedule for the obligation of the funding by project phase:

- Design – January 2016
- Right-of-Way – January 2017
- Construction – September 2018

The estimated total cost for each project by phase is as follows. The federal reimbursement column displays the costs that are expected to be able to be reimbursed at an 80/20 federal/local share. Some of the project costs are not reimbursable and thus this is slightly less than 80% of the total project cost.

		Cornwallis	Hillandale	Morreene	Carpenter-Fletcher	Total	Federal Reimbursement
2016	Design	\$454,082	\$246,714	\$527,487	\$380,277	\$1,608,561	\$1,286,849
2017	Right-of-Way	\$0	\$32,782	\$6,993	\$27,318	\$67,093	\$53,675
2018	Construction	\$4,977,938	\$2,828,446	\$5,782,648	\$4,281,388	\$17,870,420	\$13,596,893
	Total	\$5,432,020	\$3,107,943	\$6,317,129	\$4,688,983	\$19,546,075	\$14,937,417

Durham has the following federal funding available or anticipated:

STPDA programmed in FY 2014 for design	\$1,577,000
Unprogrammed FY 2015-2016 Local Discretionary STPDA	\$3,567,259
Anticipated FY 2017-2018 Local Discretionary STPDA	\$4,240,329
Anticipated FY 2019-2020 Local Discretionary STPDA	\$4,240,329
CMAQ funding for Morreene Road	\$444,360
CMAQ funding for Hope Valley Road	\$1,108,542
CMAQ funding for Cameron Blvd.	\$777,924
Total federal funding available	\$15,955,743

The Local Discretionary funding for FY 2017-2018 and 2019-2020 presumes that the MPO's adopted policy and the STPDA funding for the Durham urbanized area are unchanged. It is likely that Durham's annual STPDA will increase. In addition, Morreene Road, Cornwallis Road, and Carpenter-Fletcher Road all qualify for the Regional Bicycle and Pedestrian category, and Durham anticipates requesting that these projects be considered for this competitive funding process for the FY 2017-2018 Call for Projects. It is possible that MPO Regional Bicycle and Pedestrian funding could also be used to fund these projects.

Durham is proposing to cancel two CMAQ projects selected for funding by the MPO:

- Sidewalks and bike lanes on Hope Valley Road from Martin Luther King Jr. Parkway to University Drive and
- Sidewalks on Cameron Blvd. from Erwin Road to Duke University Road.

Both of these projects were programmed by the MPO Board on August 11, 2010 during the FY 2013-2015 CMAQ Call for Projects. Duke University has proposed to build sidewalk on Cameron Blvd. and thus this project no longer needs to be built by the City. While a project on Hope Valley Road is still needed, staff and funding resources need to be diverted to the four projects. In order to simplify the CMAQ revisions, Durham is proposing to divert the CMAQ funds for these two projects to Morreene Road, which is already partially funded with CMAQ.

In the immediate future, the City plans to enter into a municipal agreement for the four projects for the design phase only, and then will later supplement that agreement for the right-of-way and construction phases as the project progresses. This is primarily due to the availability of the local match. As a result, it is not critical that the MPO program the right-of-way and construction phases at this time. However, the City is requesting that the MPO program all of the funding in order to provide the MPO Board and the public an indication of the schedule for these projects and the commitment of funding. This will also allow the projects to move forward as expeditiously as possible without any delays due to needed MPO action. With the MPO's high unobligated STPDA balance, it is very unlikely that programming these projects would have any negative effect on any other project within the MPO. The City of Durham acknowledges that it is committing all of its STPDA funding for several years to come through this action.

Proposed funding schedule:

					FY 2016	FY 2017	FY 2018
Cornwallis Rd	U-4724	Sidewalks and bicycle facilities from Chapel Hill Rd to S. Roxboro Rd	Design	STPDA	\$363,266		
			Design	Local	\$90,816		
			Construction	STPDA			\$3,853,888
			Construction	Local			\$1,124,051
Morreene Rd	C-4928	Sidewalks and bicycle facilities from Erwin Rd to Neal Rd	Design	STPDA	\$421,990		
			Design	Local	\$105,497		
			R/W	STPDA		\$5,595	
			R/W	Local		\$1,399	
			Construction	STPDA			\$2,140,301
			Construction	CMAQ			\$2,330,826
Hillandale Rd	U-4726HK	Sidewalks and bicycle facilities from I-85 to NC 147	Design	STPDA	\$197,372		
			Design	Local	\$49,343		
			R/W	STPDA		\$26,225	
			R/W	Local		\$6,556	
			Construction	STPDA			\$2,066,903
			Construction	Local			\$761,543
Carpenter -Fletcher Rd	U-4726HO	Sidewalks and bicycle facilities from Woodcroft Pkwy to Alston Ave	Design	STPDA	\$304,221		
			Design	Local	\$76,055		
			R/W	STPDA		\$21,855	
			R/W	Local		\$5,464	
			Construction	STPDA			\$3,204,976
			Construction	Local			\$1,076,411

**RESOLUTION TO ENDORSE TRIANGLE TRANSIT'S APPLICATION FOR
A FTA TOD FY 2014 PLANNING GRANT FOR THE DURHAM-CHAPEL HILL TOD
PLANNING FRAMEWORK PROJECT**

October 8, 2014

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

WHEREAS, the Federal Transit Administration (FTA) announced the availability of \$19.98 million of Fiscal Year (FY) 2013 and FY 2014 funds under the Pilot Program for Transit- Oriented Development (TOD) Planning; and

WHEREAS, the program augments FTA's Fixed Guideway Capital Investment Grants (CIG) Program by supporting comprehensive planning associated with new fixed guideway and core capacity improvement projects that will help the projects develop information to address the CIG Program's evaluation criteria and thus be more competitive for that program's funding;

WHEREAS, through this program, FTA intends to fund comprehensive planning work, including for TOD, that would likely otherwise not occur without Federal support and is conducted in conjunction with the development of transit capital investments that will seek funding from the CIG Program;

WHEREAS, Triangle Transit is submitting a FY2015 FTA TOD grant application for the project titled Durham-Chapel Hill TOD Planning Framework; and

WHEREAS, in 2011 and 2012, taxpayers in both counties voted by 20-point margins to approve Bus and Rail Investment Plans in both communities, including the initiation of the Durham-Orange Light Rail Transit project and the Durham-Chapel Hill TOD Planning Framework will align with the Durham-Orange Light Rail Corridor project;

WHEREAS, the scope of the Durham-Chapel Hill TOD Planning Framework will include Municipality and Institution-Specific TOD Planning Activities, Broad Economic Analysis and Funding Activities, Transit Agency TOD Activities, and Development Community Outreach;

WHEREAS, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Improvement Program; and

WHEREAS, this project will improve access and create more transportation choices in the DCHC MPO region, and improve economic mobility through enhanced multimodal connections to employment, education, and services.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board supports the TIGER FY 2015 FTA TOD grant application for the Durham-Chapel Hill TOD Planning Framework, provided here on this, the 8th day of October, 2014.

