

November 12, 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. **October 8, 2014 Board Meeting Minutes**
Attachment 6

A copy of the October 8, 2014 Board meeting minutes is enclosed as Attachment 6.

Board Action: Approve minutes of the October 8, 2014 Board meeting.

ACTION ITEMS

7. **Railroad Grade Separations in Downtown Durham (9:10-9:30)**
No attachment
Steve Gaddis and Dan Jewell, Durham Area Designers

The Durham Area Designers, a volunteer organization, recently held a charrette to explore options for grade separation of the NCR and Durham-Orange Light Rail Transit tracks through downtown Durham. A presentation on the charrette will be provided.

Board Action: Receive the presentation

8. **North Carolina Strategic Transportation Corridors (STC) (9:30-9:55)**
Attachment 8, 8A, 8B, 8C, 8D
Andy Henry, LPA Staff

The NCDOT has released the draft Strategic Transportation Corridors (STC) and requested comments by December 2, 2014. The Technical Committee recommends that the MPO Board request the addition of three corridors to the STC. Attachment 8 is a short memorandum on the STC and staff recommendations. The following attachments are also available:

- 08A – STC Policy and statewide and regional maps
- 08B – STC Questions and Answers
- 08C – STC Elements and Scoring
- 08D – Recommended Corridor Additions to STC

TC Recommendation: Recommend that the MPO Board request the addition of three corridors to the STC, and the addition of the US 15-501 corridor be contingent upon action by the Chatham Board of County Commissions to do so.

Board Action: Recommend that the NCDOT add three corridors to the STC.

**9. Section 5339 Bus and Bus Facilities – Approval of the Program Management Plan (PMP)
(9:55-10:05)**

Attachment 9

Meg Scully, LPA Staff

MAP-21 introduced Section 5339 Bus and Bus Facilities program to replace Section 5309 to fund projects to replace, rebuild, and purchase buses and related equipment, and to construct bus-related facilities. DCHC-MPO has been authorized as the Designated Recipient (DR) for 5339 funds for the Durham UZA. Each DR is required to have an approved PMP that serves as the basis for FTA management reviews of the program and to describe the DR's administration of the program. This draft PMP has been reviewed by the Transit Subcommittee of the TC and the TC. Final PMP must be approved by the MPO Board and FTA.

TC Recommendation: Recommended MPO Board approve Program Management Plan.

Board Action: Approve Program Management Plan.

**10. Section 5339 Bus and Bus Facilities – Public Hearing and Approval for the Program of Projects
(10:05-10:15)**

Attachment 10

Meg Scully, LPA Staff

DCHC-MPO as Designated Recipient (DR) for Section 5339 funds for the Durham UZA has been apportioned \$818,583 in FFY13 and \$835,735 in FFY14. The MPO Board approved a sub-allocation of these funds to Chapel Hill Transit, Durham Area Transit Authority and Triangle Transit (June 12, 2013 and April 9, 2014). Draft guidance for the 5339 program was released by FTA on July 30, 2014. The guidance includes a requirement that DRs develop a Program of

Projects (POP) and provide an opportunity for a public hearing to obtain the views of citizens. The MPO staff and the three transit providers developed the attached program of projects for the funding.

TC Recommendation: Recommend MPO Board hold Public Hearing on, and approve, Program of Projects.

Board Action: Hold Public Hearing on Program of Projects and approve Program of Projects.

11. FY 2012-2018 TIP Amendment #21 (10:15-10:25)

Attachment 11, 11A

Lindsay Smart, LPA Staff

The MPO Board reviewed the draft TIP amendment #21 during the October 8, 2014 meeting and released the draft amendment for public review and comment. No public comments were received.

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. Project summary sheets and a memo describing the amendment are provided as attachments.

Board Action: Adopt TIP amendment #21.

12. FY 2012-2018 draft TIP Amendment #22 (10:25-10:35)

Attachment 12

Lindsay Smart, LPA Staff

The draft TIP amendment was reviewed by the MPO TC during the October 22, 2014 meeting. The draft TIP amendment is creating a new project, "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements project #U-5550." This project has been requested by the Town of Chapel Hill and the STIP amendment will be on the NCDOT Board of Transportation meeting agenda for their November 2014 meeting. The draft TIP amendment also includes changes to projects M-0479, E-5502, and C-5552 as requested by NCDOT. This draft amendment is further explained in attachment 11 and requires a 21-day public comment period by the DCHC MPO.

TC Recommendation: Release the draft amendment #22 to the FY 2012-2018 Transportation Improvement Program for a 21-day public review and comment period.

Board Action: Review and release the draft TIP amendment #22 for the 21-day public review and comment period.

REPORTS:

13. Report from the Board Chair

Ellen Reckhow, Board Chair

Board Action: Receive Report from Board Chair

14. Report from the Technical Committee Chair

Mark Ahrendsen, TC Chair

Board Action: Receive Report from TC Chair

15. Report from LPA Staff

Attachment 15

Felix Nwoko, LPA Staff

Board Action: Receive report from staff.

16. NCDOT Report

Attachment 16

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

17. Light Rail and Our Transit Future Public Meetings (Public meeting flyer/Press release)

Attachment 17

18. Sharing the ride on NC transportation costs (NC Go opinion)

Attachment 18

19. Recent News Articles and Updates

Attachment 19

Adjourn

Next meeting: December 10, 2014, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings:

See Attachment [17](#)

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 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>Completed:</u> NCDOT and MPO members have been contacted and presentations have been requested.
10/8/2014	Resolution to Honor Alice Gordon	<u>In Progress:</u> Resolution will be on 12/10/2014 Board meeting agenda.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

October 8, 2014

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Planning Organization Board met on October 8, 2014 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- **Diane Catotti City of Durham
- **Jim Crawford NCDOT Board Member
- **Alice Gordon Orange County
- **Mark Kleinschmidt Town of Chapel Hill (Vice-Chair)
- *Lydia Lavelle Town of Carrboro
- **Bernadette Pelissier Triangle Transit
- **Ellen Reckhow Durham County (Chair)
- **Steve Schewel City of Durham
- **Damon Seils Town of Carrboro
- David Bonk Town of Chapel Hill
- Ellen Beckmann City of Durham
- Julie Bollinger NCDOT
- Tini Glover Durham Access
- Andy Henry DCHC MPO
- John Hodges-Copple Triangle J COG
- Joey Hopkins NCDOT – Division 5
- Eric Hyman Town of Chapel Hill-Transportation Board
- Hannah Jacobson Durham City-County Planning
- Ed Lewis NCDOT – Division 7
- Bret Martin Orange County
- Patrick McDonough Triangle Transit
- Dale McKeel DCHC MPO
- Tina Moon Town of Carrboro
- Felix Nwoko DCHC MPO
- Wesley Parham City of Durham – Transportation
- Brian Rhodes DCHC MPO
- Lindsay Smart DCHC MPO

- **Voting Member
- *Alternate or Non-Voting Member

Ellen Reckhow, Chair, called the meeting to order at 9:06 a.m. and the Roll Call was conducted.

Ethics Reminder

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

44 **Adjustments to the Agenda:**

45 There were no adjustments to the agenda.

46 **Public Comments**

47 There were no comments from the public.

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

49 The Directives to Staff are attached for review.

50 **CONSENT AGENDA:**

51 **September 10, 2014 Board Meeting Minutes (Attachment 6)**

52 Alice Gordon submitted an amendment to the minutes. On page 6, lines 150-153; change to “In
53 her comments on the Draft US 15-501 Corridor Study, Alice Gordon expressed a concern about how
54 close the Mount Carmel Church Road and Culbreth Road intersection is to the major entrance to Chapel
55 Hill. There is almost no room to make any intersection improvements at that location. Is there any
56 other solution other than the ones that have been provided in the draft study? Can we see if there is a
57 way to make sure that these two corridor studies address this issue?”

58 A motion was made by Alice Gordon and seconded by Bernadette Pelissier to approve the
59 September 10, 2014 Board Meeting Minutes with the amendment above. The motion carried
60 unanimously.

61 **ACTION ITEMS:**

62 **Reports from NCDOT Division 5 and MPO Members on local efforts that respond to NCDOT’s**
63 **Complete Streets Policy (Attachment 7, 7A, and 7B)**

64

65 Ellen Reckhow provided a brief overview and described the education she received while
66 recently attending Railvolution in Minneapolis. Joey Hopkins provided a PowerPoint presentation and
67 distributed a handout to the Board members. Mr. Hopkins also presented a video for members.

68 Mr. Hopkins stated there is not an agreement for developer installed sidewalks and that raises
69 the concern of who is responsible for the maintenance. This is a big concern for NCDOT.

70 Ms. Reckhow thanked Joey Hopkins for the presentation. The communities within our MPO also
71 provided support for Complete Streets.

72 Ellen Reckhow stated the MPO lacks guidelines and that makes it difficult for citizens to
73 understand what future facilities will look like. Perhaps the MPO needs a full Complete Street plan that
74 identifies high priority corridors for Complete Streets applications. Transit integration is important and
75 can be part of the project selection criteria for corridors. Lindsay Smart stated she will put the Complete
76 Streets video link on the new MPO website with a short description. Staff will provide more information
77 on the new website about the complete street policy and what citizens can expect to see with new road
78 projects. They will also elaborate on what the policy statement is. Felix Nwoko stated the MPO can
79 formalize it and Lindsay Smart stated that the MTP includes a policy statement.

80 **FY 2012-2018 TIP Amendment #21 (Attachments 8 and 8A)**

81 Lindsay Smart provided an introduction for the FY 2012-2018 TIP Amendment #21, along with
82 the attachments.

83 Diane Catotti asked about deobligating funds on the Hope Valley Road. What is the full project
84 cost for that segment and how does it compare in priority in respect to the usage to Cornwallis or
85 Morreene Road. The Hope Valley Road project was cancelled to use the CMAQ funds on Morreene
86 Road. Ellen Beckmann stated it is not that it was not needed or desired; it is more of an issue of project
87 readiness. Ms. Catotti asked are we at a risk of having any funds rescinded and Ms. Beckmann stated yes
88 it could happen. It has never happened; but it is always a concern. The funds are obligated by phases.

89 A motion was made by Damon Seils and seconded by Diane Catotti to approve the release of
90 Amendment #21 to the FY 2012-2018 Transportation Improvement Program for public comment period.
91 The motion carried unanimously.

92 **Resolution of Support for “Federal Transit Administration Transit-Oriented Development Planning**
93 **Pilot Program” Grant Application (Attachment 9)**

94
95 Lindsay Smart provided an introduction for the Resolution of Support for “Federal Transit
96 Administration Transit-Oriented Development Planning Pilot Program” Grant Application.

97 A motion was made by Alice Gordon and seconded by Bernadette Pelissier to approve the
98 Resolution of Support for the “Federal Transit Administration Transit-Oriented Development Planning
99 Pilot Program” Grant Application. The motion carried unanimously.

100 **Comprehensive Transportation Plan (CTP) Update (Attachment 10)**

101 Andy Henry provided a PowerPoint presentation on the Comprehensive Transportation Plan
102 (CTP) Update.

103 A motion was made by Diane Catotti and seconded by Alice Gordon to receive the presentation.
104 The motion carried unanimously.

105 **Resolution to Honor Wally Bowman (Attachment 11)**

106 Ellen Reckhow described the resolution and recognized Wally Bowman’s service to the MPO. A
107 motion was made by Mark Kleinschmidt and seconded by Diane Catotti. The motion carried
108 unanimously.

109 **REPORTS:**

110 **Report from the Board Chair**

111 Ellen Reckhow appointed Diane Catotti and Damon Seils to serve as the nominating committee
112 for selection of officers for the 2015 calendar year. They will report back at the December 2014
113 meeting.

114 Ellen Reckhow reminded everyone that she will not be in attendance at the November 2014
115 meeting and Mark Kleinschmidt will Chair the meeting.

116 **Report from the Technical Committee Chair**

117 There was nothing to report.

118 **Report from LPA Staff (Attachment 14)**

119 The report from the LPA staff is attached for review.

120 **NCDOT Report (Attachment 15)**

121 Ed Lewis, Division 7 provided an update on projects. The Smith Level Road project is behind
122 schedule. Alice Gordon asked about the 320 feet of sidewalk on Culbreth Road labeled as “complete”.
123 Is it complete and what are the plans for sidewalks here; will there be sidewalks on both sides? Mr.
124 Lewis will check and get back to Ms. Gordon. Damon Seils asked when the construction will begin on
125 Jones Ferry Road and Mr. Lewis stated he will check and get back to Mr. Seils.

126 Joey Hopkins, Division 5 provided an update on projects. Mr. Hopkins thanked the MPO Board
127 for honoring Wally Bowman. Mr. Hopkins was named Mr. Bowman’s successor as District Engineer for
128 Division 5. The East End Connector project has been delayed a month because there are other major
129 projects going to bid in October and contractors requested delaying the bid for the East End Connector
130 so that they can bid on it. NCDOT considered this request and recognized that delaying the bid opening
131 until November could generate stronger and more competitive bids from contractors because they
132 would be scrambling to bid on several large projects at the same time.

133 Mr. Hopkins indicated that the public comment period for the Strategic Transportation Corridors
134 (STC) is open. Comments are due in early December, so comments would have to come from the MPO
135 Board at their November meeting.

136 Mr. Hopkins stated the Governor’s proposal is a three part plan: (1) we need to be more
137 efficient with what we have (STC); (2) tell people what our vision is; and (3) revenue reform. The vision

138 is that transportation investments can stimulate the economy. The state is divided into three parts:
139 coast, middle, and mountains.

140 Alice Gordon stated there is an inconsistency. Lower scoring projects are getting funded. Jim
141 Crawford stated we can't stop projects that are ready. The project list was an example. The legislature
142 will decide the projects. Diane Catotti stated if projects don't score well, they shouldn't be on the list.
143 Ellen Reckhow stated the projects have to get on the ballot and be approved.

144 Dale McKeel stated the City of Durham was awarded a TIGER grant to create a vision for the
145 Duke Belt Line Corridor in Durham. Also, the counters along the American Tobacco Trail have been
146 installed.

147 Lindsay Smart stated that Steve Schewel will be a voting member for the City of Durham and
148 Mayor William "Bill" V. Bell will be the alternate. Mr. Schewel stated that he has a standing meeting at
149 7:30 a.m. and he will get here as quickly as possible. Ellen Reckhow stated there is no quorum without a
150 member from the City of Durham, so Mr. Schewel and Ms. Catotti need to coordinate to make sure one
151 member is in attendance.

152 **INFORMATIONAL ITEMS:**

153 **Recent News Articles and Updates (Attachment 16)**

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

155 **Adjournment**

156 There being no further business before the MPO Board, the meeting was adjourned at 11:02
157 a.m.

Strategic Transportation Corridors

DCHC MPO Comments

Background

The purpose of the Strategic Transportation Corridors (STC) is to identify a network of high-priority transportation corridors that the state intends to preserve at a high level of functionality and place high a priority on planning and long-term improvements. The NCDOT has drafted the STC, which will replace the Strategic Highway Corridors (SHC), and has requested comments by December 2, 2014. This STC effort has been progressing for over one year. MPO staff participated in a May 2014 workshop to review the draft STC and evaluation criteria.