Ellen Reckhow, Board Chair

Durham County, North Carolina

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

Date: October 8, 2014

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

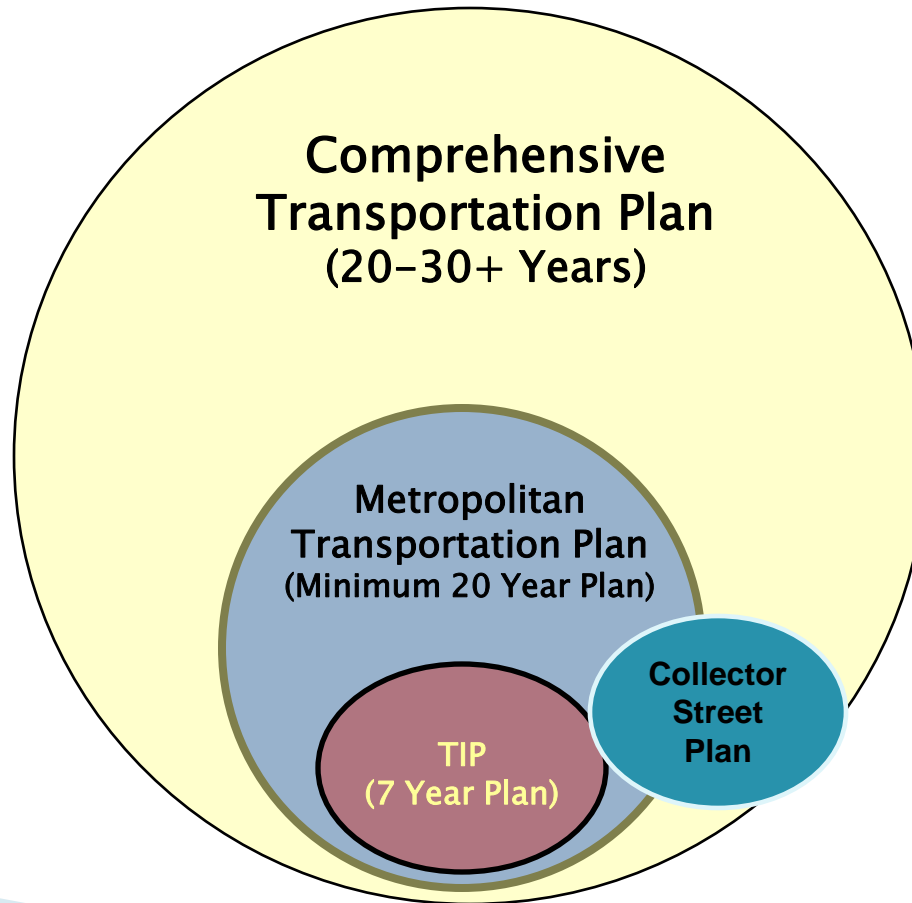


Comprehensive Transportation Plan (CTP)

October 8, 2014

Background and Schedule

Relationship Between Plans



Plan Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Report Required
Comprehensive Transportation Plan	20-30+ Years	Existing and planned facilities	No	Yes
Metro. Transportation Plan	20 Year Minimum	Planned facilities	Yes	Yes
Transportation Improvement Program	7 Years	Planned facilities	Yes	No
Collector Street Plan	30+ Years	Existing and planned facilities	No	No

Plan Comparison (cont.)

	Who Requires?	Update Requirement	Adopted by	A/Q Conformity Required
Comprehensive Transportation Plan	State Statute	No requirement	MPO Bd and NCDOT BOT	No
Metro. Transportation Plan	Federal legislation	Every 4 years	MPO Bd	Yes, for non-attainment & mtce.
Transportation Improvement Program	Federal legislation	Every 2 years	MPO Bd and NCDOT BOT	3 years, for non-attainment & mtce.
Collector Street Plan	No requirement	No requirement	MPO Bd (local ordinance reference)	No

Why do a CTP?

- **Planners are using old Thoroughfare plans for development review:**
 - Durham, 1992;
 - Chapel Hill, 1994;
 - Carrboro, 1994;
 - Hillsborough, 1996;
 - Orange County, 1990 (not adopted);
 - Chatham County, 1983 (not adopted).

Why do a CTP? (cont.)

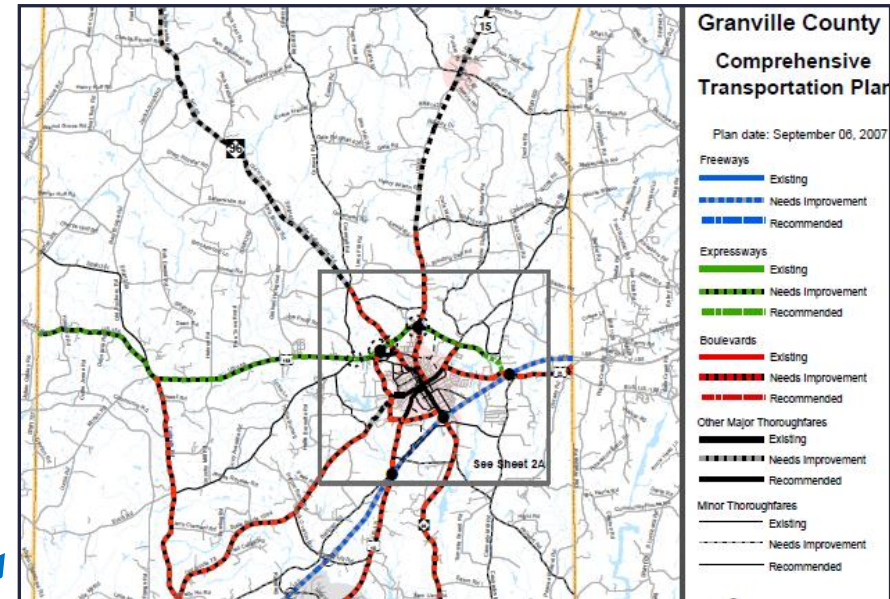
- **State Statute § 136–66.2. “Development of a coordinated transportation system”**
- **Provide input to 2045 MTP that looks beyond 2045**
 - **CTP is not fiscally constrained**
 - **CTP can include facilities that are near capacity**
 - **CTP uses Level of Service D for highway, which is a lower capacity standard than the TRM.**

Key Issues

- Can use most SE Data, TRM (model) and project list from 2040 MTP process
- Have to consider neighbors' CTPs:
 - Orange County
 - Chatham County (draft)
 - Granville County
 - Person County
- Local ordinances reference old Thoroughfare Plans
- Potential MPO/NCDOT disagreement on roadway classification, e.g., Northern Durham Parkway

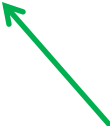
What are Key Products?

- Similar to MTP:
 - V/C congestion maps
 - Project tables
 - Multi-modal
 - Public input process
- With some additions:
 - Problem Statement for major projects
 - Comprehensive maps
 - Complete Streets
 - Replaces old T-fare plans



CTP Schedule

1. Deficiency Analysis (CTP 2): November 2014
2. Analyze Alternatives (CTP 3): March 2015
3. Draft CTP (CTP 4): June 2015 (coordinate with local jurisdictions);
4. Public Involvement Session: June – August 2015
5. MPO Adoption (CTP 5): September 2015.



These milestones are similar to Metropolitan Transportation Plan (MTP) process.

**RESOLUTION TO HONOR WALLY BOWMAN, PE
DIVISION ENGINEER, NCDOT DIVISION 5**

October 8, 2014

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

WHEREAS, Wally Bowman, as the Division Engineer for the North Carolina Department of Transportation Division 5, has enthusiastically collaborated with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board to achieve transportation-related goals of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) region for five years between 1989 and 1993 and then again for over fifteen years beginning in 1999; and

WHEREAS, as of October 1, 2014, Mr. Bowman has retired from the North Carolina Department of Transportation (NCDOT); and

WHEREAS, during his time with the NCDOT he provided guidance and input on numerous DCHC MPO projects and initiatives including TIP projects, regional rail initiatives, small urban projects, etc.; and

WHEREAS, Mr. Bowman has been a tremendous resource and supporter of DCHC MPO efforts, in particular the STI/SPOT 3.0 Prioritization process; and

WHEREAS, Mr. Bowman's contributions to the DCHC MPO and passion for furthering transportation projects in the DCHC MPO region will be missed by all members of the DCHC MPO region;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby thanks Wally Bowman for his service and collaboration with the DCHC MPO Board over the years, and wishes him the very best in the years to come provided here on this, the 8th day of October, 2014.

Ellen Reckhow, MPO Board Chair

Durham County, North Carolina

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

Date: October 8, 2014

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: October 8, 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 2014-2015 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Alternative Analysis – January 2015
- Draft CTP to Local Jurisdictions - April 2015
- MPO Adopt CTP – June 2015
- NCDOT BOT – September 2015
- Final CTP documentation and distribution – October 2015

MPO Community Viz. Scenarios Planning and Visualization -2.0

- Field verification – Complete
- Consultant Selection – October 2014
- Focus Groups/Delphi Process – FY 2015
- Model update and testing – FY 2015
- Model/Scenario Building – FY 2015

2014/2015 Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

- Data collection (Volume/Trucks/Travel Time/Speed) – Fall 2014/Spring 2015
- Transit data collection – Fall 2014/Spring 2015 – underway

GIS Online (AGOL)/Data Management

- ✓ AGOL integration with the DCHCMPO Website – September 2014
- Portal for public interactive mapping –On going
- Maintenance and updates – On gong

MPO Congestion Management Process CMP

- 2014 Report – Under review
- Mobility Report Card – Draft report under review
- Congestion monitoring – Continuously – On going

MPO Website Update

- ✓ Mapping integration – September 2014
- ✓ Content Editor & System Administration Training – September/October 2014
- Quality Assurance & Technology Transfer
- Agenda Portal – September/October 2014
- Launch Stage/Testing – November 2014
- Post Launch Services

Triangle Regional Model Update

- Household Survey – Pilot October 2014-March 2015
- Onboard Transit Survey – Pilot October 2014-March 2015
- Parking Survey – underway