Evaluation Elements

The STC goals and the scoring criteria are:

- System Connectivity
- Mobility
- Economic Prosperity

MPO Considerations

The MPO should consider three points in making comments on the STC:

1. Funding – The STC designation could possibly provide a funding advantage in the future. The STC policy states that “at this time” there is no consideration for STC facilities to have a spending priority. That policy could be easily changed by the N.C. General Assembly and implemented through the SPOT prioritization program.
2. Local Control – MPO staff believe that the NCDOT will want to have more control of the cross-section of STC facilities. The policy frequently includes the words “preservation,” “protection” and “highest practicable access management.” As a result, improvements to STC facilities are likely to have less access and more interchanges.
3. Adding STC Facilities – If the MPO wants to recommend the addition of a facility (e.g., roadway) to the STC, the justification should be based on the three scoring criteria identified above.

Technical Committee Comments

The Technical Committee recommends adding the following facilities to the STC:

1. US 70 and I-540 corridor (from I-85 to US 64)
2. East End Connector/NC 147/ NC 540 corridor (from US 70 to US 1)
3. US 15-501 (from Pittsboro to Orange County)

The addition of the US 15-501 corridor is contingent upon action by the Chatham Board of County Commissioners (BOCC) to add that corridor. The Triangle Area Regional Planning Organization (TARPO) TAC voted on October 9th to request the addition of U.S. 15-501 from Sanford to Chapel Hill to the STC map, contingent upon a similar request from the Chatham BOCC.

Attachments

- 7A – STC Policy, and Statewide and Regional Maps
- 7B – STC Questions and Answers
- 7C – STC Elements and Scoring
- 7D – Scoring for Recommended Corridor Additions and Map (see MS Word and PDF drafts)

North Carolina Strategic Transportation Corridor Policy

Preamble

The North Carolina Department of Transportation has as its stated Mission “*Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina.*” This Mission and associated system delivery Goals of ensuring traveler safety, promoting efficient movement of people and goods, and preserving its infrastructure investment require that the Department conduct sound planning that advances critical transportation facilities and services that are needed to support the State’s long-term economic prosperity goals. In pursuit of these goals, NCDOT has identified a network of Strategic Transportation Corridors and has adopted this Strategic Transportation Corridors Policy to guide transportation planning and project development efforts and to support realization of Governor McCrory’s *25-Year Vision for North Carolina*.

The intent of this Policy is to update the Strategic Highway Corridor policy adopted by the Board of Transportation on September 2, 2004, consistent with direction provided by the Board in 2012 by adopting the NC Statewide Transportation Plan (the 2040 Plan).

It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of high priority strategic transportation corridors which will form the state’s core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state’s highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.

The Strategic Transportation Corridors that are defined by this policy are dynamic and intended to support the highest level of transportation needs. They can and will be amended as conditions change. It is not intended that this policy will restrict transportation system improvements and investments needed to address local or smaller regional needs. Rather, their identification is intended to recognize their importance and the need for their protection as regional transportation and land use plans consider local land access and mobility needs.

Strategic Corridors Vision

It is the Board of Transportation’s vision that North Carolina should have an identified network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Strategic Corridors Goals

In adopting this Policy, the Board establishes the following goals for North Carolina’s Strategic Transportation Corridors:

1. **System Connectivity:** *Provide essential connections to national transportation networks critical to interstate commerce and national defense.*
2. **Mobility:** *Facilitate significant inter-regional movements of people and goods across the state.*
3. **Economic Prosperity:** *Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.*

Policy

It is the policy of the NCDOT to place highest priority in the planning and long-term improvement implementation on establishing a network of safe, highly reliable, and efficient multimodal Strategic Transportation Corridors. These Corridors, as identified through a coordinated planning process, are intended to support the economic prosperity goals of the State of North Carolina by enhancing the multimodal mobility function of critical transportation facilities, and are incorporated into this Policy as depicted in Exhibit 1.

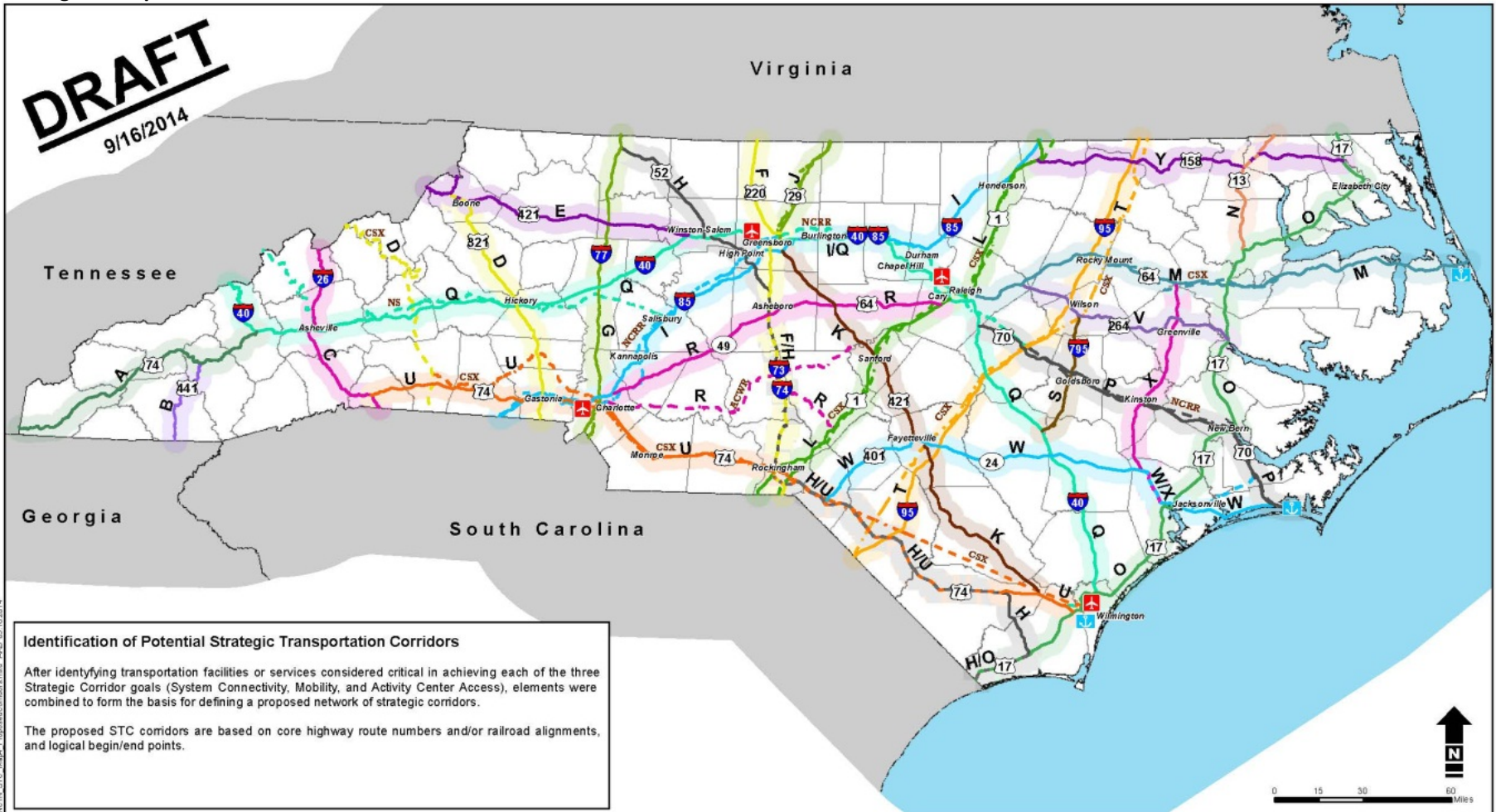
For purposes of this policy, the Department of Transportation shall:

1. As quickly as practicable, work with regional planning partners to prepare Strategic Transportation Corridor vision plans that reflect consistent, corridor-long performance standards that take into account regional and statewide characteristics and needs in terms of mobility, operational performance, safety, and physical condition, and that establish consistent, high-level facility-types and operating standards for each Strategic Transportation Corridor.
2. Within the context of regional Comprehensive Transportation Plans, establish that for identified Strategic Transportation Corridors, preservation of inter-regional, long-distance travel needs into and through the region should take priority over direct land access and local travel patterns.
3. In managing highway elements of individual Strategic Transportation Corridors, apply the highest practicable access management provisions to promote operational efficiencies and safety, and to enhance the movement of people and freight on primary corridor facilities.
4. Preserve and support prior project development decisions that have been based on identified Strategic Highway Corridors (as those highways were established by prior Board of Transportation policy action). Such project development decisions include but are not limited to, environmental studies, purpose and need determinations, screening of alternatives, travel corridor or mode definitions, or identification of environmental impacts and mitigation. It is not the intent of the Strategic Transportation Corridors policy to replace, modify, or negate any ongoing or prior project development decisions that include or reference the components of the Strategic Highway Corridor policy. Such ongoing or prior project development decisions shall remain valid and are incorporated into the Strategic Transportation Corridors Plan by reference.

Adopted by the Board of Transportation on _____.

**Exhibit 1
NC Strategic Transportation Corridors**

DRAFT
9/16/2014



Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

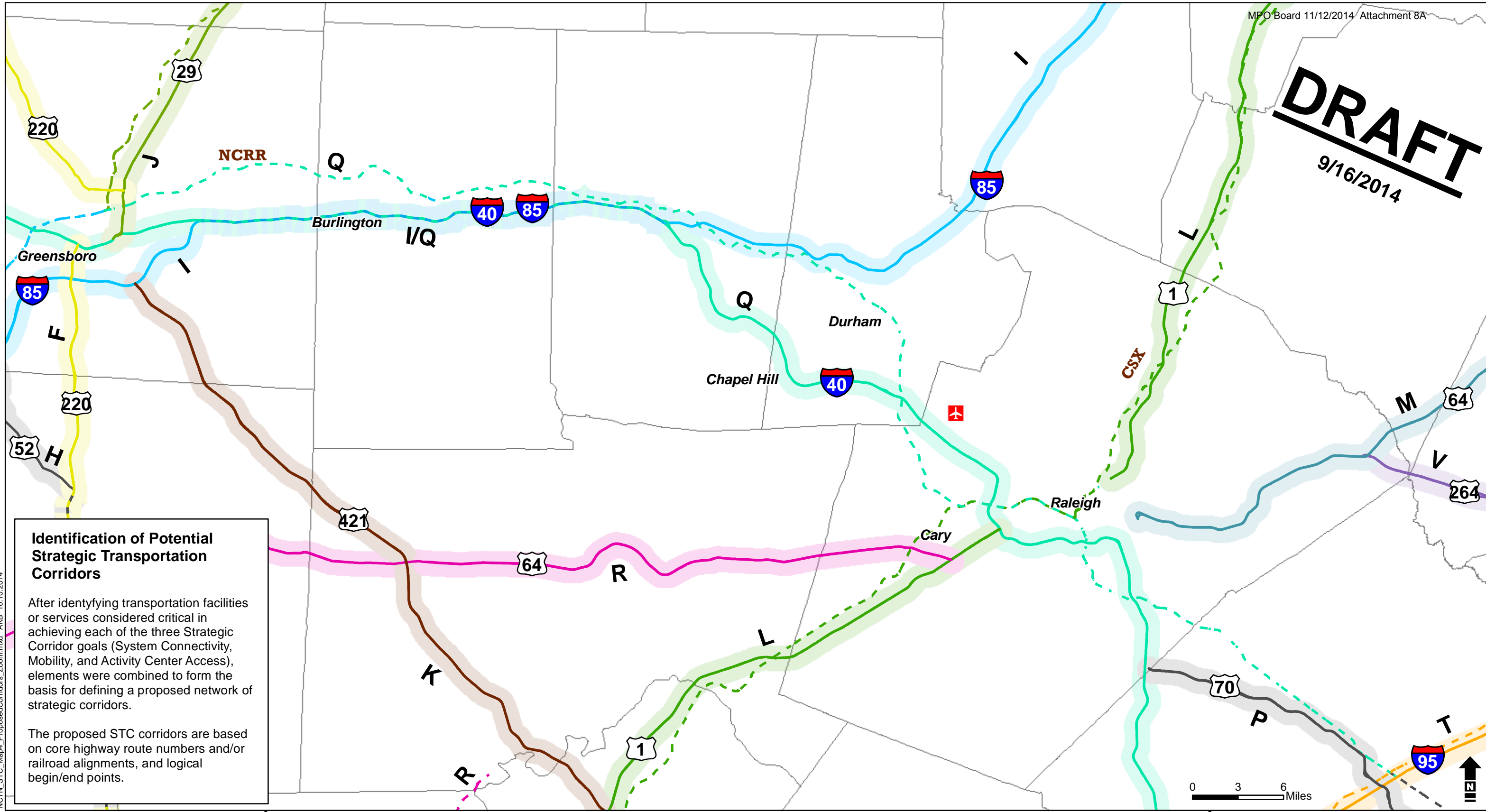
Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)			
A (US74W)	F (I73/Future I73)	K (US421/NC87)	P (US70E/NCRR)
B (US441)	G (I77)	L (US1)	Q (I40)
C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64W/NC49)
D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)
E (US421W)	J (US29N/NS)	O (US17)	T (I95/CSX)
			U (US74W/US74E/Future I74)
			V (US264E)
			W (US401/NC24/US258)
			X (US258/NC11/US13)
			Y (US158)

**STRATEGIC TRANSPORTATION
CORRIDORS**

NC Seaports
 NC Int'l or Major Freight Airports

MAP 4

DRAFT
9/16/2014



Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

NCTN_STC_Map4_ProposedCorridors_Zoom.mxd_AKB_10.10.2014



Source: NCOneMap, NCDOT GIS, ESRI

Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)

A (US74W)	F (I73/Future I73)	K (US421/NC87)	P (US70E/NCRR)	U (US74W/US74E/Future I74)
B (US441)	G (I77)	L (US1)	Q (I40)	V (US264E)
C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64W/NC49)	W (US401/NC24/US258)
D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)	X (US258/NC11/US13)
E (US421W)	J (US29N/NS)	O (US17)	T (I95/CSX)	Y (US158)

Legend

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

NC Transportation Network/Strategic Transportation Corridors Regional Meetings/Statewide Webinar Comment Responses September 2014

In a series of eight meetings across North Carolina and one statewide webinar in May and June 2014, the NC Department of Transportation presented the draft recommended Strategic Transportation Corridors (STC) network. NCDOT received more than 120 individual comments and questions at the forums and in subsequent written comments received by the Department. Many of the comments and questions were similar. The individual comments and questions have been compiled and incorporated into the 19 questions shown below.