Prioritization 3.0/STI/ FY 2016-22 TIP

- ✓ Approval of points – August 13, 2014
- ✓ Submission of points to NCDOT – August 29, 2014

MAP-21 Performance Measurement

Draft TIP

Regional Freight Plan

Regional/State Coordination

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

Contract Number: C202875	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: I-5307, I-5310
Length: 17.133 miles	Federal Aid Number: IM-0540(23)
Resident Engineer: Michelle H. Gaddy, PE	RE Phone Number: (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,384,157.45	Cost Overrun/Underrun: -4%
Availability Date: 2/27/2012	Letting Date: 1/17/2012
Completion Date: 11/15/2012	Work Began: 2/27/2012
Revised Completion Date: 4/4/2013	Estimated Completion: 10/1/2014
Last Estimate Thru: 3/22/2014	Scheduled Progress: 100%
Last Estimate Paid: 3/27/2014	Actual Progress: 98.56%

Contract Number: C203128	Route: SR-1978
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-4716, U-4716A, U-4716B, U-4716C
Length: 4.203 miles	Federal Aid Number: FRA-FR-HSR-0006-10-01-00
Resident Engineer: Michelle H. Gaddy, PE	RE Phone Number: (919)840-0914
Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.	
Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$10,900,447.15	Cost Overrun/Underrun: 22.45%
Availability Date: 12/31/2012	Letting Date: 11/20/2012
Completion Date: 12/28/2015	Work Began: 1/30/2013
Revised Completion Date: 10/21/2016	Estimated Completion: 12/28/2015
Last Estimate Thru: 9/7/2014	Scheduled Progress: 91%
Last Estimate Paid: 9/16/2014	Actual Progress: 80.04%

Contract Number: C203273	Route:
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 1.189 miles	Federal Aid Number:
Resident Engineer: E. Boyd Tharrington, PE	RE Phone Number: (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
Type of Work: DESIGN BUILD.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,800,000.00	Cost Overrun/Underrun: 0%
Availability Date: 4/29/2013	Letting Date: 3/19/2013
Completion Date: 9/30/2016	Work Began: 4/29/2013
Revised Completion Date:	Estimated Completion: 9/30/2016
Last Estimate Thru: 8/31/2014	Scheduled Progress: 16.35%
Last Estimate Paid: 9/4/2014	Actual Progress: 16.35%

Contract Number: C203473	Route: US-70
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 20.44 miles	Federal Aid Number:

<p>Resident Engineer: Alan W. Shapiro, PE Location Description: 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION. Contractor Name: THE LANE CONSTRUCTION CORP Contract Amount: \$4,249,573.80 Availability Date: 3/10/2014 Completion Date: 11/14/2014 Revised Completion Date: Last Estimate Thru: 8/31/2014 Last Estimate Paid: 9/11/2014</p>	<p>RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 4.05% Letting Date: 12/17/2013 Work Began: 3/10/2014 Estimated Completion: 11/14/2014 Scheduled Progress: 77.6% Actual Progress: 68.54%</p>
<p>Contract Number: C203512 Physical Division: 5 Administrative Division: 5 Length: 0.034 miles Resident Engineer: Alan W. Shapiro, PE Location Description: BRIDGE #193 ON SR-1671 (E CLUB BLVD) OVER I-85. Type of Work: BRIDGE REHABILITATION. Contractor Name: PALMETTO INFRASTRUCTURE INC Contract Amount: \$1,250,683.35 Availability Date: 5/1/2014 Completion Date: 11/30/2014 Revised Completion Date: Last Estimate Thru: 8/31/2014 Last Estimate Paid: 9/5/2014</p>	<p>Route: SR-1671 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 13.25% Letting Date: 3/18/2014 Work Began: 5/7/2014 Estimated Completion: 11/30/2014 Scheduled Progress: 68% Actual Progress: 41.04%</p>
<p>Contract Number: DE00100 Physical Division: 5 Administrative Division: 5 Length: 2.633 miles Resident Engineer: Michelle H. Gaddy, PE Location Description: SR 1110 (BARBEE CHAPEL RD/FARRINGTON RD) AND SR 1107 (STAGECOACH RD) Type of Work: SR 1110 WIDENING FOR BIKE LANES Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$1,645,601.25 Availability Date: 8/18/2014 Completion Date: 11/21/2014 Revised Completion Date: Last Estimate Thru: 8/31/2014 Last Estimate Paid: 9/8/2014</p>	<p>Route: SR-1110 County: Durham TIP Number: W-5205X, EB-4411D Federal Aid Number: STPEB-000S(752) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 7/23/2014 Work Began: 8/26/2014 Estimated Completion: 11/21/2014 Scheduled Progress: 0.5% Actual Progress: 1.82%</p>

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
07/14	U-4726HL	5	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	\$39,400		Proposal not received from City for review yet
09/14	C-5178	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000		Need Final Plans and Proposal from City
09/14	U-4724	5	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		Need Final Plans and Proposal from City
10/14	U-0071	5	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
01/15	EB-5514	5	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)	\$1,025,000		Need Final Plans and Proposal from City
01/15	EB-4707B	5	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)	\$5,150,000		In R/W Acquisition
02/15	Small Constr.	5	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Muni. Agrmt. with City
03/15	SS-4905BI	5	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 90%, Utility Eng. 75%
04/15	U-3308	5	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$30,900,000	\$3,869,000	
04/15	W-5205N	5	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	\$45,600		
05/15	SS-4905BM	5	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	R/W 10%
08/15	SS-4905CJ	5	Division POC Let (DPOC)	US 70 at Peyton Ave. (SR 1957) - construct island and revise pm's	\$30,000	N/A	Survey
09/15	C-5182	5	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	\$1,252,000	\$134,000	
09/15	C-5183A	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
01/16	EB-4707A	5	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	\$2,950,000	\$2,650,000	
02/16	W-5601E	5	Division POC Let (DPOC)	NC 157 (GUESS ROAD) AT NORTH POINTE DRIVE/ALBANY STREET			

08/16	I-5331	5	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	\$250,000		MPO Board 10/8/2014 Attachment 15
09/16	U-5517	5	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000	
09/16	C-4928	5	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
03/17	I-5334	5	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	\$3,000,000		
06/17	B-4943	5	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
08/17	U-5516	5	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000	
	SS 4906BP 43696.1.1 43696.3.1	5	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 Revised Scope to (1) SR 1327 (Gregson St) at Peabody Install traffic signal (2) SR 1327 (Gregson St) between I-85 NB off ramp and Entrance to Northgate Mall	\$36,000		N/A Signal work is complete at Gregson and Club. Contractor to start concrete work at Mall Entrance 9/2/14 Plans received for Gregson and Peabody. Awaiting NCRR permission to place poles in RW
	SS 4905BT 43783.1.1 43783.3.1	5	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection. Scope changed to add US 15-501 Bus (Roxboro St) at Pettigrew St At US 15-501 Bus/Pettigrew - reivise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000		N/A EB Club Blvd and Duke St 100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew Awaiting NCRR permission to place poles in RW
	Developer 36249.3312	5	Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost		N/A Plans not yet reviewed
	SS-4905CF	5	Division annual needs contract	Signal at SR 1443 (Horton Rd.) at Stadium Dr.	\$100,000	\$16,000	Need plans
	SS-4905CH	5	Division annual needs contract	Close crossover on US 15-501 at SR 1333 and install signal at SR 1116 (Garrett Rd) at Falls Mountain Way.	\$200,000	\$16,000	Island Plans Needed Signal Plans in Hand
	SS-4905CK	5	Division annual needs contract	Flashing Yellow Arrow and pedestrian accommodations for 8 signals along US 501 Bus.			Need plans