The comments prompted the study team to re-evaluate various aspects of the system connectivity, mobility, and economic prosperity elements and the associated maps from which the STC were identified. Overall, minor adjustments were made to the STC. Three changes are worthy of note:

1. Eliminating the ranking and stratification of corridors into either regional or statewide significance;
2. Updating the system connectivity, mobility and economic prosperity map criteria to incorporate missing elements, such as railroad lines as an element of freight mobility, the port at Greer, SC, and major industrial developments and to recognize the importance considering transportation investment needs in the state's more economically depressed Tier 1 counties
3. As a result of adjusting the economic prosperity criteria and the criteria application, adding US 158 in northeast North Carolina; extending the Jacksonville to Greenville corridor along NC 11 north to US 64; and extending the US 321 corridor in Ashe County into eastern Tennessee.

The specific question responses follow.

1. **Question: What is the overall point of STC, how will they be used, and what is the funding plan for the STC?**

Response: In identifying a network of Strategic Transportation Corridors, NCDOT is establishing those transportation facilities deemed to be critical for achieving the State's economic development goals. This effort is a follow-up to the 2040 Statewide Transportation Plan (2040 Plan) adopted by NCDOT in 2012. The 2040 Plan recommended that the Strategic Highway Corridors (SHC) network adopted in 2004 be updated to reflect multiple transportation modes and changes in North Carolina's transportation demands. The STC is a planning tool intended to help the state identify critical travel sheds within its system. It will serve local planners by letting them know what corridors the state sees as necessary to preserve for connectivity, mobility and economic prosperity purposes.

The STC represent critical transportation corridors throughout the state, but there are no specific improvements recommended within any of the corridors. Therefore, there is no "funding plan" for the STC. While any facility, such as a highway, rail line, or airport, is eligible for funding through NCDOT's normal project funding process, there is no special consideration given to the STC in setting spending priorities.

2. **Q: NCDOT has been using the SHC for planning and project development purposes. Why didn't the study evaluate all 55 SHC previously used by NCDOT for long-range planning?**

R: The STC process was designed to analyze the transportation system with a fresh set of eyes, based on goals, objectives, and criteria consistent with NCDOT's current overall goals and objectives. As such, this process did not start with the 55 SHC, nor were they specifically evaluated during this effort. The STC process involved identifying those corridors that best support the three transportation goals of system connectivity, mobility and economic prosperity. The result was the identification of 25 corridors considered critical for achieving those goals.

3. Q: How do the STC consider multiple modes in setting corridor recommendations?

R: In defining the STC, any transportation facility that met the goals of improving system connectivity, enhancing movement of high volumes of people or goods, and promoting broad economic prosperity was considered for inclusion. This was meant to recognize that an optimum strategic network would contain corridors that provide multimodal opportunity for mobility and economic development. Rail lines are incorporated into the corridors shown, and activity and movements at airports and ports also were incorporated into the corridor recommendations.

4. Q: Why do the STC only focus on existing corridors and exclude future new location routes?

R: NCDOT generally considers that North Carolina's transportation system is a mature system, accessing most areas of the state with at least basic services. In question is not the need for more miles of highway or rail, or more airports or seaports, but rather the types of service, in terms of speed or reliability that the system provides. Certainly there are some exceptions, primarily where cooperative initiatives with our neighboring states are involved such as with proposed high speed rail to Virginia, or expanded interstate highways, but even those are more about improving existing highways than building new ones.

5. Q: How do the STC reflect future conditions, such as population growth, or new activity centers and economic development projects?

R: The Governor's Logistics Task Force (GLTF), which conducted a review of the state's freight logistics needs to maintain and enhance economic activity, identified in its *Seven Portals Study* a series of "logistics villages" that could be hubs of future economic development activity. These hubs are anticipated to be in areas of current rapid population growth, as well as in areas where natural resources, transportation infrastructure, or industrial attractors provide opportunity for such projects. The Seven Portals study evaluated the readiness of about three dozen potential development sites for potential and readiness for development. The Strategic Corridors study team used that evaluation prepared for the GLTF to identify about two dozen logistics villages with development potential in the future. The NCTN/STC study considered the vicinity of these logistics villages as population and employment growth areas.

6. Q: Do the corridors consider the NC Department of Commerce's designation of economically depressed areas (Tier 1) and consider that transportation improvements are needed in these areas to create significant activity centers?

R: Responsive to comments received during public review of the draft STC, NCDOT revised the economic prosperity criteria used to define STC to identify principal transportation facilities providing access and mobility to counties identified as being Tier 1 counties. For example, US 158 traversing northeast North Carolina was identified as a critical facility for providing access to jobs or for improving prospects for new industrial locations.

7. Q: In considering mobility needs, how were traffic volumes for rural and urban areas used?

R: A basic consideration in identifying the STC network was ability of transportation facilities to move large volumes of people or goods across longer distances. NCDOT's statewide travel demand model was used to identify high volume rural or urban/suburban highways. For the rail system, rail tonnage data developed by the GLTF in preparing the *Maritime Strategies Report* was used to identify high volume rail lines critical to North Carolina businesses.

8. Q: How did the mobility needs map allow for significant traffic increases during peak tourist seasons?

R: Concern was expressed by commenters that the average daily traffic data generated by NCDOT's statewide travel demand model would not adequately recognize the heavy peak tourist season traffic experienced in areas such as the Outer Banks or the Great Smoky Mountains National Park and Cherokee, and by extension the mobility challenges of those areas. While it is recognized that traffic "peaking" in these areas is not fully captured in the average daily traffic data generated by the model, the areas most likely to experience high seasonal traffic variation as well as high tourism activity are identified as primary tourism activity centers, and key access routes to those areas have been identified.

9. Q: What are prosperity zones and what was the study attempting to gauge with them?

R: The NC Department of Commerce established eight prosperity zones in the state. The zones are administrative regions designed to help coordinate economic development activities across a number of state agencies and geographic regions. The STC effort used the prosperity zone boundaries as the basis of identifying where stakeholder meetings for the study would take place. The study also used data from the Department of Commerce within those administrative regions to help define some elements of the economic prosperity goal and sought to consider needed connectivity between the zones as an element of the nominated STC.

10. Q: Why were sales receipts used instead of visitor counts to identify economic activity centers, since sales receipts favor urban areas?

Study metrics were vetted with the leaders of NCDOT departments; an Advisory Group made of up transportation and planning agency representatives; and leaders of business, tourism and economic development organizations. These stakeholders determined that visitor counts at major destinations did not provide an adequate measure of overall tourism activity and that sales receipts within NC counties would provide a better picture of the economic impact and potential of tourism activity.

11. Q: Is more information available about the details of the scoring process and the rationale for the stratification of corridors into statewide or regional categories? (Specific question about the scoring process included a request to explain how truck traffic was incorporated.)

R: This question pertained to the rating of nominated STC in stratifying them as corridors of either statewide or regional significance. As a result of comments received during the review process, NCDOT has decided not to pursue this stratification, thereby making it unnecessary to provide scoring details.

12. Q: How was North Carolina's agricultural economy considered in identifying the STC?

R: Agricultural activity was not specifically considered in defining STC elements.

13. Q: Is the data that was used to identify STC elements available?

R: The final STC report will include data used in developing the connectivity, mobility and economic prosperity maps. The final report will be available online.

14. Q: Will you incorporate missing elements identified during the stakeholder involvement process, such as rail lines, inland ports, hurricane evacuation routes, and shallow draft inlets?

R: Following the public meetings, the study team reviewed all comments and considered whether elements, such as those mentioned in the question, had been overlooked or should be added based on refinements of the STC identification criteria. As a result, some elements, such as the Wanchese Seafood Industrial Park and the Greer, SC inland port, were added as activity centers. Hurricane evacuation routes have not been added as STC elements. The study team also conferred with NCDOT's Rail Division to ensure that strategic rail segments were included. During this effort, it was recognized that every roadway leading inland from the coast is a hurricane evacuation route, with no roadway corridor being strategically more important than another.

15. Q: How will NCDOT ensure consistency with adjacent states' strategic corridors?

R: In developing the STC, consideration has been given to strategic corridor planning in adjacent states. Virginia has a well-defined system of "Corridors of Strategic Significance," and South Carolina has identified multiple strategic corridors within their definitions that connect to North Carolina. These were considered in identifying NC transportation elements that met the connectivity goal, but North Carolina's STC do not attempt to match adjacent states' strategic corridors.

16. Q: How does STC relate to funding projects under the state's Strategic Transportation Investments (STI) process now and in the future?

R: There is no direct or regulatory relationship between the STC and STI at the current time. STI is about funding allocations for NCDOT's six-year work program, while the STC are about establishing consistency in long-range planning for broad corridors. Scoring of projects under STI is very prescriptive according to HB 817, which created the initiative. Neither STI scoring or the project prioritization process are impacted for proposed projects located on the STC. Similarly, in defining the STC network, no consideration has been given to whether a project on the STC would be eligible for funding under STI. In order for the STC to influence or be a part of the STI process, amendments to the STI legislation would be required.

17. Q: How will identification of strategic corridors be helpful to MPOs and RPOs assuming all of the STC end up on the STI statewide tier?

R: As stated earlier, there is no direct relationship between STC and STI, nor does STC recommend specific transportation improvements, therefore one should not assume that the STC will end up on the statewide tier. Since the STC effort is a broad planning tool identifying the state's critical transportation corridors for preserving connectivity, mobility and economic prosperity throughout the state, MPOs and RPOs should consider the STC as they develop local transportation plans to ensure consistency with the statewide perspective provided by the STC.

18. Q: How will the STC be updated and is there a process in place for making changes or amendments?

R: NCDOT anticipates periodic updates to the STC, although a timeline for regular updates has not been established. Procedures for amending the STC will be included in the final report for the STC study.

19. Q: How has NCDOT taken into consideration the suggestions made that specific corridors be added to the STC network?

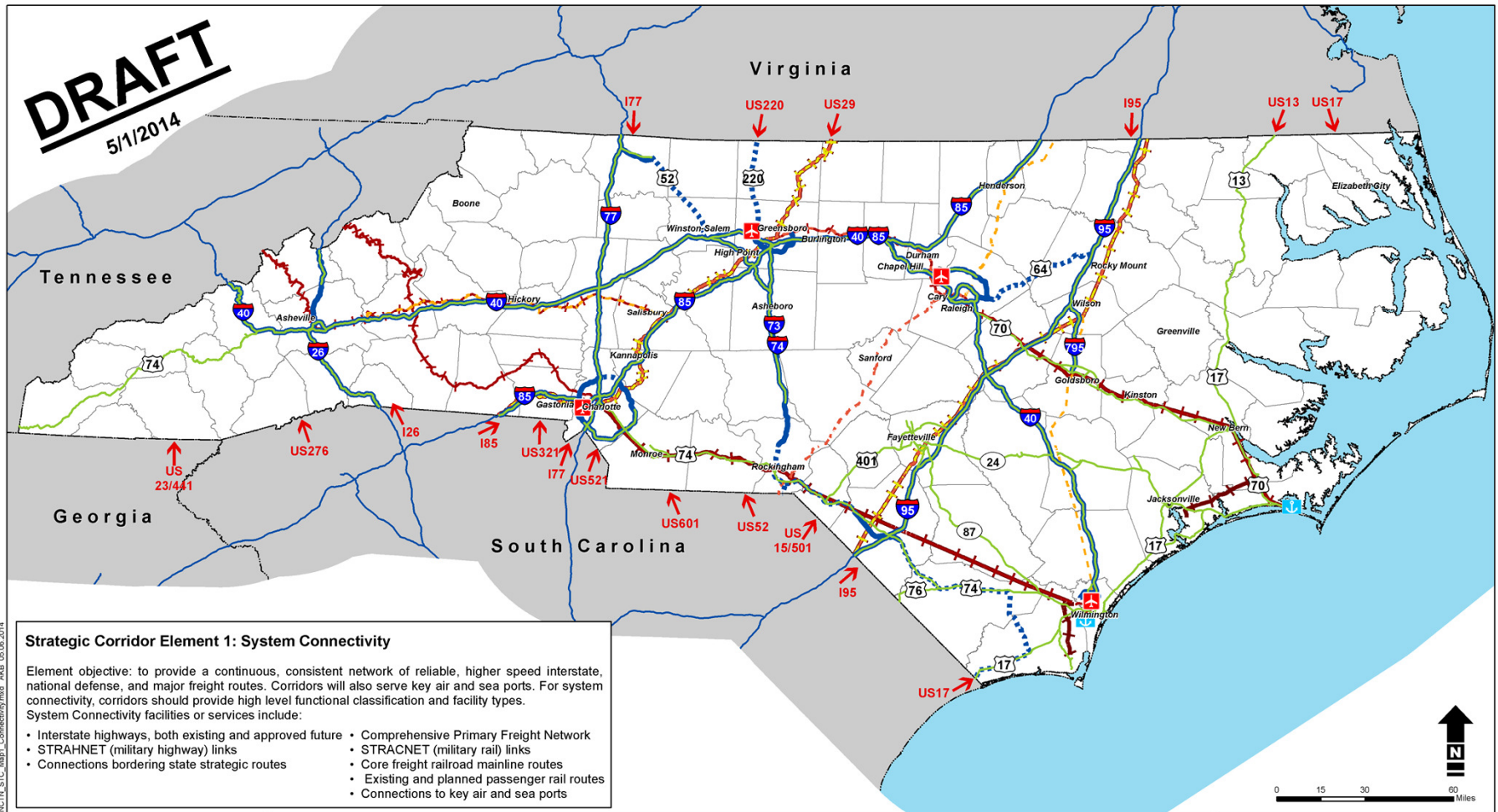
R: Following the public comment period, NCDOT's study team reviewed all comments made at the meetings or subsequently in writing. This included 50 comments regarding missing corridors. Based on the comments received, the criteria that were the basis for STC identification were reviewed to determine whether they should be refined to recognize the services provided by missing corridors. An example of this is the consideration given to the transportation needs of Tier 1 counties discussed in Question 6, above, and as a result, some transportation elements, such as US 158 in northeast NC, were added to the criteria maps and to the STC.

FINAL 10/03/14

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SYSTEM CONNECTIVITY

DRAFT
5/1/2014



Strategic Corridor Element 1: System Connectivity

Element objective: to provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. Corridors will also serve key air and sea ports. For system connectivity, corridors should provide high level functional classification and facility types. System Connectivity facilities or services include:

- Interstate highways, both existing and approved future
- STRAHNET (military highway) links
- Connections bordering state strategic routes
- Comprehensive Primary Freight Network
- STRACNET (military rail) links
- Core freight railroad mainline routes
- Existing and planned passenger rail routes
- Connections to key air and sea ports

NCTL_STC_Map_Connectivity.mxd ANB 05/08/2014



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Legend

Highway Elements

- Interstate Highways (Inside NC)
- Future Interstate Highways
- Interstate Highways (Outside NC)
- STRAHNET (Military Hwy)

Rail Elements

- STRACNET (Military Rail)
- Existing Passenger Rail
- Planned Passenger Rail
- Core Freight RR Mainline
- Secondary Freight RR Mainline

Other Transportation Elements

- NC Seaports
- NC Int'l or Major Freight Airports
- Connections from Out-of-State Strategic Corridors

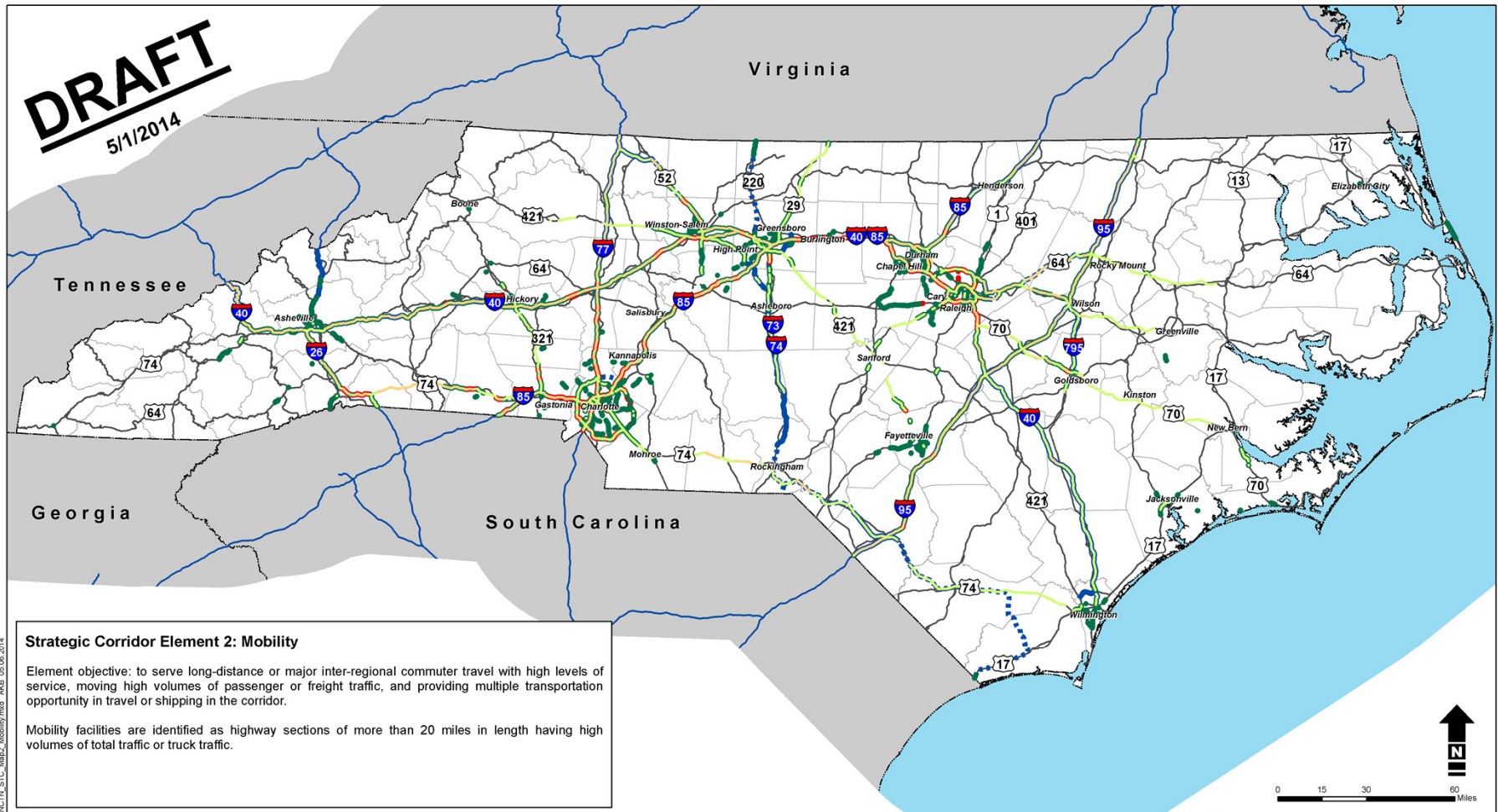
**STRATEGIC TRANSPORTATION
CORRIDORS**

SYSTEM CONNECTIVITY ELEMENTS

MAP 1

MOBILITY

DRAFT
5/1/2014



Strategic Corridor Element 2: Mobility

Element objective: to serve long-distance or major inter-regional commuter travel with high levels of service, moving high volumes of passenger or freight traffic, and providing multiple transportation opportunity in travel or shipping in the corridor.

Mobility facilities are identified as highway sections of more than 20 miles in length having high volumes of total traffic or truck traffic.

NCTL_STC_Map2_Mobility.mxd AMB 05/02/2014



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI, NCSTM

Legend

High Volume Highways: Vehicles or Trucks per Day

- High Volume Traffic (Urban: >50k; Rural: >25k)
- Medium Volume Traffic (Urban: 30k-50k; Rural: 15k-25k)
- High Volume Truck (Urban: >5k; Rural: >3k)
- Medium Volume Truck (Urban: 2.5k-5k; Rural: 1.5k-3k)

- Interstate Highways (Inside NC)
- Interstate Highways (Outside NC)
- - - Future Interstate Highways
- Lower Volume US Routes

NOTE: Daily traffic volumes are Annual Average Daily Traffic from NC Statewide Travel Demand Model.

**STRATEGIC TRANSPORTATION
CORRIDORS**

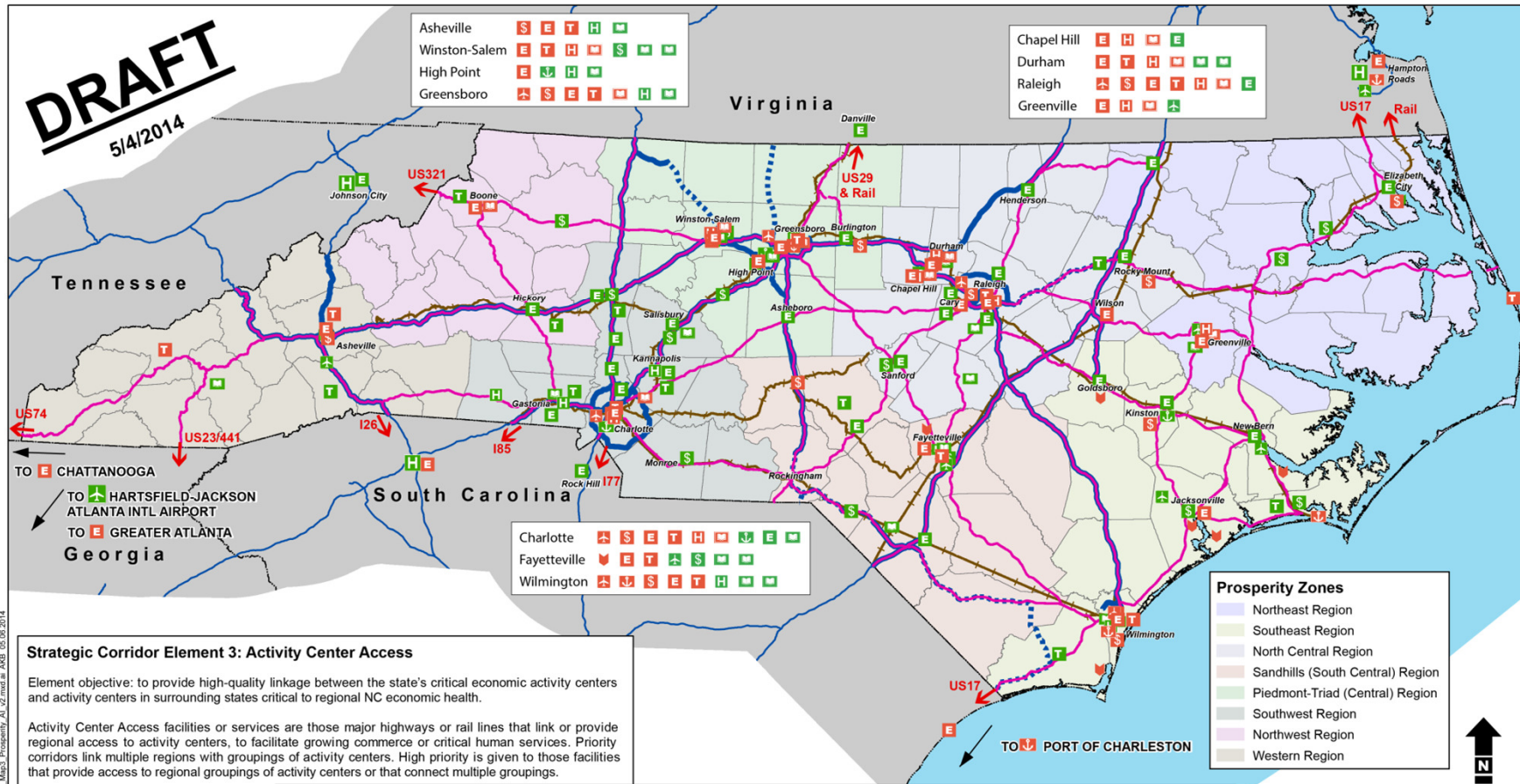
HIGH VOLUME MOBILITY ELEMENTS



0 15 30 60 Miles

MAP 2

ACTIVITY CENTER ACCESS



DRAFT
5/4/2014

Strategic Corridor Element 3: Activity Center Access

Element objective: to provide high-quality linkage between the state's critical economic activity centers and activity centers in surrounding states critical to regional NC economic health.

Activity Center Access facilities or services are those major highways or rail lines that link or provide regional access to activity centers, to facilitate growing commerce or critical human services. Priority corridors link multiple regions with groupings of activity centers. High priority is given to those facilities that provide access to regional groupings of activity centers or that connect multiple groupings.

- | | | |
|--|--|--|
| <p>Statewide Activity Centers</p> <ul style="list-style-type: none"> International Airports or Major Cargo Hubs Seaports Major Military Bases Logistics Villages Employment Centers Top 10 Travel/Tourism Destinations Level I Trauma Centers Major Research Universities | <p>Regional Activity Centers</p> <ul style="list-style-type: none"> Other Commercial Airports Inland Terminals Major Military Bases Potential Logistics Sites Employment Centers 2nd 10 Travel/Tourism Destinations Level II & Level III Trauma Centers Colleges & Major Community Colleges | <p>Activity Center Connections</p> <ul style="list-style-type: none"> Highway Rail Interstate Highways (Inside NC) Future Interstate Highways Interstate Highways (Outside NC) Connections to Out-of-State Activity Centers |
|--|--|--|

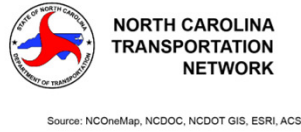
- Prosperity Zones**
- Northeast Region
 - Southeast Region
 - North Central Region
 - Sandhills (South Central) Region
 - Piedmont-Triad (Central) Region
 - Southwest Region
 - Northwest Region
 - Western Region

STRATEGIC TRANSPORTATION CORRIDORS

ECONOMIC PROSPERITY ELEMENTS (ACTIVITY CENTER LINKAGE)

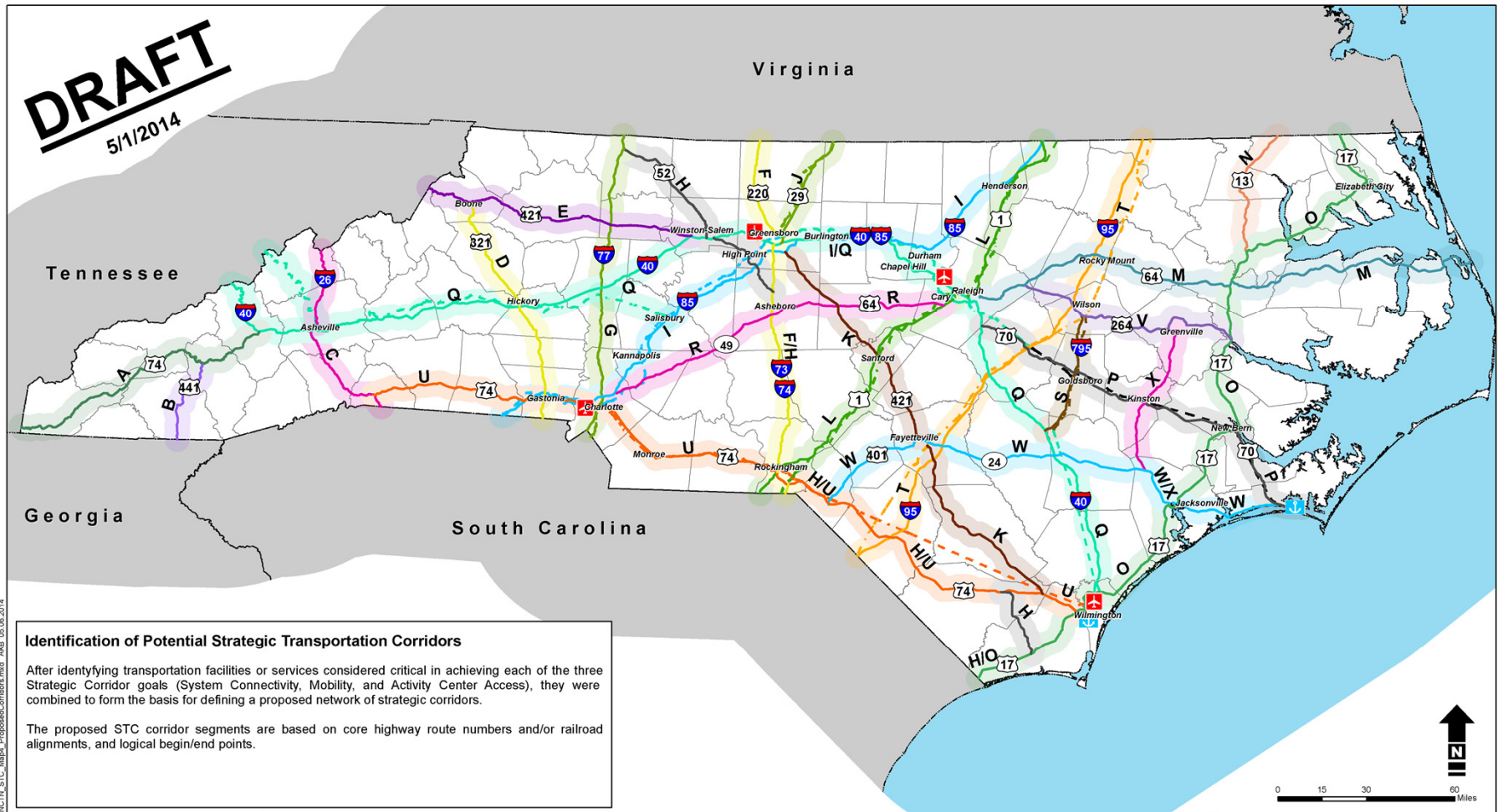
MAP 3

MCTN, STC, March Prosperity, A1, 12, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