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
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, Available 5/12/14	Anticipate 10/15/2014	Carolina Sunrock, LLC	70% Complete 67% Schedule	\$500,000	Bike/Ped enhancement
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill .	9/8/14	11/1/14		Project bid opening Sept 8th.	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312 47033.3.FS1	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/8/2014	Carolina Sunrock, LLC	100% Complete	\$2,281,289	TIP
SS-4907AZ 43987.1.FR1 43987.3.1 44227 44247	Churton Street Access Improvements - Traffic signal and curb ramp revisions on east side of NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus.(Churton Street) from Tryon Street to just south of Margaret Street. Grading, curb & gutter, crosswalk and bus pull-out on NC 86 / US 70 Bus. (Churton Street) from south of Margaret Street to just south of Nash and Koolock Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Project being design by Summit Engineering, waiting on cost estimate	\$15,000 PE \$47,000 CON \$245,000 CON \$120,000 CON	Spot Safety- State (ADA curb ramp). Combine with Small Construction on west side of NC86 and Contingency for bus pullout. Local Administered project with the Town of Hillsborough
SS-4907V 42423.1 42423.2 42423.3	Four-way stop installation at intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Pending results from re-design and scope	Pending results from re-design and scope	State Forces		\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Need Public Outreach (letter).
SS-4907BE 44194.3.1	SR 1010 (Franklin Street) between Boundary Street and Deming Road in Chapel Hill . Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators.	Fall 2014	Fall 2014	State Forces	Neighborhood outreach pending	\$12,800	State Spot Safety
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 Chapel Hill .	10/16/2012	Anticipate 1/1/2015	Triangle Grading & Paving, Inc.	90%Complete 100% 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 Carrboro .	12/18/2012	5/14/2015	Yates Construction, Inc.	MPO Board 45% Complete 80% Schedule	10/8/2014 Attachment 15 \$4,946,197	TIP, Utility conflicts cleared, roadwork has resume
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 Chapel Hill .	7/20/2010		Yates Construction, Inc.	100% Complete, Final acceptance pending	\$9,584,886	ARRA / TIP
W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	100% Complete 100% Schedule	\$640,000	High Hazard Safety
W-5207I 45337.1.9 45337.2.FD9 45337.3.FD9	SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Sidewalks, intersection improvements, traffic signal, median on Jones Ferry with bike lanes.	11/1/2014	Fall 2015		R/W acquisition underway (20% Complete), Availability in Spring 2015.	\$50,000 PE \$75,000 R/W \$600,000 CON	High Hazard Safety, Need more PE funding
W-5318 46141.3.1	Remedial paving on NC 86 from NC 57 to Caswell Co. line.	8/7/2014	11/15/14	Carolina Sunrock, LLC	Available 9/2/14	\$84,754	High Hazard Safety
44229	Signal modification, enlarge radius and construct taper for right turn lane at the intersection of US 70 onto SR 1567 (Mt Hermon Church Rd)		Fall 2014	State Forces	90% complete, Traffic pole relocated, radius improvements under construction.	\$100,000	Small Construction
NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO							
TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
SS-4907BF 44271.1.FD1	Preliminary engineering for intersection improvements at SR 1567 (Pleasant Green Road) and SR 1569 (Cole Mill Road). Radius Improvements	TBD	TBD	State Forces	Location & Surveys pending	\$15,000	State Spot Safety
SS-4907BG 44270.1.FD1	Preliminary engineering for intersection improvements at SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road). All way stop	TBD	TBD		Location & Surveys pending	\$3,000	State Spot Safety

DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46243.3.1	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 Hillsborough	Fall 2014	TBD	Design in progress, R/W authorization pending	\$450,000 CON	CMAQ \$360,000 Fed \$90,000 Local
C-5179 46240.1.F1 46240.2.F1 46240.3.F1	Design & construction of sidewalk and bicycle lanes along Estes Drive from Martin Luther King Jr. Blvd to Caswell Drive and the construction of a multi-use path on the north side of Estes Drive from Martin Luther King Jr. Blvd through the Estes Drive Elementary site to Elliot Road in Chapel Hill .	TBD	TBD	Design in progress	\$220,000 PE \$2,337,500 CON	STP-DA - PE \$176,000 Fed \$44,000 Local CMAQ -R/W, CONS. \$1,870,000 Fed \$467,500 Local MA w/TOCH
EB-4707A (Orange) 38664.3.FD1	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 EB-4707B (Durham)	EB-4707A(C Hill) FFY15 EB-4707B(D5DRL) FFY15	TBD	Design in progress, R/W -FFY 2015	\$2,950,000 CON	Enhancement - Bike and Ped., STP-DA
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 Carrboro	Spring 2015	TBD	Design in progress	\$316,610 PE \$468,000 CON	STP-DA; MA w/TOC
SR-5001AR 40924.3.43	Construct 320' of 5' sidewalk on Culbreth Road between Cobble Ridge Rd. in Chapel Hill and Rossburn Rd. in Chapel Hill	4/12/12	9/30/13	Construction complete; Final M&T 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 Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, M&T closeout pending	\$221,399	STP-DA; MA w/TOC
U-4726DD 36268.1.25 36268.3.F25	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	TBD	TBD	Design in progress	\$102,278 PE \$542,600 CON	STP-DA; MA w/TOC
U-4726DE 36268.1.26 36268.3.26	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro (replaces EL-4994)	Fall 2014	TBD	Design complete, Construction authorization pending	\$130,486 PE \$737,500 CON	STP-DA; MA w/TOC
U-4726DF 36268.1.27 36268.3.27	Bicycle detection at Signalized Intersections in Carrboro	12/31/14	TBD	R/W certification pending. District office providing assistance to municipality and R/W research	\$18,525 PE \$30,000 CON	STP-DA; MA w/TOC

DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IF 36268.1.21 36268.3.21	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$25,000 PE \$115,000 CON	STP-DA; MA w/TOCH
U-4726IG 36268.3.24	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 Chapel Hill	9/12/12	11/1/2013, Anticipated 6/1/14	100% Complete. Project record review pending.	\$1,492,500 CON	STP-DA; MA w/TOCH
U-5543 50109.1.F1	Design for variable message signs for traffic management on major corridors in Chapel Hill	TBD	TBD	MA execution pending	\$93,750 PE	STP-DA; MA w/TOCH

NCDOT DIVISION 8 TIP PROJECTS IN DCHCMPO - CHATHAM COUNTY							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	Jan 15	TBD	R/W secured. Duke Energy Progress currently relocating utilities.	Est. Cost \$803,000	TBD	Construction funds were requested 3/11/14 and have been approved.
C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Includes approximately ¼ mile of street-side trail (10' wide) and a 100-vehicle parking area which includes equestrian parking. It also includes utility connections and restrooms and water access. Additional community amenities internal to the site (shelter/picnic/playground) have been removed from the project.	Jan 2014	June 30, 2015	Initial bidding cost estimate was over budget. Project bids have been resubmitted and accepted with revised project scope to scale down the project.	Orig Est. Cost \$1.2M	TBD	Original Project Bids were over budget and project was re-bid.
DIVISION 8 RESURFACING PROJECTS							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
C203521	SR 1816 Edwards Ridge Road from end of State maintenance to SR 1008 Mt. Carmel Church Road (0.64 mi). SR 1727 Whippoorwill Lane from SR 1008 Mt. Caramel Road to SR 1726 Old Farrington Road (0.73 mi). <i>Contract includes resurfacing a total of 8 sections of secondary roads.</i>	March 2014	November 2014	Contract Awarded April 2014 Availability Date 5/1/2014	\$1,209,922	S.T. Wooten	Milling, resurfacing and shoulder reconstruction. Project 16% complete.
C203570	SR 1008 Farrington Road Resurfacing from US 64 to Orange County Line (9.3 mi). <i>Contract includes resurfacing 4 sections of US 64 and resurfacing a total of 5 sections of secondary roads.</i>	June 2014	June 2015	Contract Awarded July 2014 Availability Date 7/28/2014	\$3,740,907	S.T. Wooten	Milling, resurfacing and shoulder reconstruction
DIVISION 8 SPOT SAFETY PROJECTS							
SS-4908AM WBS44195.2.1	NC 751 at SR 1733 New Hope Church Road. ROW and utilities needed to construct turn lane.				\$16,000		Spot Safety Improvement Project. Funds approved by NCBOT - July 2014 Meeting
SS-4908AM WBS44195.3.1	NC 751 at SR 1733 New Hope Church Road. Turn lane construction.				\$189,200		Spot Safety Improvement Project. Funds approved by NCBOT - July 2014 Meeting

Road Worrier: Durham's East End Connector spawns an 8-mile interstate

Road Worrier: The News and Observer By Bruce Sicheloff September 8, 2014

DURHAM — Finally this fall, the state Department of Transportation will award a contract to build the East End Connector – a long-sought little freeway that will make big changes in the daily drive for truckers, travelers and commuters.

You'll have to double-click the "enlarge" button on your Google map to find it. The planned road will bridge the gap between the Durham Freeway (N.C. 147) and U.S. 70 in East Durham, barely one mile apart.

But the East End Connector will reach out to drivers on other roads, too. It will provide the last stoplight-free link for a new north-south freeway through the center of the Triangle, running from Interstate 85 on the north side of Durham to Interstate 40 at Research Triangle Park.

To mark its significance and to simplify navigation instructions for everybody, DOT officials will propose a new name for the entire 8-mile drive between I-85 and I-40: Interstate 885.

City planners had something like this in mind in the 1960s when they mapped out the Durham Freeway, which runs east and west through the south side of downtown. U.S. 70 also runs east and west before it curves north to join I-85.

The East End Connector became an official DOT project in the 1970s. But it was shelved during years of wrangling over competing Durham freeway priorities and hand-wringing over a state spending formula that always seemed to find other cities more deserving of big-project dollars.

The delays are over. DOT will open bids in October for a construction job estimated to cost \$141 million and expected to take 4.5 years, with completion pegged for July 2019. With land, engineering and other expenses added in, the final tally for the East End Connector will run close to \$200 million.

Although the roads being connected are just a mile apart, the project involves four miles of new construction, including car and railroad bridges and long, looping access ramps. The new freeway will have two lanes each way with room to add a third lane in the future.

I-885 is expected to draw thousands of cars and trucks that now clog downtown Durham streets or travel U.S. 15-501 on the city's west side.

Durham Mayor Bill Bell says it will stimulate economic growth in northern Durham County.

"The primary reason we have focused on this road is to make a better connection from north of downtown to southern Durham, and to give northern Durham access to the airport a lot quicker than it is now," Bell said. "It's been a long time in the making, and I'll be happy to see it built."

Farther north up I-85 in Granville County, Butner Mayor Tom Lane will be happy, too. Nowadays, when he goes from Butner to Raleigh-Durham International Airport, he drives down the two-lane N.C. 50 and turns west on 540. Or he takes I-85 all the way to Durham and heads back toward the east on Miami Boulevard.

"Either way, it's somewhat of a hassle," Lane said. Commuters and businesses that supply Triangle companies will have an easier drive to RDU and RTP.

"We see it helping us with our industrial and commercial growth, having that connector," said Lane, who has been Butner's mayor since the town was incorporated in 2007. "A lot of companies scramble to get property close to the park because of transportation issues."

Name will wait

DOT officials discussed an I-885 designation about 10 years ago, but they have not aired the idea recently. Signs for I-885 were included in DOT documents posted in August for contractors who will bid for the job.

Kevin Lacy, DOT's chief traffic engineer, said it's a tentative decision at this point. DOT will seek permission for the I-885 designation from the American Association of State Highway and Transportation Officials and the Federal Highway Administration.

Lacy figures that approval is likely if state officials can show that the proposed 8-mile route is built to interstate standards – or at least very nearly so. It might be necessary to widen some of the shoulders on existing parts of N.C. 147 or U.S. 70, he said, or to request an exemption for a bridge that might not quite meet the specifications.

The regulatory agencies are not expected to decide about the I-885 name until shortly before the new road is finished in 2019, Lacy said. But if preliminary investigations show that approval is likely, the project contractor probably will be directed to go ahead and prepare the new red-and-blue I-885 shields. Either way, he said, the green overhead freeway signs will be built big enough to accommodate interstate shields in the future.

"Having one route name that goes from I-85 to I-40 will make it easier to navigate," Lacy said. "Otherwise if you're giving directions to somebody you'll say, 'Take U.S. 70 east and then take the East End Connector and then N.C. 147 south.' It'll be easier to say, 'Take I-885 south.'"

Bell was a county commissioner when the East End Connector project was proposed in the 1970s, and he has held county or city office for all but a couple of years since then. He doesn't care much about the name. He just wants to see the long-awaited freeway completed and open for traffic.

"I'm not hung up on what they call it," Bell said

Trees snag plans for slowing speeders on Durham's West Club Boulevard

The Durham News – The News and Observer By Jim Wise September 9, 2014

DURHAM — A city idea for calming traffic on West Club Boulevard got snagged by some trees last week.

Sixteen of them, to be precise: the number the city needs taken down to build "neckdowns" at five intersections on the wide, straight stretch between Broad Street and Hillandale Avenue.

But, in the opinion of some members of Durham's Historic Preservation Commission, removing some of the venerable willow oak canopy along West Club Boulevard is incompatible with the neighborhood's historic character.

Because Club Boulevard runs through the Watts Hospital-Hillandale Local Historic District, tampering with the public infrastructure requires a "Certificate of Appropriateness" from the preservation commission – even for the city.

Senior Assistant City Attorney Fred Lamar and Jeff Lecky, an engineer with the city public works department, made the neckdowns' case before the commission last Tuesday. They didn't come away with a flat turndown, but will have to come back next month with the city arborist to try some more.

Trees were not the sticking point Lamar and Lecky expected. Early on, Lamar said preserving the historic granite curbstones was the "critical point" in considering whether the plan was historically appropriate.

In the interest of preservation, he said, the stones would be disturbed as little as possible and most of those that had to be taken up would be re-used along the street. Buying new granite stones to rim the proposed neckdowns would be cost-prohibitive, according to the city's application for a certificate.

Curbstones, though, elicited little comment from commissioners or the several citizens who appeared to have their says on the plan. Proponents mostly talked about traffic – “Crazy people, driving 50, 60 miles an hour,” said Club Boulevard resident Karen Stark – and opponents talked in general, including trees – “Quite simply, the historic fabric is being destroyed,” said resident Sasha Berghausen.

The city is proposing to narrow Club Boulevard’s traffic lanes from 40 to 20 feet at the Alabama, Carolina, Georgia, Maryland and Virginia avenue intersections with neckdowns created by landscaped “islands,” bulging 10 feet out into Club Boulevard from each corner and separated from the existing curb line by a two-foot wide drainage channel.

Traffic calming, Lamar said, is one of the policy objectives in the Watts Hospital-Hillandale preservation plan. The narrowed corridor for vehicles encourages drivers to slow down, while sidewalks extended across the islands improves pedestrians’ view of oncoming traffic.

The city plan includes planting new trees to replace the removed willow oaks with other species – such as Georgia oak, trident maple and Chinese pistachio – better suited for and less problematic in an urban environment.

Species planned to replace the oaks removed on Club Boulevard, Lecky said, grow more compact root systems than willow oaks, whose roots have buckled sidewalks and cracked asphalt throughout the neighborhoods they shade. They also grow shorter than willow oaks, meaning less need for the drastic pruning by Duke Energy to keep them from interfering with power lines.

Preservation Commissioner Heather Slane said she had an overall concern about the islands in a historic district, but trees were a particular issue. Losing several trees at each of the five intersections, she said, would make a considerable difference in the “feel” of the street.

“The tree canopy is such an important part of that landscape,” she said. Shorter trees would just not be the same.

Before long the canopy will be dying of natural causes, as the 80-something year old willow oak street trees are near the end of their lifespans. That point was mentioned during the commission hearing, but the loss of willow oaks for neckdowns remained a stumbling block for commissioners.

No one ventured a motion one way or the other on the Certificate of Appropriateness. After some long silences in the room, Lamar asked if it would help to postpone a vote until he and Lecky could provide more information on the replacement species.

“If that is valuable information to you,” he said, he could come back with an arborist from the city’s general services department. A continuance was moved and passed, the discussion to resume Oct. 7.

The neckdowns were a recommendation from a traffic-calming study of the street completed in 2002. Another recommendation, the planted median and streetcorner “bumpouts” at Oval Drive Park, were installed in 2007.

“There are,” Lamar said, “only a few ways traffic-calming measures can be implemented in an existing infrastructure.”

Grant key to moving project forward

The Herald-Sun Staff Reports Sep. 12, 2014 @ 02:58 PM

The idea of converting the former railroad corridor ringing downtown Durham into a trail has been around for quite a while, but very little progress has been made. The seller – Norfolk Southern – is asking \$7.1 million for the land, and the city, wisely, is seeking other ways to raise funds to purchase the land besides dipping into the general fund. So it was indeed good news that Congressmen G.K. Butterfield and David Price brought to the Bull City on Wednesday night, announcing that the feds will give Durham a \$222,700 grant to help fund planning to convert the Duke Beltline to a trail.

The conversion of the rail corridor to a trail is important for a couple of reasons. The Duke Beltline should be preserved because of its role in the city's history and heritage. The notion of having parts of it sold off piecemeal is anathema in a city that has in recent history aggressively pursued historic preservation.

Many see the potential Duke Beltline trail as a complement to the American Tobacco Trail.

Having trails and greenspace in the downtown area is key as more people live, work and play in the central part of the city. The value in that is evidenced by some of the quarters from which the city may get help with funding the purchase.