END-TO-END CORRIDORS

DRAFT
5/1/2014



Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), they were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridor segments are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

NCTL_STC_Map_ProposedCorridors.mxd ANB 05/08/2014



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

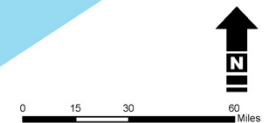
Source: NCOneMap, NCDOT GIS, ESRI

Proposed STCs (solid = highway; dashed = rail)			
A (US74)	F (I73/Future I73)	K (US421/NC87)	P (US70)
B (US441)	G (I77)	L (US1)	Q (I40)
C (I26/US23)	H (I74/Future I74)	M (I495/US64)	R (US64/NC49)
D (US321)	I (I85)	N (US13)	S (I795/US117)
E (US421W)	J (US29N)	O (US17)	T (I95)
			U (US74W/US74E/Future I74)
			V (US264)
			W (US401/NC24/US258)
			X (US258/NC11)

**STRATEGIC TRANSPORTATION
CORRIDORS**

PROPOSED CORRIDORS

MAP 4



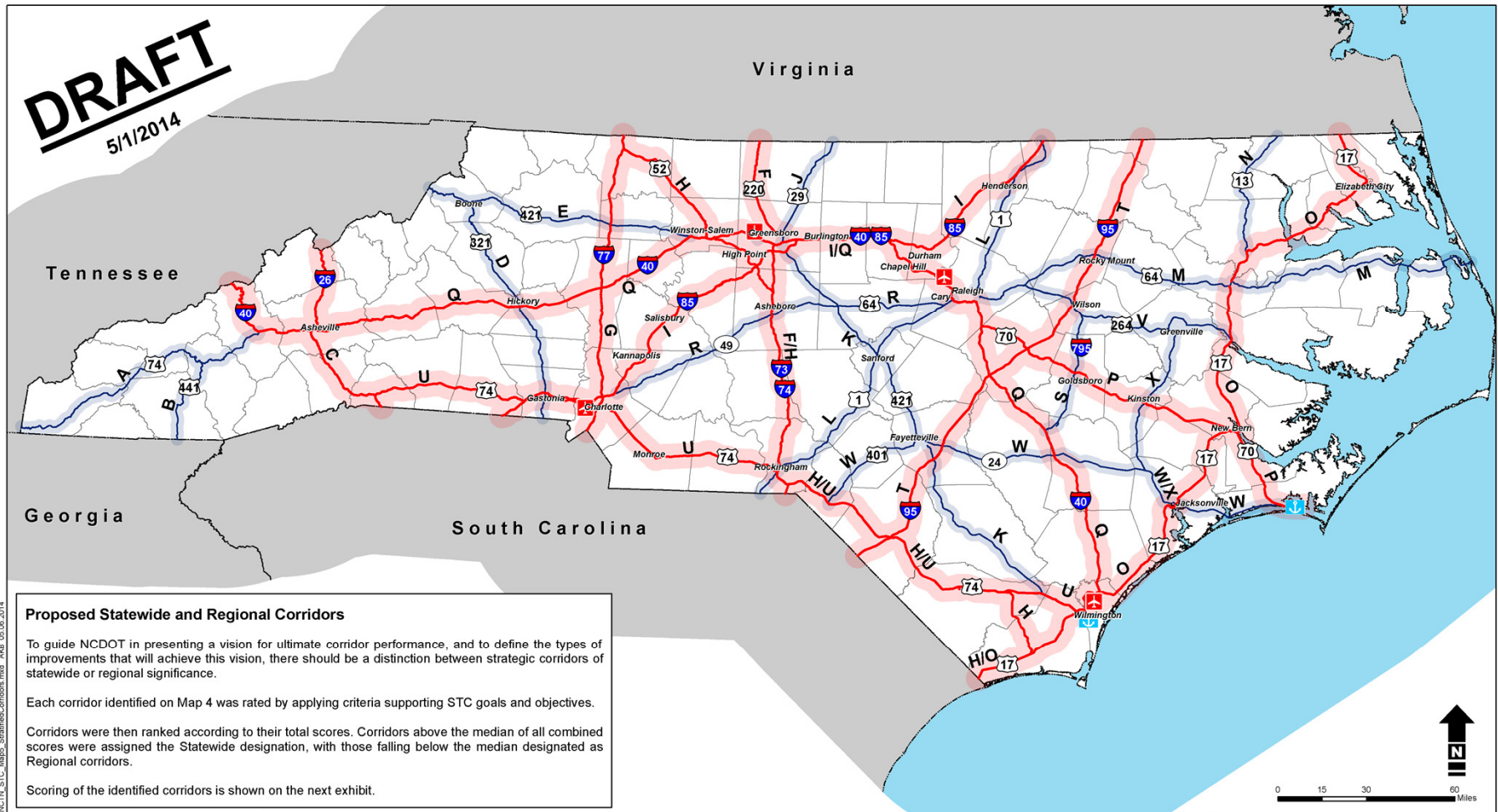
SCORING SHEET

Corridors				Corridor Scoring			TOTAL CORRIDOR SCORE
ID	Name	Begin Point	End Point	System Connectivity	Mobility	Economic Prosperity	
I	I-85	SC State Line	VA State Line	10	8	8	26
Q	I-40	TN State Line	Wilmington	7	9	10	26
T	I-95	SC State Line	VA State Line	9	9	7	25
U	US 74 W/US 74 E /Future I-74	I-26	Wilmington	7	6	7	20
G	I-77	SC State Line	VA State Line	4	7	7	18
H	I-74/Future I-74	I-77	SC State Line (Brunswick Co.)	4	6	8	18
C	I-26/US 23	GA State Line	TN State Line	4	6	7	17
P	US 70	I-40 (Raleigh)	Morehead City Port	3	3	9	15
O	US 17	SC State Line	VA State Line	4	2	8	14
F	I-73/Future I-73	SC State Line	VA State Line	4	4	6	14
M	I-495/US 64	I-40 (Raleigh)	Outer Banks	4	3	6	13
K	US 421/NC 87	I-85 (Greensboro)	US 74	5	3	5	13
L	US 1	SC State Line	VA State Line	3	3	6	12
W	US 401/NC 24/US 258	I-74	US 70 (Morehead City)	4	2	6	12
J	US 29 N	VA State Line	Greensboro	6	4	2	12
S	I-795/US 117	I-95 (Wilson)	I-40	3	4	4	11
V	US 264	US 64	US 17 (Washington)	1	3	7	11
D	US 321	SC State Line	TN State Line	2	3	6	11
A	US 74	TN State Line	I-26 (Asheville)	4	1	6	11
R	US 64/NC 49	I-40 (Raleigh)	I-85 (Charlotte)	4	1	5	10
X	US 258/NC 11	US 17 (Jacksonville)	US 264 (Greenville)	2	1	5	8
E	US 421 W	TN State Line	I-40 (Winston-Salem)	2	1	5	8
B	US 441	GA State Line	US 74	2	1	4	7
N	US 13	US 17	VA State Line	4	1	2	7

Statewide Corridors
Regional Corridors

STRATIFIED CORRIDORS

DRAFT
5/1/2014



Proposed Statewide and Regional Corridors

To guide NCDOT in presenting a vision for ultimate corridor performance, and to define the types of improvements that will achieve this vision, there should be a distinction between strategic corridors of statewide or regional significance.

Each corridor identified on Map 4 was rated by applying criteria supporting STC goals and objectives.

Corridors were then ranked according to their total scores. Corridors above the median of all combined scores were assigned the Statewide designation, with those falling below the median designated as Regional corridors.

Scoring of the identified corridors is shown on the next exhibit.

NCTL_STC_Map5_StratifiedCorridors.mxd ANG 05/06/2014



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- Statewide Proposed STCs
- Regional Proposed STCs

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

STRATIFIED CORRIDORS

MAP 5

Strategic Transportation Corridors

Scoring for Recommended Corridor Additions

Name	Begin Point	End Point	System Connectivity	Mobility	Economic Pros.	Total Score
US 70/I-540	I-85	US 64	4	3	5	12
East End Connector/NC 147/NC 540	US 70	US 1	4	3	5	12
US 15-501	Pittsboro	Orange County	3	3	5	11

Notes

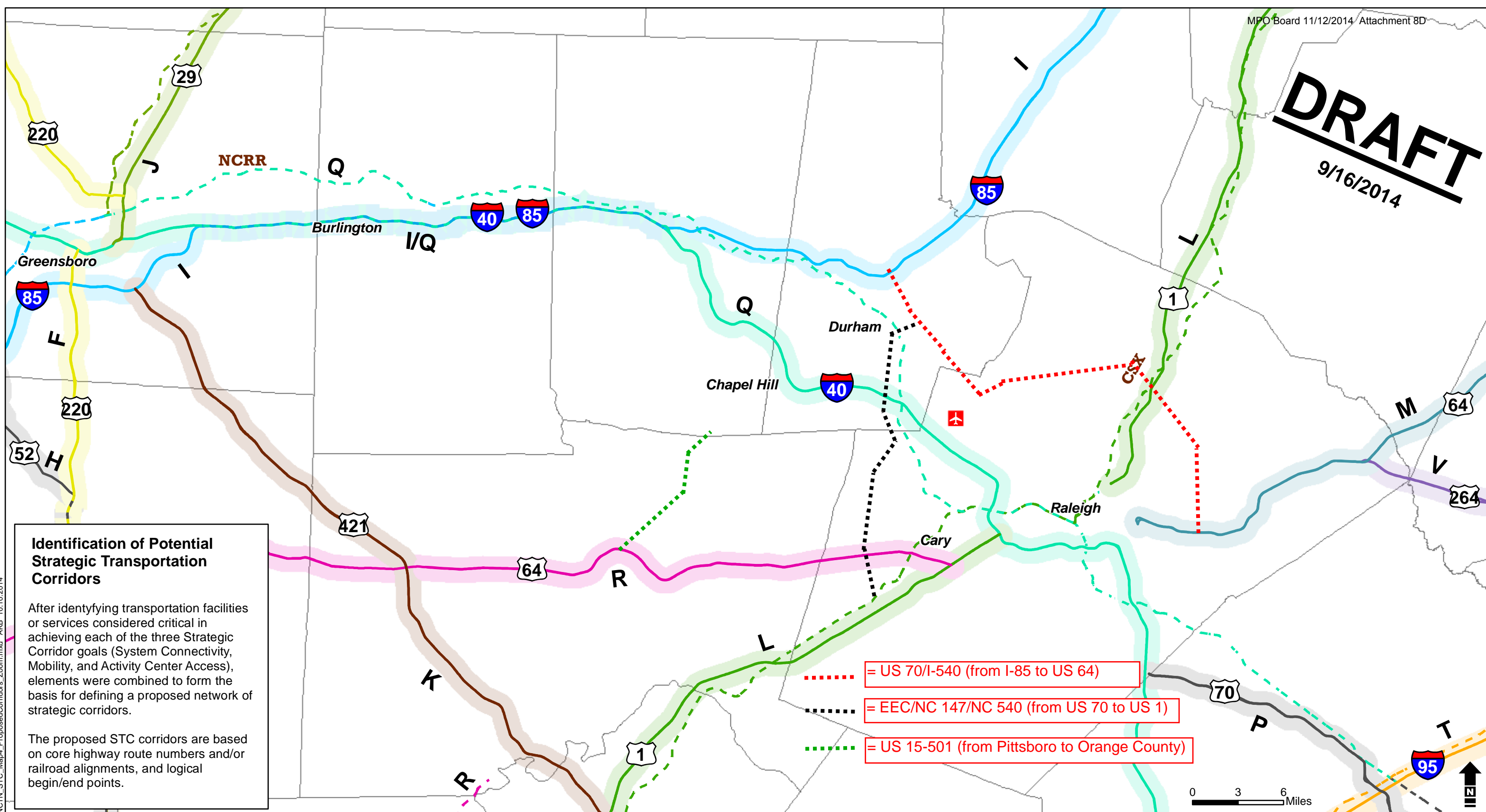
System Connectivity – A value of 3 and 4 are comparable to other minor and major US highways, respectively in the STC Scoring Sheet. US 70 connects I-85 (points north) to I-540 and US 64 (Wake County and RDU). The East End Connector (EEC) and NC 147 (points north) connect interstates to RTP, western Wake County, I-40 east (NC coast) and US 1 (points south). I-540 is shown on NCDOT's System Connectivity map (see attachment 7C).

Mobility – A value of 3 is average among the other corridors in the STC Scoring Sheet. This score appears to be a combination of traffic counts and mobility factors. Traffic counts (and NCDOT Mobility designation): NC 147 has 63,000 to 68,000 daily counts (i.e., Average Annual Daily Traffic – AADT), which the STC criteria consider to be high; US 70 has 37,000 to 49,000 AADT, which the STC criteria consider to be medium; US 15-501 has 15,000 to 25,000 AADT, which the STC criteria consider to be below medium; and the EEC will have 89,000 AADT in 2040, which the STC criteria consider high. US 70/EEC/NC 147 is the future Interstate 885. US 15-501 connects the western Triangle to Pittsboro.

Economic Prosperity – Value of 5 is among the lower values in the Scoring Sheet and therefore a conservative estimate. NCDOT's Activity Center Access designates both Durham and Chapel Hill as an activity center (see attachment 7C).

Total Score – Total scores of 11 and 12 place these corridors among the total scores for other designated STCs.

DRAFT
9/16/2014

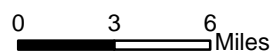


Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

- = US 70/I-540 (from I-85 to US 64)
- = EEC/NC 147/NC 540 (from US 70 to US 1)
- = US 15-501 (from Pittsboro to Orange County)



NCTN_STC_Map4_ProposedCorridors_Zoom.mxd_AKB_10.10.2014



Source: NCOneMap, NCDOT GIS, ESRI

Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)

— A (US74W)	— F (I73/Future I73)	— K (US421/NC87)	— P (US70E/NCRR)	— U (US74W/US74E/Future I74)
— B (US441)	— G (I77)	— L (US1)	— Q (I40)	— V (US264E)
— C (I26/US23)	— H (I74/Future I74)	— M (I495/US64E)	— R (US64W/NC49)	— W (US401/NC24/US258)
— D (US321/CSX)	— I (I85)	— N (US13)	— S (I795/US117)	— X (US258/NC11/US13)
— E (US421W)	— J (US29N/NS)	— O (US17)	— T (I95/CSX)	— Y (US158)

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

DCHC - MPO

Program Management Plan (PMP)

FTA Section 5339 Grant: Bus and Bus Facilities Program

Background and Overview

In accordance with the Federal Transit Administration's (FTA) proposed Circular 5100.1, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham to solicit, select, award, and administer all funds. As the designated recipient of the *Section 5339 Bus and Bus Facilities Program*, the funds are awarded through the City of Durham (as the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) Lead Planning Agency (LPA)) to qualified public agencies and private non-profit transportation service providers in the Durham Urbanized area. The funds come from the FTA to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, thus allowing grantees to address replacement and capital expansion needs.

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal of DCHC-MPO is to help improve or enhance transportation services for residents in the portions of the Durham Urbanized Area in Durham, Orange and Chatham Counties. The DCHC-MPO is the planning and administrative entity that oversees all MPO transportation planning functions. It is also the designated recipient and administrator for the Durham UZA 5339 funds.

Program Goals and Objectives

The primary goal of the Program Management Plan is to document DCHC MPO's 5339 program objectives, policies, procedures, and administrative requirements, in a form readily accessible to potential sub-recipients, recipient staff, FTA, and the public. FTA has defined the goal of the 5339 program, in the Circular FTA C5100.1; "to assist eligible recipients in replacing, rehabilitating, and purchasing buses and related equipment; and to construct bus-related facilities, thus allowing grantees to address replacement and capital expansion needs."

Roles and Responsibilities

FTA apportions Bus Program funds for urbanized areas to the State and designated recipients, which are responsible for receiving and apportioning FTA funds to eligible projects, and applying for funds on behalf of all eligible sub-recipients within the applicable urbanized area or rural areas. FTA will apportion the funds to existing Section 5307 or new 5339 designated recipients for large urbanized areas and to the States for all areas under 200,000. The State or designated recipient has the principle authority and responsibility for administering Bus Program funds. There are no other eligible direct recipients for the Bus Program under MAP-21.

The City of Durham is the designated recipient of the Section 5339 Grant on behalf of the DCHC-MPO. Every year, the DCHC-MPO will allocate the relevant apportionment among sub-recipients based on local needs and arrangements. As the Lead Planning Agency (LPA), the DCHC MPO will determine the sub-area allocation fairly and rationally through a process based on local needs, agreeable to the designated recipient, and approved by the MPO Board. The LPA will also assume the primary responsibilities associated with grant administration, including, but not limited to:

1. Documenting procedures in a Program Management Plan;
2. Notifying eligible local entities of funding availability;
3. Providing FTA with documentation to show how the 5339 allocation will be split among sub-recipients;
4. Certifying allocations of funds are made on a fair and equitable basis;
5. Submitting all 5339 Program of Projects (POPs) and grant applications/reports to FTA;
6. Developing the Transportation Improvement Plan (TIP) and include the 5339 POP in the TIP;
7. Informing the public of 5339 funds availability, publish the POP, provide opportunity for a public hearing, and make the final POP available to the public;
8. Ensuring that all sub-recipients comply with Federal requirements;
9. Establishing and notifying FTA of all written pass-through agreements with sub-recipients;
10. Managing all aspects of grant administration, distribution, and oversight for sub-recipients.

Technical Subcommittee

The DCHC MPO draws upon a technical subcommittee to assist in the development and implementation of the 5339 Program of Projects. The subcommittee represents a wide variety of special needs transportation interests, and is comprised of the following types of agencies:

- MPO Technical Committee –Transit Subcommittee
- Public Transit agencies

Coordination

Section 5339 Grant funding must be implemented effectively and efficiently. One way to provide quality service under these constraints is to coordinate agencies and projects. Proposed projects will be evaluated based on their ability to coordinate with transportation services assisted with other Federal sources, long-range transportation plans, and the 3-C transportation planning process. Operators of public transportation, such as Chapel Hill Transit, Durham Area Transit Authority, Triangle Transit Authority, and Orange Public Transit will be included in all coordination efforts.

Eligible Sub-recipients

The Section 5339 Grant funds have two eligible sub-recipients: private non-profits and public agencies engaged in public transportation. The DCHC MPO will allocate 5339 funds to fixed route providers, which are also direct recipients for the FTA 5307 grant and/or sub-recipients of direct recipients of FTA Section 5307 grants.

Please Note: All organizations receiving 5339 funds **must** have a Data Universal Numbering System (DUNS) registration number. This is a nine-digit identification number that provides a unique identification for business entities. Applicants that do not currently have a DUNS number can obtain

one for free from Dun and Bradstreet (www.dnb.com). It takes about five weeks to receive the DUNS number after all the information is entered.

Types of eligible agencies:

- **Private non-profit organizations.** A non-profit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be non-profit and for which the designated State agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization;
- **Public Agencies** engaged in public transportation.

Local Share and Local Funding Requirements

The 5339 grant program requires a local match to ensure projects are 100% funded. The FTA's contribution varies according to project type (please see below). Non-DOT funds and local and private funds can be used as the local match. All sources of local match must be identified and assurances must be provided that adequate local funds will be available at the time federal funds are drawn down.

Funds can be used to support:

- Capital Projects – 80% Fed/20% Local Match
- ADA or CAA¹ compliant vehicles – 85% Fed/15% Local Match
- ADA or CAA vehicle-related equipment (on/attached to the vehicle) – 90% Fed/ 10% local
- Bicycle Facilities² (bicycle access projects or portions thereof) – 90% Fed/ 10% local

Some examples of sources of local match which may be used for any portion of local shares include:

- State or local appropriations from revenue bonds;
- Cash from non-governmental sources other than revenues from providing public transportations services;
- Other non-DOT Federal funds eligible to be expended for transportation;
- Revenue from a service agreement with state or social service agency;
- Non-farebox revenue (advertising, concessions, or mandatory institutional fees);
- Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital;
- Alternative financing (for major capital projects) that combine multiple, nontraditional sources of funding and include 5339 grant funding.

Project Selection Criteria and Method of Distributing Funds

POP Development and Approval Process

Project funds will be awarded through a non-competitive selection process. Public transit agencies will be provided a proposed split sub-allocation and have the opportunity to review it every year.

¹ CAA is the Clean Air Act of 1990

² Bicycles are not an eligible capital expense, only bicycle access related infrastructure.

The split is approved by the MPO Board. Every other year, beginning in 2014, the MPO will develop a Program of Projects (POP) and complete a project application in TEAM for two years of funding.

A POP is a list of projects proposed by the designated recipient to be funded from the UZA's Section 5339 apportionment. The POP includes a description of the projects, including any sub-allocation among public transportation providers, total project costs, local share, and Federal share for each project.

The POP will consist of projects submitted by the agencies to which an allocation has been approved. Transit agencies will submit their project application to the MPO to provide project scope and budget. DCHC MPO will draft the 5339 POP for review by the Technical Committee and approval by the MPO Board. An opportunity will be provided for public hearing on the POP which will also be published. The final POP will be submitted to the FTA for funding. Significant changes to the POP will be approved by the MPO Board. This could include change in project scope or split of funds among sub-recipients.

Transfer of Funds

Section 5339 funds are not available to be transferred between FHWA and FTA for transit or highway projects.

Civil Rights/Title VI

The City of Durham (as DCHC MPO LPA) will require that sub-recipients recommended for federal funding submit all project appropriate FTA certifications and assurances as part of the application process and annually thereafter. These include, but are not limited to:

1. Nondiscrimination Assurances
2. Assurance of Nondiscrimination on the Basis of Disability
3. Equal Employment Opportunity Policy

The City (as DCHC MPO LPA) and NCDOT shall exercise an active oversight role with regard to the equipment procurement process. The MPO shall require that bidding documents for equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE). Sub-recipients are required to annually report purchases made from DBE vendors and provide a description of their good faith efforts to locate and purchase from DBE vendors.

Consequently, the DCHC would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title VI assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC, in the process of selecting fund recipients would ensure that potential fund recipients have incorporated minority programs into their proposal and that the disadvantaged population group have been given due consideration and are not harmed by the execution of the project.

Section 504 and ADA Reporting

The DCHC-MPO project funding guidelines will guarantee that all programs funded by Section 5339 funds comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program.

Any ADA violation by a sub-recipient may be grounds for termination of the funds. The LPA will notify each grant recipient at the time of the grant award that allegations made in regards to discrimination in service or employment, including Section 504 and ADA will be reported and investigated. The City Human Relations Division (of the Neighborhood Improvement Services Department) may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. Sub-recipients must be in compliance with Section 504 ADA requirements. Any written complaints alleging discrimination will be referred to Durham Human Relations Division and the NCDOT's Office of Equal Opportunity.

Program Measures

As part of the compliance and monitoring process, individual projects will have specific reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding.

On a quarterly basis, all sub-recipients will provide documentation to their financial administrator, and reports will be compiled and forwarded to the DCHC-MPO for further review and filing. Such reports will be required when invoices are submitted for payment by the recipient. Through this process, the program administration will ensure that:

- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

Designated Recipient Program Management

The City of Durham (as DCHC MPO LPA) will be responsible for ensuring certain reports are provided to FTA each year or as needed. In order to provide these reports for services provided by the City and its sub-recipients, it will be necessary for The City of Durham to collect certain data from each sub-recipient. The reports that City of Durham will provide to FTA each year are:

Annual Program of Projects (POP) Status Reports – The City of Durham (as DCHC MPO LPA) will submit quarterly status reports that include an updated POP (if applicable) for each approved grant that contains active projects. The updated POP reflects project descriptions, changes in projects from one category to another, and adjustments if applicable.

Significant civil rights compliance - Issues occurring during the year (such as Title VI, Equal Employment Opportunity (EEO), or Disadvantaged Business Enterprise (DBE) Program) complaints against the designated recipient, the City of Durham (as DCHC MPO LPA) or sub-recipients will be

addressed in the annual status report. The City of Durham will also report notable accomplishments or problems involving 5339 Grant sub-recipients.

Milestone Activity Reports - For activity line items (ALIs) for which milestones were required at the time of the recipient application (for example, for vehicle procurements, construction projects, and program reserve), The City of Durham (as DCHC MPO LPA) will provide revised milestone dates as part of the report. If the estimated completion date for the grant has changed, the revised date will be provided with an explanation as to why the date has changed.

The daily monitoring as well as management of the program will be done by the designated recipient, the City of Durham. All procurement emanating from the grant must comply with the established compliance guidelines set by the program. In cases of gross mismanagement, fraud or non-performance of the project, the City would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use. Additionally, the City of Durham would establish the following process for managing the program:

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.
- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of-program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

The City of Durham will monitor sub-recipients' compliance with federal requirements and program guidance through reporting, regular contact (via phone and email), and in-person meetings.

Certifications

Certifications are required for all federal grant recipients, sub-recipients, contractors, and subcontractors. For DCHC MPO transit operators, the certification is part of the Annual List of Certifications and Assurances that they submit to the FTA. Transit operators are required to include the lobbying clause in its FTA-funded agreements, including sub-recipient agreements, third party contracts, and subcontracts exceeding \$100,000. Signed certifications must be obtained by the City of Durham from all sub-recipients.

Sub-recipient Agreement

The City of Durham (as DCHC MPO LPA) will maintain sub-recipient pass-through agreements with all sub-recipients awarded funding under the Section 5339 Grant Program. Any expenses incurred in excess of the budgeted amounts are the sole responsibility of the sub-recipient.

Project Monitoring and Reviews

The City of Durham (as DCHC MPO LPA) shall monitor sub-recipients' compliance with Federal requirements through:

- Careful scrutiny of plans, reports, and certifications submitted to The City of Durham under the provisions of those regulations, and discussion with sub-recipients to clarify all requirements.
- Review of quarterly and final reports and invoices sent for payment of costs incurred. This may include an annual meeting with grant recipients.
- Reviewing and approving, prior to issuance, any materials developed by sub-recipients in connection with their project. This shall include but is not limited to any Request for Proposals (RFPs) and 3rd party contractual agreements related to the project.

The City of Durham shall retain records of all meetings, visits and contacts with sub-recipients. Throughout the project's progress, the City shall offer sub-recipients program guidance and provide or arrange for technical assistance, should this be needed.

Financial Management

The designated recipient, the City of Durham (as DCHC MPO LPA), maintains financial management systems for financial reporting, accounting records, internal controls, and budget controls subject to standards specified in state laws enforced by the State Auditor, the State Office of Financial Management, and the Legislative Transportation Committee. All systems and procedures for financial management are in compliance with 49 CFR 18.20.

A. Accounting Procedures

1. A separate account should be established for the 5339 funds for each fiscal year and all transactions recorded in accordance with acceptable accounting procedures which are approved by NCDOT and FTA. OMB Circular A-102 outlines standards for grantee financial systems.
2. The account established for the planning funds will be included in the annual audit of the agency in accordance with OMB Circular A-133.
3. The total amount of funds specified in the approved 5339 Grant program will be the controlling amount for which reimbursement can be claimed for a given fiscal year. It is recognized that the amount to be spent on each task will vary somewhat from that estimated in the program. Identification of expenditures by work task in a quarterly progress report will ensure that work is being accomplished in accordance with the program and provide guidance in estimating costs for work to be accomplished in succeeding fiscal years.

B. Reimbursement Procedures

Sub-recipient invoices should be submitted via quarterly reports to MPO/Lead Planning Agency (LPA). The invoice should indicate/include:

1. The total amount of federal grant funds and matching funds expended during the subject period and the amount being requested for reimbursement.
2. Quarterly expenditure report by task.

3. Quarterly narrative of work performed.
 4. Supporting Documentation (receipts, invoices paid, etc.).
- C. Quarterly Progress Report Procedures

Quarterly progress reports should be submitted to the MPO/LPA. The quarterly progress report should include a brief narrative report of work accomplished by the transit agency. The quarterly progress report shall be included with that invoice and expenditures report.

D. Sub-Recipients

The aforementioned 5339 Grant funds procedure and requirements apply to sub-recipients. Sub-recipients shall send appropriate materials and documents to the designated recipient, the City of Durham.

Sub-recipient Financial Management

The City of Durham (as DCHC MPO LPA) will maintain grant pass-through agreements with recipients of 5339 Grant funds. All projects related to capital expenditures are expected to be incurred locally and reported to the MPO after the agreements have been executed. The City of Durham shall reimburse the sub-recipient with the federal funds based on the proportions identified in the split letter and application. Grant expenditures shall be identified in the City of Durham accounting and financial reporting tool called MUNIS. Also, grant funding and expenditures shall be identified by federal grant number, grant program and sub-recipient grant number.

The City of Durham shall also maintain spreadsheets for each sub-recipient. These spreadsheets track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets may be prepared which summarize the total expenditures on each grant.

Audits

Sub-recipients shall provide an audit report to the City of Durham (as DCHC MPO LPA). The City of Durham shall conduct a single audit consistent with the City's audit policies and procedures. NCDOT Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. These audits comply with *OMB Circular A-133*. Auditor issues reports at the completion of the audits. Sub-recipients who are private non-profit organizations are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended in excess of \$500,000 in the Federal fiscal year. The audit firm is instructed by the sub-recipient to send a copy of the report to the City of Durham the year after they incur grant-related expenditures.

Close Out

For internal financial reasons, the City of Durham (as DCHC MPO LPA) closes projects several months after reimbursing the sub-recipient for the last of its eligible expenditures. The process is one of the following:

- a) Verification by the City of Durham with the sub-recipient's representative that all project expenditures have been incurred and reimbursed, or
- b) All funding available in the sub-recipient agreement has been reimbursed, or

- c) The project has come to the end of its 3-year term.