The grant needed to fall into place, first, but the planning work it will fund, according to City Manager Tom Bonfield, will bolster the city's case if it decides to seek outside funding to assist in the purchase of the land.

The potential sources for that funding speak to the value that the business and development community here sees in greenspace and a walkable environment.

Mark Ahrendsen, city transportation director, said on Thursday that Duke, Downtown Durham Inc., and members of the business and development community with ties to American Tobacco and the proposed Durham Innovation District had expressed a willingness to have further conversations about potential funding if Durham received the grant. We assume with the grant's award, some of those conversations will be happening in the very near future. The project also has gotten a boost in the past year because of interest from The Conservation Fund, which has met several times with the railroad representatives in what Bonfield characterized as "fruitful" talks about the Beltline's future.

The pieces are beginning to fall into place for a new life for a key piece of Durham's history.

More streets getting two-hour limit on curbside parking

The Herald-Sun From Staff Reports Sep. 14, 2014 @ 07:11 AM

DURHAM —City officials are expanding a two-hour curbside parking time limit that's now in place downtown to the nearby Brightleaf, West Village, American Tobacco, West and Central Park districts.

The move is supposed to encourage more turnover of spaces in what are becoming high-demand areas for parking, Transportation Director Mark Ahrendsen said.

The two-hour limit will go into effect on Oct. 1 and apply on weekdays from 8 a.m. to 6 p.m.

Workers from the contractor the city hires to run its parking decks and lots, Lanier Parking Solutions, will enforce the limit as they now do downtown.

Officials intend a one-month transition period, where violators receive only a warning.

After the first month, violators will receive a ticket.

A map showing the streets already covered by the two-hour limit and those that officials are adding to the program is available on the Web at <http://bit.ly/1CWJdkU>.

Two-hour weekday limits are also in effect in the Ninth Street area, as part of a City Council decision to begin charging for the use of an off-street parking lot the city rents on Ninth.

McCrory wants to borrow \$1 billion for rural NC transportation projects

The News & Observer By Bruce Sicheloff September 17, 2014

Gov. Pat McCrory said Wednesday he wants the state to borrow more than \$1 billion to “kick-start” a raft of mostly rural transportation projects.

“Our small towns are still struggling,” McCrory told an audience in Greenville. “And our major emphasis in economic development is going to be put toward our towns, you know, from 10 to 50 thousand people.”

The governor and Transportation Secretary Tony Tata traveled to four cities from Wilmington to Asheville to unveil a 25-year plan for rail, port, transit and highway investments across the state. Urban area priorities, such as mass transit and freeway upgrades, were included in McCrory’s “25-Year Vision for North Carolina.”

But when the governor said he would ask the 2015 General Assembly to approve revenue bonds to pay for a list of 21 or 22 projects, he said this borrowed money would be steered away from the larger cities. The major metropolitan areas are growing and enjoying economic revival, he said, while rural areas are in decline.

“We’ve looked at some specific projects where we think these bonds will speed up projects which really have been sitting on the sidelines,” McCrory said. “They’re projects ready right now.”

The projects tentatively targeted to receive bond funds, released late Wednesday by the state Department of Transportation, included urban loops in Fayetteville and Winston-Salem, along with rural highway improvements across the state. The only Triangle projects were U.S. 401 in Franklin and northern Wake counties, and N.C. 42 and Booker Dairy Road in Johnston County.

There appeared to be no overlap between the bond list and the statewide priorities spelled out in the governor’s 25-year plan. It included a new interstate route through rural northeastern counties to the economic hub in Virginia’s Hampton Roads area.

“If you go to Elizabeth City right now, which has a fairly high unemployment rate, we think the best opportunity for that region is to connect with Virginia and that economic center,” McCrory said.

McCrory also targeted two other highways to be upgraded to interstate standards: U.S. 74 from Asheville through Charlotte to Wilmington, and U.S. 70 in the eastern part of the state.

A long-sought multibillion-dollar overhaul for Interstate 95 was not on the governor’s list, nor was a stretch of U.S. 64 from Cary to Asheboro that DOT previously has targeted for an interstate upgrade.

Citing a forecast for steady population growth that will give North Carolina 12.5 million residents by 2040, McCrory’s plan says the state will need new revenue streams to replace or bolster the per-gallon gas tax, which is generating less money as Americans switch to cars that burn less gas or use alternate fuels.

McCrory said he will recommend new transportation revenue sources to the 2015 General Assembly – possibly in conjunction with a cut in the gas tax – to address needs expected to cost between \$94 billion and \$123 billion by 2040.

McCrory’s transportation plan (online at NCVision25.gov) divides most of his proposals into four regions, including:

- Coastal: Replace old bridges (such as the Bonner Bridge over Oregon Inlet) and stabilize inlets and navigation channels. Promote beach nourishment to protect infrastructure, such as N.C. 12 on the Outer Banks, which is slated to receive a buffer of beach sand at Rodanthe. Upgrade the Morehead City and Wilmington ports.

- Eastern: Improve rail and road links from the two ports to Interstate 95, military bases and the Global Transpark at Kinston. Bring U.S. 70 to interstate standards for shorter travel times and easier freight movement. Bring parts of U.S. 17 and U.S. 64 to interstate standards as part of a new freeway to Hampton Roads.
- Central: Expand light rail and other mass transit options in high-growth urban areas “to address the needs of a changing demographic, congestion and land development concerns.” Improve road and rail access to Charlotte’s inland ports and to the Piedmont Triad International Airport logistics hub near Greensboro. Continue interstate and other road improvements to ease the flow of freight and commuter traffic.
- Western: Strengthen interstate links to economic centers in neighboring Georgia, South Carolina and Tennessee. Improve industrial access to rail lines and highway routes to Charlotte and Winston-Salem.

How to pay for it

Other items include statewide improvements to public transportation – such as passenger train service, bicycle and pedestrian facilities – and public access to a broadband communications network along highway rights of way.

Julie White, who lobbies for cities as executive director of the N.C. Metropolitan Mayors Coalition, said she had not had a chance to study the list of mostly rural bond projects. She praised McCrory’s overall 25-year plan.

“It’s an exciting vision,” White said. “It encompasses all modes of transportation. The real question is how we’re going to pay for it. Where’s the money going to come from?”

If the General Assembly agrees next year, the state would issue revenue bonds to speed the start of projects that are ready or nearly ready to start construction, Tata said. The targeted projects would be expected to generate 20,000 to 70,000 jobs, depending on how employment is calculated, he said.

“It would be a loan, essentially, capitalizing on low interest rates,” Tata said. “The criteria for the projects would be that they have their permits complete and they would be ready to go within a year of approval of the bonds.”

McCrory said his new plan represents a shift away from politically driven highway spending.

“It’s taking, basically, the politics out,” McCrory said in Greenville. “And looking at the data for where we can create jobs, where we can save lives, and where we can create opportunity.”

Tata fleshes out McCrory proposal for \$1B in NC transportation bonds

The News and Observer Posted by Bruce Sicheloff September 19, 2014

RALEIGH — Gov. Pat McCrory’s proposal to borrow more than \$1 billion for transportation improvements is focused on getting money for mostly rural projects that would be ready to start construction within the next year or two, Transportation Secretary Tony Tata says.

Meanwhile, state Treasurer Janet Cowell says North Carolina can afford to borrow up to \$1.2 billion for transportation infrastructure investments.

Tata issued a statement Friday to flesh out details of a revenue bond issue McCrory proposed during local news conferences in four cities Wednesday. The bonds were mentioned in McCrory’s discussion of his long-range priorities for transportation investments.

“A key element of the governor’s 25-year vision is recognition that transportation systems can stimulate the economy by building infrastructure to attract business and create or provide access to jobs,” Tata said in a statement released to The News & Observer. “Accordingly, we are looking at projects that will help connect rural areas to jobs,

healthcare, and education centers. A transportation bond will help us address critical needs with our limited funds, especially in rural areas.”

DOT compiled a draft list of 21 projects, worth a combined \$1.49 billion, identified as potential candidates for bond money – “including more projects than we could fund,” Tata said.

The state might borrow a little over \$1 billion to pay for some of the projects, and several projects might ultimately be funded instead through the state’s Strategic Transportation Investments program, he said.

The list includes mostly rural projects, along with urban loops in Fayetteville (\$186.4 million) and Winston-Salem (\$266.5 million). Tata said the two loops and a U.S. 74 Shelby bypass (\$179.7 million) probably will be partially funded through the Strategic Transportation Investments program, and the bond money would be used to complete them.