Capital assistance has a term equivalent to the useful life of the equipment purchased, which may be up to twelve years after acceptance of the equipment. The DCHC MPO may amend or terminate capital assistance agreements when project equipment is transferred between sub-recipients before its useful life has been reached.

Procurement

Purchasing equipment under the 5339 grant program may be conducted directly by the sub-recipients. Sub-recipients that are governmental transit entities (such as DATA, Chapel Hill Transit, Triangle Transit Authority, or Orange Public Transit) may have different procurement processes. These types of entities may participate in NCDOT's coordinated bid process (with NCDOT oversight). The role of NCDOT and the City of Durham (as DCHC MPO LPA) is to assure purchases are made competitively and in compliance with federal procurement policies. NCDOT requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

The DCHC MPO will provide procurement oversight for non-governmental transit entities (private non-profits). The role of DCHC MPO is to assure purchases are made competitively and in compliance with federal procurement policies. Purchases of equipment by sub-recipients are required to abide by the Buy America and Disadvantaged Business Enterprise (DBE) provisions. DCHC MPO requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

Property Management

The DCHC MPO shall design and maintain a database that contains all equipment inventory records. The information in the database shall include, but is not limited to the sub-recipient's name, address and phone number; date accepted; equipment purchased; identification/model numbers; vehicle equipment is attached to; federal grant number and state agreement number; federal percentage share; date last inspected, and condition; type of funding used for the purchase; and other information used by the City for program review and reporting.

Inventory Reports and Maintenance Records

Sub-recipients would be required to submit an annual Owned Rolling Stock Inventory of inventory purchased with 5339 funds. The inventory will include the following information:

- Year/Make/Model or other ID
- Vehicle Identification Number
- Agency Vehicle Number
- Condition
- Age
- Remaining Useful Life
- Replacement Cost
- ADA Accessibility

The information obtained from these inventories will become part of the inventory record.

Recipients and sub-recipients shall maintain equipment maintenance and inspection records for equipment procured with 5339 funds. In the owner's manual and the lift equipment manual that is

included with each vehicle, there is a complete vehicle maintenance schedule. The schedules list the service functions and the service time intervals, in months or miles or cycles. Recipients will be required to service the vehicle(s) and equipment, at a minimum, in accordance with the maintenance schedules, and to keep records to show that service was completed. The City of Durham may randomly pick maintenance reports to review. Each recipient will submit certification that service is completed at least as scheduled per the owner's manuals. Request for certification will be sent out annually by the City of Durham.

Vehicle and Equipment Requirements

Sub-recipients seeking assistance to undertake fleet and service expansion should describe new markets they intend to serve. In planning for service expansion, local criteria will be used to identify feasible opportunities for new or expanded routes. The DCHC MPO will require sub-recipients to use criteria based on demographic measures and to identify geographic locations that are good candidates for new transit service.

Pre-award and Post-Delivery Review of Buses

Procurements for revenue service vehicles to transport passengers, other than sedans or unmodified vans, must be reviewed in accordance with 49 CFR part 663, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases." Part 663 requires any recipient or sub-recipient that purchases rolling stock for use in revenue service to conduct a pre-award and post-delivery review to assure compliance with its bid specifications, Buy America requirements (See Chapter V), and federal motor vehicle safety requirements, and to complete specific certifications.

Bus Testing

The DCHC MPO must ensure that buses and vans acquired with FTA funds are tested consistent with the requirements in 49 CFR part 665 and must obtain a copy of the resulting test report before FTA funds can be released.

Other Provisions

The DCHC MPO makes appropriate certifications of compliance with Federal requirements. The designated recipient, the City of Durham will cite language regarding these Federal requirements in its contracts with sub-recipients and requires each sub-recipient to execute a certification of compliance with the relevant Federal requirements. Sub-recipient certifications are required of the sub-recipient at the time of application (if applicable). In addition to monitoring sub-recipient's adherence to Title VI requirements, all other applicable federal requirements and certifications will be monitored under the City of Durham 5339 Grant compliance program currently under development.

Buy America

Under the Buy America provision applicable to FTA grants, FTA funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States. Rolling stock (including train control, traction power and communication equipment) must be assembled in the United States and have a 60 percent domestic content to be considered a United States product. The DCHC MPO, in accordance with FTA regulations, requires as a condition of responsiveness, that a bidder submit with its bid a completed Buy America certificate.

Environmental Protection

The DCHC MPO anticipates only funding projects with categorical exclusions from the National Environmental Protection Act (NEPA). Therefore, there should be no further documentation necessary. However, should a project be approved that is subject to environmental regulations, the MPO will ensure that the sub-recipient meets all environmental requirements. If such a project were funded, the MPO would require the sub-recipient to submit all necessary documentation.

Restriction on Lobbying and Code of Ethics

The MPO requires each sub-recipient to complete FTA's Certification on Lobbying prior to contract execution. All bids for equipment prepared by these sub-recipients are required to contain this certification as well. The City's contract with sub-recipients shall require the development and implementation of a written code of ethics. All staff, officers, employees, board members or agents of the sub-recipient are required to comply with the code of ethics.

Drug and Alcohol Testing

Governmental transit operators, in accordance with 49 CFR Part 655, must have a drug and alcohol testing program in place for all safety sensitive employees. Section 5339 sub-recipients that also receive funding under other FTA programs (Section 5307 or 5311) must adhere to the mandated FTA drug and alcohol testing program.

The City of Durham (as DCHC MPO LPA) will also require private non-profit sector sub-recipients with safety sensitive employees to have a drug and alcohol testing program. The testing policies also apply to any contractor or subcontractor with safety sensitive employees. Sub-recipients without safety sensitive employees should submit their drug-free workplace policy. **Sub-recipients will be required to submit their drug and alcohol policy and/or drug-free workplace policy to DCHC MPO LPA (the Lead Planning Agency) as part of the project application process.** This procedure will be reviewed and approved by the City of Durham. The LPA will monitor the sub-recipient's drug and alcohol program proactively over the course of the sub-recipient agreement. The information that the City of Durham requires will be clearly defined in the contract documents issued by the City of Durham and a conformed copy of the contract, including the specifications, maintained by the City of Durham.

Davis Bacon Wage Rates

The Davis-Bacon Act is applicable to all federally funded construction contracts in excess of \$2,000. This Act requires that each contract for the construction, alteration, or repair (including painting and decorating) of public buildings or public works within the United States shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rate as determined by the U.S. Secretary of Labor. The minimum wages (including fringe benefits) are those determined by the Secretary of Labor to be prevailing for the laborers and mechanics employed on projects of a similar character in the area in which the work is to be performed. Recipients and Sub-recipients will be required to include the prevailing wage rates in contracts for construction in excess of \$2000. Additional guidance can be found in 29 CFR parts 1, 3 and 5.

Prohibition on Exclusive School Transportation

Sub-recipients may not provide school bus transportation solely. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Sub-recipients are required to certify compliance. Students with disabilities are permitted on regular service along with the general public (“tripper service”). The Applicant and sub-recipients understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

Section 5339
FTA FFY 2013 & FFY 2014 Budget
DCHC-All Subrecipients (CHT, DATA, TTA)
Program of Project Budget

	Quantity	FTA Amount		Tot. Elig. Cost	Local Share
			(subtotal ALI)	(subtotal ALI)	
SCOPE					
111-00 BUS ROLLING STOCK (CHT,DATA,TTA)	39	1,131,664		1,414,579	282,916
11.12.15 (TTA) Vanpool Vans (Replacement)	4	85,532		106,915	21,383
11.12.15(CHT) Vans	3	7 145,335	230,867	181,668	288,583 36,334
11.12.40 (DATA) Buy Assoc Cap Maint Items	20	640,000		800,000	160,000
11.17.00 (DATA) Veh Overhaul -(Up to 20% veh maint) Refurbishment	9	118,976		148,720	29,744
11.17.00 (DATA) Veh Overhaul (up to 20% veh maint) Repower	3	12 141,821	260,797	177,276	325,996 35,455
114-00 BUS SUPPORT EQUIP/FACILITIES (CHT,TTA)	50	508,182		635,228	127,046
11.42.06 (TTA) Acquisition-Shop Equipment	1	132,480		165,600	33,120
11.42.06 (CHT) Shop Equipment	6	7 202,400	334,880	253,000	418,600 50,600
11.42.07 (TTA) Acquisition-ADP Hardware	3	1,920		2,400	480
11.42.09 (TTA) Acquisition-Surveillance/Security	13	23,040		28,800	5,760
11.42.10 (TTA) Acquisition-Fare Collection (mobile)	2	17,280		21,600	4,320
11.42.11 (CHT) Support Vehicles	3	45,254		56,568	11,314
11.42.43 (CHT) ADA Vehicle Equipment	21	70,448		88,060	17,612
11.44.02 (TTA) Rehab/Renovate-Maintenance Facility (Flooring)	1	15,360		19,200	3,840
116-00 BUS SIGNAL & COMMUNICATION EQUIPMENT (TTA)		7,680		9,600	1,920
11.62.03 (TTA) Acquisition-Radios	3	7,680		9,600	1,920
Estimated Total Eligible Cost:			Scopes	2,059,407	
			ALIs	2,059,407	
Federal Share:		1,647,526	Scopes		
		1,647,526	ALIs		
Local Share:				411,881	

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

**AMENDMENT #21
November 12, 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, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

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

WHEREAS, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act and guidance provided by the State; and

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

WHEREAS, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 TIP as described in the attached amendment summary sheets; and

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

WHEREAS, the amendment was made publicly available as mandated in the DCHC MPO's Public Involvement Policy adopted on November 14, 2012, for a 21-day public review and comment period and no public comments on the amendment were received; and

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

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby amends the FY 2012-2018 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on September 14, 2011, and as described in the “FY 2012-2018 TIP Amendment #21 Summary Sheets” on this, the 12th day of November, 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: November 12, 2014

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



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: \$155,000
 - 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)

capital
 planning
 design/PE
 right-of-way
 construction
 Transit
 sidewalks
 trails
 bike lanes
 resurfacing
 signalization
 intersection
 ITS
 safety
 new road
 turn lanes
 operating
 administration
 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: 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: NC 751 (Hope Valley Road)
 STIP/TIP #: C-5182 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	right of way	CMAQ	107,000		27,000	134,000
2015	construction	CMAQ	1,002,000		250,000	1,252,000
Funding Totals:			1,109,000		277,000	1,386,000
						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
Funding Totals:						
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

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

CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15- 501 BUSINESS IN DURHAM.

Please provide additional details (if applicable):

Cancel CMAQ project C-5182 to allocate CMAQ funding to project C-4928 Morreene Road.

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: Construct sidewalks in Durham. Project "A: Cameron Blvd. from Erwin Rd to Duke University Rd."
 STIP/TIP # C-5183 Jurisdiction/Agency: Various
 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	construction	CMAQ	778,000		194,000	972,000
Funding Totals:			778,000		194,000	972,000
						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
Funding Totals:						
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

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

CONSTRUCT SIDEWALKS IN DURHAM. PROJECT A: CAMERON BLVD. FROM ERWIN ROAD TO DUKE UNIVERSITY RD.

Please provide additional details (if applicable):

Cancel CMAQ project C-5183A to allocate CMAQ funding to project C-4928 Morreene Road.

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: L. Smart

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

Existing Project Details

Project Name: DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION

STIP/TIP #: U-4726

Jurisdiction/Agency: Lead Planning 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: Town of Hillsborough

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



Durham - Chapel Hill - Carrboro
 Metropolitan Planning Organization TC
 October 22, 2014

DRAFT FY 2012-2018 TIP Amendment #22 Summary Sheet

- **Town of Chapel Hill (TIP Project # U-5550 Fordham Blvd/Ephesus Church Rd Intersection):** Adding a new project to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill.

Project description: The eastern leg of the intersection (Ephesus Church Road) will be realigned to intersect Fordham Boulevard (US 15-501) at closer to 90 degrees. This realignment enables construction of dual exclusive westbound left turn lanes, thereby eliminating the current inefficient split phased signal operation and allowing eastbound and westbound left turn to occur concurrently. A monolithic concrete island will also be constructed on the eastern leg between eastbound and westbound travel lanes, preventing left turns in close proximity to the intersection. Service Road connections to the western leg of Ephesus Church Road will be either eliminated or restricted to right turns only as a means of reducing friction and increasing intersection efficiency.

The southbound left turn lane on Fordham Boulevard at Ephesus Church Road will be widened to an 11' lane and extended to provide approximately 300 feet of storage with an appropriate taper. Medians within Fordham Boulevard will be modified to better accommodate truck turning movements through the intersection. To realize greater intersection capacity and provide a longer weaving area, northbound Fordham Boulevard will be remarked to provide 2 through lanes for approximately 750 feet north of Ephesus Church Road before tapering to one lane. This is an increase of approximately 300 feet over current conditions. The median cross over between northbound and southbound Fordham Boulevard (approximately 515 feet north of Ephesus Church Road) will be eliminated.

From a pedestrian and bicycle perspective, the project includes sidewalk connections and crosswalks on all four approaches with pedestrian activated heads. Widening on the eastern leg of Ephesus Church Road will accommodate future bike lanes, with bicycle activated loop detectors.

Additional information: This would be an exempt project - 40 CFR 93.127 per the conformity regulations. No regional emissions analysis is required but project level hotspot analysis by NCDOT Division 7 applies.

- **NCDOT (STIP Project #: M-0479 Statewide Project Development & Env. Analysis):** Project added the STIP. Information from NCDOT Item N Handout: "NEW STIP project #: M-0479. STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."
- **NCDOT (STIP Project #: E-5502 Bennett Memorial Road and Bennett Place):** Project schedule updated in the STIP. Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."

- **NCDOT (STIP Project #: C-5552 Various Rail Fourth Daily Frequency Between Raleigh and Charlotte):**
Project deleted from the STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."

TIP AMENDMENT 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 type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input checked="" type="checkbox"/> right-of-way	<input checked="" type="checkbox"/> construction
<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input checked="" type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input checked="" type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input checked="" 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
2018	ROW / Construction	NHP	1,736,000	434,000		2,170,000
Funding Totals:			1,736,000	434,000		2,170,000

Please provide additional information or full project description if necessary:

Total Project Cost

Adding a new project (U-5550) "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements" to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill. This funding can be used for construction and ROW costs. PE will be performed and funded by the Town of Chapel Hill in advance of the ROW and construction phases.

Project description: The eastern leg of the intersection (Ephesus Church Road) will be realigned to intersect Fordham Boulevard (US 15-501) at closer to 90 degrees. This realignment enables construction of dual exclusive westbound left turn lanes, thereby eliminating the current inefficient split phased signal operation and allowing eastbound and westbound left turn to occur concurrently. A monolithic concrete island will also be constructed on the eastern leg between eastbound and westbound travel lanes, preventing left turns in close proximity to the intersection. Service Road connections to the western leg of Ephesus Church Road will be either eliminated or restricted to right turns only as a means of reducing friction and increasing intersection efficiency.