Cowell agreed that the state needs to address its transportation infrastructure needs. She chairs the state’s Debt Affordability Advisory Committee, which concluded in its 2014 report that North Carolina has more than \$1.2 billion in debt capacity for transportation projects through 2017.

“There are various options available to finance infrastructure projects, however we must choose a fiscally sound approach that does not endanger the state’s AAA bond rating,” Cowell said Thursday in a news release. “I look forward to getting more details on this proposal.”

Tata on the thinking behind the 25-year NC transportation plan

The News and Observer-The Opinion Shop Blog Posted by Burgetta Eplin Wheeler on September 24, 2014

Tony Tata, secretary of the N.C. Department of Transportation, met with the editorial board Tuesday to talk about the governor’s 25-year plan for transportation. Here are my notes. They are NOT verbatim. Find out more at ncdot.gov/ncvision25/. Some are questioning whether the 25-year plan puts politics back into the process of deciding which transportation projects get done first. Tata stressed that the more shovel-ready a project is now – with the environmental work done – the higher priority it’s likely to get. Read today’s story about the 25-year plan here.

TONY TATA: The immediate recognition was we had an infrastructure gap. With this rapid increasing population we are a state that people move to even without a job. It’s a beautiful place, a high quality of living. Yet our revenues for transportation were flat or declining. In particular, the motor fuel tax is a a revenue source that is not sustainable in the future. We’re seeing flat to marginally increasing or decreasing revenues. We don’t need to focus 100 percent on roads but on a transportation system. We’re emerging into a time for having options is important to the future of our citizens. The diversity of our demographics and our geography. The younger generation wants to live more urban, wants more options. The genesis of the 25-year plan was the second step. The first step was to be as efficient as possible, that spending taxpayer money as wisely as possible. The new law, the STI, that law took us to a needs-based data-driven system. We look at five major factors, congestion, lower travel times, jobs, safety and connectivity. That involves a few things. Those are the five basic criteria. Cost is in the second one.

Localities tried to drive down the cost of state of a project, but the needle didn’t move that much on that project. We started today our prioritization 4.0. What the new law is going to result in, we’ll have 350 to 360 projects in this 10-year plan. The last 10-year plan had 175. We’re doubling the number of projects roughly, and that speaks to the efficiency of doing something data driven and needs based. That results in more projects. The other factor is we move more money into the capital account, the trust fund, the highway fund is where our maintenance is, an area we need to focus on.

With construction, the governor said leverage infrastructure to create jobs. The increase in jobs is supposed to be on order of 70,000 with the new formula.

Of 3,100 projects, 1,800 are highway projects, and 1,300 are not, airfields, etc.

For the bond, it's what our capacity is, \$1.2 billion. It's a revenue bond against state transportation revenue. It's like a home equity loan. What can you guarantee? We can secure about a billion two, a loan, really, we would then pay out of the highway trust fund over the ensuing years. It's what is our capacity to borrow against. It's our state revenue stream. The \$1.2 billion was to responsibly borrow against what our capacity is right now.

Q: If \$1 billion would create 70,000, \$2 billion would create twice that. Why not do more?

TATA: The only way you could increase the amount of the bond, it's part of the third step. The first step is be more efficient. The second is have a plan so people know what you're spending your revenue on. The first part of that is private public partnerships, and the second is bonds. If ever there were a time to borrow money, it's now with interest rates so low. The focus of the bond is, are the environmental documents done? The first cut had to be evaluated by the new law. It can't be some random project someone wants to do. And b, are the environmental documents done? Or does it help complete a project? Why not finish that last segment of the Shelby bypass with the bond money? We're starting to get into the initial returns on statewide regional projects. There's a gap or two, we break projects into segments. The third thing is, the governor is very focused on connecting rural to urban. So there's really the big four: economic centers, education centers, health care centers and recreation centers. Urban areas have the first three, and rural the last, not always but often. What's the art of the possible? It was really a list to see what we could do where we could do it and where we could help flesh out the vision.

Q: A lot of resources went into the Global Transpark area. If people moving to urban areas, is it fair to put things in rural areas that aren't going to attract people and business? What's the conversation?

TATA: There's a lot of conversations, a lot of visits as well. Specifically around the Global Transpark, my executive director is former Navy pilot and he's working very hard to get new business in there and he's from New Bern. What is the multi-mobile continuum from Morehead City to the Global Transpark? We have U.S. 70 that we need to build bypasses on. They want to move freight as quickly as possible. When talk about next generation vessels, Morehead is more easily dredged to get to that shipping channel. The vision, look at private public partnerships for the Morehead City port. Take Radio Island, dredge to post Panamax depth, create a railyard, have the rail go out between Beaufort and Morehead City, bypassing Morehead City, pull that train out to preserve the historic nature of Beaufort, Morehead, take it behind Morehead and loop it back into the North Carolina railroad. If you're fixing 70 up to Kinston, what you could have is an inland port at the Global Transpark. You offload directly onto rail cars, push along this rail all the way up to this container yard in Global Transpark, and now you're that much closer to 95.

We have the bypass around Clayton. We're doing the bypass around Goldsboro. working on a bypass around Kinston. What shipping folks talk about is how close is a port to an interstate. It's a not a build it and they will come strategy. It's a very synchronized thought. Along I-95, a simultaneous thing as well. In the book we talk about connecting Hampton Roads to Raleigh via an interstate. What I was arguing for in Washington was federal funding. I showed them a map of projects delayed in their districts if we did not get federal funding. From a federal funding standpoint, we got that approved until May. The road to Hampton, as a result of that conversation, Congressman Butterfield entered a bill. The people in Elizabeth City, Eden, said we can't thank you enough for just mentioning it in the 25-year vision. These large businesses want to be near an interstate, even if it's a future interstate, to know their business can grow. When I look at how Rock Hill south of Charlotte is able to pull business down, we're not having that same effect up there. We should be able to have a network of businesses south of Virginia.

Q: Rock Hill pulls because it has a good school system.

TATA: You know I understand the importance of a good school system.

And you can grow the schools by attracting the businesses.

This has been an ongoing evolutionary process. We haven't been waiting for the document to be released to get things done.

There's major discussions happening right now reflected in the document. Sharon Decker can take this document and say here's our vision for the future. This is how you can fit in here. We're going to be at 12.5 million people in next 25 years. We've gotta build the infrastructure to do that, have a plan, reform revenue.

Already the revenue discussion is taking place.

Q: But you advocate a reduction in the gas tax?

TATA: We're 10 to 15 cents higher than our neighbors. I get a lot of discussion feedback on the gas tax, particularly on 85, 95. If we lowered it, it would actually increase sales because people wouldn't bypass us on those corridors and get gas elsewhere. As we look at options, private public partnerships, bond, we look at our gas tax at 15, 20 cents higher than neighboring states, you try to see what the art of the possible is.

Tennessee has a 7 percent car tax. They were at 3 percent. Virginia is 4 and change. If you're looking at reform, we've looked at 30 some states, what they've done, the money it generates, trying to give the governor a revenue reform package by the end of the year. We've put a lot of effort into getting this thing as just right as we can get it.

With understanding the risk of doing nothing. If we do nothing in each of these areas, we'll have bridges that decay that become more unsafe, we'll have safety issues, we'll have evacuation routes that aren't capable, military bases where families can't get to health care they need or educational opportunities they need, we'll have urban areas that don't have the transportation system they need to handle growing populations. Around Cherokee County, with the casinos, the talk is about connectivity to Tennessee, Atlanta, to make sure people can get there. new

We need to unhook ourselves from the motor fuel tax as much as possible.

Q: After reducing its taxes, Kansas has all those problems, and they've just got downgraded on the credit rating. We could have some problems. Does that worry you?

TATA: With a growing state that's going to continue to buy gas, buy cars, the revenue sources against this bond will grow.

As we present a revenue package, it's going to be something that's going to be innovative in our view, something that would build out the infrastructure required at a more rapid pace, sufficient to meet the needs of the state's growing population. We don't have a finalized reform package, but we will by January.

Q: As you've traveled the state, have you seen one geographic area is worse off than others?

TATA: Worse off from an employment standpoint?

Q: Structurally. Roads, connectivity.

TATA: Northeastern North Carolina requires some help. The extreme western part of the state, their connectivity of where they want to go isn't as good as some other states. Those are the two areas that have really stuck out to me. When I go to Northeastern North Carolina, one day i was near Edenton, the same day at Northampton County, what I saw, and I stood at the scales, 80,000 on the scale, that was 100 trucks that came through that day. You see the traffic up there, and this is why the interstate designation is so critical, We've got 18 wheelers traveling on these roads. There's safety issues, maintenance and repair issues, and they're carrying heavy stuff every day, 24/7.

Out in the western part of the state, the costs for infrastructure out there is like it is on the coast because of mountains, valleys. It's so expensive. Those are the two areas I would focus on. And a little bit of Section 8, Lee County, Sanford, Randolph County. If we're not careful, we're going to have a traffic issue around N.C. 1.

Q: The implication is we're behind.

TATA: We are.

Q: How bad is it?

TATA: If you compare us to nearby states, we're in better shape than Hampton Roads and Northern Virginia, for sure. Our connectivity to answer how bad is it, if you're Charlotte west, you're using Charleston's port. We don't have a good connection to Wilmington. We need it so commerce can travel across the state instead of dropping down along 26 into Charleston. It is a system. Is it rail, highway, port? Our two ports right now are not competitive with Jacksonville, Charleston, Savannah. We're not in the same league as Hampton Roads, for example. We have good ports. We have good port workers. Five years ago, the Corp of Engineers chief report did not ask for dredging of Cape Fear to post Panamax standards or of Morehead City. That report was started five years ago and voted on this year. We're trying to work a different avenue to get deepening done. I've engaged the Corp of Engineers and said we have an outstanding report from 10 years ago, you never finished it. We're trying to maneuver that way. If we can't get next generation vessels into our ports, we have 2 percent of container flow on the East Coast, how are we going to grow the economy commensurate with what it could be if we can't open the aperture at both of our ports.

How bad is it? From a port perspective, we have work to do. Our highways are in good shape, but maintenance dollars aren't there. We have people coming in we know we need to build out, widen. From a ferry vessel standpoint, we have 27 vessels and seven routes. We have good consistency there. In a few years, we're going to have a capital expenditure program. Those vessels are going to age out. Where's the money to replace them going to come from? We're going to have to decide between building a road or replacing ferries. Bicycles and pedestrians. There's such a demand. It's something we're trying to work into the vision. The value that a greenway brings to town, a neighborhood, is very much understood. We worked closely with consortium of greenway advocates.

Transit. We've got 99 transit systems. We help 99 systems in our 100 counties. We think they're fairly healthy. We've got a good program manager there. Railway. We're seeing flat revenues on Amtrak lines right now. Both the Piedmont and the Carolinian, one is doing a little better than the other, that's something where you'd think Charlotte to Raleigh or Raleigh to Charlotte, we'd be maxing those things out. In some places we are, some we're not. The year over year revenue has us concerned.

There's a lot of innovation out there in our small towns. I met with Mayor Clark of Lexington, watched their vision of being a bedroom community for Charlotte. They want to be a 45-minute train ride from Charlotte. It's very innovative. It's exciting. The mayor understands he needs to keep a young population there. If we don't do the type of things Mayor Clark is doing, we're going to continue to see that. I met the Elizabeth City and Currituck County folks asked me to meet them at the port of Norfolk. They were trying to see how to enhance their connectivity to the port of Norfolk. A lot of what's reflected in this plan is based on listening sessions. We're in pretty good shape because of the local leaders we have and the fact that people are outspoken about their transportation needs. If we don't get in front of it, then we'll have a discussion about how bad it is.

Q: How do you feel about metering cars?

TATA: VMT, or vehicle miles traveled, that's a controversial topic. When I look at the logistics of implementing that, I don't know if a state can implement that without getting beyond, there's privacy concerns, there's practical concerns. The federal level would be a different animal. At state level, use Elizabeth City as an example. If someone drives up to Hampton Roads every day, and you do a straight odometer read, then I'm charging him for driving in Virginia. I don't think VMT is feasible right now, but everything is on the table.

The trick is, be more efficient. Have a plan. Reform revenue. The governor is very sincere in his desire to deliver a transportation plan to the state. Twenty-five years is not a long time in the life of a state. Some might think it's beyond reality. It's right where it needs to be.

4

North Carolina Paves the Way to Accurate Reports on Bicycle and Pedestrian Traffic

NCDOT Press Release Thursday, September 25, 2014

RALEIGH - The N.C. Department of Transportation, in conjunction with local governments, has announced an

innovative plan to track the popularity of greenways, bicycle facilities and pedestrian pathways across the state. With the help of powerful new technology, NCDOT will soon have the ability to gauge how popular bicycling and walking is in North Carolina by collecting bicycle and pedestrian traffic usage data.

“Putting hard data behind North Carolina’s bicycle and pedestrian infrastructure will allow for a more calculated and fact-based approach to future development across our state,” said Lauren Blackburn, Director of NCDOT Division of Bicycle and Pedestrian Transportation.

With its pilot program now in place, NCDOT has funded the installation of 20 continuous counters located strategically around the Piedmont Triad and western Triangle region. The counter installations and the planning that led up to site selection were coordinated efforts between NCDOT, members of local governments, and the Institute for Transportation Research and Education (ITRE) at N.C. State University.

Fifteen of the 20 active counters will be placed around the Piedmont Triad, five will be located throughout the Research Triangle and five additional sensors are being assigned to other locations. The counter installation sites were chosen to help create a general picture of bicycle and pedestrian traffic in a wide range of traffic pattern situations. Sites represent both rural, urban and university locations; and they consider commuter and recreational traffic types.

Sensor locations include the American Tobacco Trail in Durham, Fourth St. in downtown Winston-Salem, the Libba Cotten Bikeway in Carrboro, and South Elm St. in Greensboro.

“North Carolina is one of a handful of state DOT’s collecting information about how people use its bicycle and pedestrian infrastructure, and in turn, is leading the nation by sharing that data with local partners so they can make informed decisions,” said Liz Stolz, Director of Health and Active Transportation Programs at Sprinkle Consulting, the group installing NCDOT’s counters.

Each site features two types of counters manufactured by Eco-Counter – ZELT inductive loops for monitoring cyclists in each direction and a Pyroelectric sensor that uses an infrared detection zone to count pedestrians.

North Carolina is helping to blaze the trail for state-funded bicycle and pedestrian counter programs. For more information regarding the first round of installations, please contact Patrick McCauly at pmccauly@ncdot.gov or (919)707-2683.

No surprises in latest DOT project rankings

The Herald-Sun By Ray Gronberg Sep. 28, 2014 @ 08:05 AM

The N.C. Department of Transportation’s final rankings of region- and division-level road, rail and aviation projects didn’t unfurl any surprises for Durham and Orange counties, a city transportation analyst says.

“It’s all a formula, and it matches what we thought would be the result,” Ellen Beckman, a senior transportation planner for the city, said of the rankings DOT released last week.

The new rankings incorporated the “local” input from elected officials and DOT division engineers required by the year-old law that will govern the agency’s distribution of construction subsidies.

As expected, that local input gave a boost to the prospects of securing state funding for a planned light-rail connection between Durham and Chapel Hill.

It’s the eighth-highest “non-highway” project on the list that’s eligible for funding from the “regional” pot that contains 30 percent of the money DOT intends to allocate to new construction over the coming decade.

The seven ahead of it have an estimated cost of \$1.6 million, so "I think that that does put it in a pretty good position" for the rail project to receive funding, Beckman said. "I'm hopeful."

Officials had acknowledged assigning their local-input "points" to the project in a way that would maximize its chances of landing money, given that it fared relatively poorly in DOT's in-house rankings.

But because DOT spelled out its own scoring methods and made local governments spell out theirs, it was possible to keep track of how the assessment of a project might rise or fall as local opinion was added in.

"We had a good idea of scores we had; we could look at our competition and their scores," Beckman said.

Nonetheless, it's now up to DOT to take the rankings and turn them in to an actual construction program. The first draft of that is due in December.

And "the actual decision on what gets funded will take into consideration more than just the scores," as DOT has to weigh factors like how far along any given project is the design and permit-approval process against its available funding, she said.

Beckman's optimism about the chances of the rail project getting money stem from DOT official's having said 4 to 10 percent of the money in the regional pot will go to "non-highway" projects.

Officials have figured the rail project should get "at least \$82 million" over the life of the program, which is still well short of the \$455 million DOT nominally considers its share.

All told, the connection is about a \$1.8 billion project, with federal subsidies, state contributions and local money from half-percent local-option sales taxes in Durham and Orange counties all likely sources of funding.

The 2013 law allots 40 percent of the state's construction money to projects of statewide importance, 30 percent to projects that matter to regions that on average include 14 counties, and 30 percent to DOT's various field operations divisions.