The southbound left turn lane on Fordham Boulevard at Ephesus Church Road will be widened to an 11' lane and extended to provide approximately 300 feet of storage with an appropriate taper. Medians within Fordham Boulevard will be modified to better accommodate truck turning movements through the intersection. To realize greater intersection capacity and provide a longer weaving area, northbound Fordham Boulevard will be remarked to provide 2 through lanes for approximately 750 feet north of Ephesus Church Road before tapering to one lane. This is an increase of approximately 300 feet over current conditions. The median cross over between northbound and southbound Fordham Boulevard (approximately 515 feet north of Ephesus Church Road) will be eliminated.

From a pedestrian and bicycle perspective, the project includes sidewalk connections and crosswalks on all four approaches with pedestrian activated heads. Widening on the eastern leg of Ephesus Church Road will accommodate future bike lanes, with bicycle activated loop detectors.

Additional information: This would be an exempt project - 40 CFR 93.127 per the conformity regulations. No regional emissions analysis is required but project level hotspot analysis by NCDOT Division 7 applies.

Smart, Lindsay

From: Lakata, Richard J <rjlakata@ncdot.gov>
Sent: Wednesday, October 15, 2014 2:54 PM
To: Lewis, Ed F; Wasserman, David S
Cc: Patel, Alpesh G; Smart, Lindsay; Bollinger, Julie B; Stanley, Mike
Subject: RE: Proposed STI project U-5550 in Chapel Hill: US-15/501 at SR 1742 (Ephesus Church Rd) - intersection improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Ed,

I've included David Wasserman here in case he needs to clarify/revise my own understanding that the estimate was generated via formula / std. procedure used by the NCDOT Prioritization Office under P3.0, and that it is NOT a 'Verified' cost estimate.

In case you don't have a copy, here's how the costs were listed from a recent Excel file of P3.0 results:

Construction Cost	Right-Of-Way Cost	Utilities Cost	Actual Project Cost	Other Funds	Cost to NCDOT	Amount Programmed (16-25)	Funding Category	R
\$ 563,000	\$ 135,000	\$ -	\$ 698,000		\$ 698,000		STATEWIDE MOBILITY	
\$ 7,875,000	\$ 125,000				\$ 8,000,000	\$ 8,000,000	DIVISION	
\$ 469,406	\$ -		\$ 558,110	\$ 111,622	\$ 446,488	\$ 558,000	DIVISION	
\$ 2,052,000	\$ -	\$ -	\$ 2,052,000		\$ 2,052,000		STATEWIDE MOBILITY	
\$ 1,750,000	\$ 420,000	\$ -	\$ 2,170,000		\$ 2,170,000		STATEWIDE MOBILITY	

--Rick

From: Lewis, Ed F
Sent: Wednesday, October 15, 2014 2:33 PM
To: Lakata, Richard J
Cc: Smart, Lindsay; Bollinger, Julie B; Stanley, Mike; Mcintyre, Ray; Patel, Alpesh G; Short, Charles S
Subject: RE: Proposed STI project U-5550 in Chapel Hill: US-15/501 at SR 1742 (Ephesus Church Rd) - intersection improvements

Most likely YES. It's also possible that PE and RW will be entirely Town funded. Nonetheless, although the \$2.17m will initially be shown in the existing ("Current") FY12-18 STIP as all CON \$, the funds can be used for RW as well. At this point, we simply want it on the programming "radar screen", . . . and, with help from Div-7, DCHC, and the Town, we'll work out the Cost/Funding/Phase distribution later.

Will this get worked out in the municipal agreement with the city?

YES. The key is: \$2.17m Max. reimb. from NCDOT to the Town; any cost over that is 100% local. The schedule will also be addressed . . . meaning the Town might start the project fairly soon and entirely on their own nickel, but the parties would agree that NCDOT would reimburse up to \$2.17m later in time.

Will we show the city money in Item N?

As I understand it, . . . NO, not as we first add it to the STIP. The Town must not assume, however, that there will be no costs to them due to the uncertainty of the present cost estimate.

Hope that helps. Let me know if you'd like me to dig a little deeper with any of the above.

--Rick



Richard J. Lakata, P.E.
Senior Program Development Engineer
Program Development Branch STIP Unit, Central Region
NCDOT Mail Service 1534 Raleigh, NC 27699-1534
rjlakata@ncdot.gov
919.707.4629 direct
919.733.3585 fax

From: Lewis, Ed F
Sent: Wednesday, October 15, 2014 9:00 AM
To: Lakata, Richard J; Smart, Lindsay; Bollinger, Julie B
Cc: Stanley, Mike; Short, Charles S; Patel, Alpesh G
Subject: RE: match requirement for NHP/NHPP funds
Importance: High

Gentlemen,

So what is the total cost for the project? Is it all federal and state money (80/20)? Is the city kicking in money for PE and RW? Will this get worked out in the municipal agreement with the city. Will we show the city money in Item N?

I have contacted Greg Smith's group regarding Hot Spot analysis.

Our attempt is to work this through the MPO process at the same time as the NCDOT process to be efficient as possible.

Thanks and let us know if we need to provide any information from our end.

Thanks,
Ed

=====
Ed Lewis
NCDOT Division 7 Planning Engineer
Phone – (336) 487-0000
Fax – (336) 334-3637

Mailing Address: :

Smart, Lindsay

From: Lewis, Ed F <elewis@ncdot.gov>
Sent: Wednesday, October 22, 2014 8:57 AM
To: Bollinger, Julie B; Smart, Lindsay; David Bonk
Subject: Fwd: U-5550; Ephesus Church/US 15-501
Attachments: image001.png

FYI. Waiting to hear back on qualitative analysis.

Ed Lewis
 Division 7 Planning Engineer
 Sent from my iPhone

Begin forwarded message:

From: "Dunn, Bobby" <bbdunn@ncdot.gov>
Date: October 21, 2014, 1:06:59 PM EDT
To: "Lewis, Ed F" <elewis@ncdot.gov>
Cc: "Smith, Gregory A" <gasmith@ncdot.gov>
Subject: RE:U-5550; Ephesus Church/US 15-501

U-5550 is an air quality neutral project, in accordance with 40 CFR 93.126. It is not required to be included in the regional emissions analysis (if applicable) and a project level CO hot-spot analysis is not required.

The project is located in Orange County, which has been determined to comply with the National Ambient Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable.

Although this project does not require a quantitative CO hot-spot analysis, it does require a qualitative analysis to include Interim Guidance Update on Mobile Source Air Toxics (MSAT). If you have any questions, please contact me at bbdunn@ncdot.gov or 919-707-6064.

Thank you
 Bobby Dunn

From: Lewis, Ed F
Sent: Wednesday, October 15, 2014 8:04 AM
To: Smith, Gregory A; Dunn, Bobby
Cc: Bollinger, Julie B
Subject: FW: Ephesus Church/US 15-501
Importance: High

Good morning gentlemen.

See below. What do you all need form me to perform hotspot analysis?

TIP AMENDMENT 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 type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input type="checkbox"/> right-of-way	<input type="checkbox"/> construction
<input 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	design/engineering	T	500,000			500,000
Funding Totals:			500,000			500,000

Total Project Cost

Please provide additional information or full project description if necessary:

NEW STIP project #: M-0479. Information from NCDOT Item N Handout: "STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."



Please Submit Completed Form to:
Lindsay Smart, AICP email: 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
2013	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						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	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						Total Project Cost

[Continued on page 2]

New STIP/TIP # (if applicable):

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

BENNETT MEMORIAL ROAD, BENNETT PLACE. HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

Please provide additional details (if applicable):

Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."

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	operations	CMAQ	3,263,000	653,000		3,916,000
Funding Totals:			3,263,000	653,000		3,916,000
						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
Funding Totals:						
						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):

Project deleted from STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."

Send by Email

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

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM

STIP ADDITIONS

STATEWIDE

M-0479

STATEWIDE

PROJ.CATEGORY

STATEWIDE

STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.

ENGINEERING

FY 2015 - \$500,000 (T)
\$500,000

ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED.

STIP MODIFICATIONS

DIVISION 5

E-5502

DURHAM

PROJ.CATEGORY

DIVISION

BENNETT MEMORIAL ROAD, BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

CONSTRUCTION

FY 2015 - \$73,000 (STPE)
FY 2015 - \$18,000 (L)
\$91,000

DELAY CONSTRUCTION FROM FY 13 TO FY 15 PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH.

STIP DELETIONS

STATEWIDE

* C-5552

STATEWIDE

PROJ.CATEGORY

EXEMPT

VARIOUS, RAIL, FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.

OPERATIONS

FY 2015 - \$3,263,000 (CMAQ)
FY 2015 - \$653,000 (L)
\$3,916,000

DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918.

* INDICATES FEDERAL AMENDMENT

Wednesday, October 01, 2014

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: November 12, 2014

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

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

FY 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
- Household Survey – October 2015-January 2016
- Onboard Transit Survey – October 2015-January 2016

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:** 10/21/2016
Last Estimate Thru: 10/7/2014 **Scheduled Progress:** 92%
Last Estimate Paid: 10/16/2014 **Actual Progress:** 80.28%

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: 10/31/2014 **Scheduled Progress:** 17.32%
Last Estimate Paid: 10/30/2014 **Actual Progress:** 17.32%

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: 9/30/2014 Last Estimate Paid: 10/6/2014</p>	<p>RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 4.71% Letting Date: 12/17/2013 Work Began: 3/10/2014 Estimated Completion: 11/14/2014 Scheduled Progress: 89.1% Actual Progress: 72.34%</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: 9/30/2014 Last Estimate Paid: 10/6/2014</p>	<p>Route: SR-1671 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 15.25% Letting Date: 3/18/2014 Work Began: 5/7/2014 Estimated Completion: 11/30/2014 Scheduled Progress: 82% Actual Progress: 43%</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: 9/30/2014 Last Estimate Paid: 10/2/2014</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: 0.27% Letting Date: 7/23/2014 Work Began: 8/26/2014 Estimated Completion: 11/21/2014 Scheduled Progress: 23.9% Actual Progress: 5.42%</p>

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
09/14	C-5178	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTS IDEWALKS	\$336,000		
09/14	U-4724	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		
10/14	U-4726HL	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; AND SIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVE OFFICES WITH GEER STREET	\$39,400		
11/14	U-0071	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$159,400,000	\$24,950,000	
01/15	EB-4707B	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		
01/15	EB-5514	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		
04/15	U-3308	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	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	\$45,600		
09/15	C-5183A	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
01/16	EB-4707A	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	\$3,100,000	\$2,650,000	
02/16	W-5601E	Division POC Let (DPOC)	NC 157 (GUESS ROAD) AT NORTH POINTE DRIVE/ALBANY STREET			
09/16	C-4928	NON - DOT LET (Congestion Mitigation)	CONSTRUCT BIKE LANES AND SIDEWALKS ON SR 1317 (MORREENE RD) IN DURHAM FROM NEAL ROAD TO ERWIN ROAD	\$555,000		
09/16	C-5182	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	
06/17	B-4943	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
08/17	U-5516	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	
02/15	Small Constr.	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Muni. Agrmt. with City
03/15	SS-4905BI	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 90%, Utility Agrmt. with City
05/15	SS-4905BM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	R/W 20%, Duke revising PUE
08/15	SS-4905CJ	Division POC Let (DPOC)	US 70 at Peyton Ave. (SR 1957) - construct island and revise pm's	\$30,000	N/A	Survey completed

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
	SS 4906BP 43696.1.1 43696.3.1	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 and concrete work is complete at Gregson and Club. Waiting on striping. 11/3/14 Plans received for Gregson and Peabody. Awaiting NCRR permission to place poles in RW
	SS 4905BT 43783.1.1 43783.3.1	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	Developer	Signal upgrade/modifications as part of BCBS TIA requirements	000 review cost	N/A	Plans not yet reviewed
	SS-4905CF	Division annual needs contract	Signal at SR 1443 (Horton Rd.) at Stadium Dr.	\$100,000	\$16,000	Signal plans received, construction not yet started 11/3/14
	SS-4905CH	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	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	100% Complete	\$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
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	Spring 2015	State Forces	Coordinating with utilities	\$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	80% Complete	\$12,800	State Spot Safety
SS-4907BF 44271.1.FD1 44271.2.1 44271.3.1	Radius and sight distance improvements at the intersection of SR 1567 (Pleasant Green Road) and SR 1569 (Cole Mill Road) in Orange Co.		Jul-15	State Forces	Location & Surveys pending	\$15000 PE \$80,000 R/W \$53,600 CON	State Spot Safety
SS-4907BG 44270.1.FD1 44270.2.1 44270.3.1	All way stop installation and flasher revisions at the intersection of SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road) in Orange Co.		Jul-15	State Forces	Location & Surveys pending	\$3000 PE \$6400 R/W \$15,208 CON	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.	91% Complete MPG Board P/1/12/2014-Attachment 16	\$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.	45% Complete 87% Schedule	\$4,946,197	TIP, Utility conflicts cleared
W-52071 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

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

DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
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
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 PROJECTS IN DCHCMPO - CHATHAM COUNTY

TIP PROJECTS							
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	May 28, 2015	Construction began October 1, 2014	Orig Est. Cost \$1.2M		Project is being administered by the Town of Cary.
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. Carmel 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	51% Complete	\$1,209,922	S.T. Wooten	Milling, resurfacing and shoulder reconstruction. Work began 8/11/2014.
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	No Report	\$3,740,907	S.T. Wooten	Milling, resurfacing and shoulder reconstruction. Work began 10/6/2014.
SPOT SAFETY PROJECTS							
TIP/WBS # or Contract #	Description	NCBOT Approval Date		Status	Cost	Comments	
44195.3.1	NC 751 at SR 1733 New Hope Church Road. Construct a southbound left turn lane on NC 751.	7/10/2014		10% Complete	\$205,200	Plans needed from Division Design Construct Unit.	

LIGHT RAIL AND OUR TRANSIT FUTURE

Don't miss a chance to learn about the proposed Durham-Orange Light Rail Transit project, a 17-mile light-rail line connecting UNC Chapel Hill, South Square, Duke, Downtown and East Durham.

For meeting directions, bus info & other details call 919.485.7433. Visit www.ourtransitfuture.com to learn more about the project.

JOIN US FOR A PUBLIC MEETING

**Tuesday
November 18**
11am – 2pm

Durham Station
515 West Pettigrew St.,
Durham, NC 27701

**Tuesday
November 18**
4pm – 7pm

UNC Friday Center
100 Friday Center Dr,
Chapel Hill, NC 27517

**Wednesday
November 19**
4pm – 7pm

Marriott/Spring Hill Suites
5310 McFarland Road,
Durham, NC 27707

**Thursday
November 20**
4pm – 7pm

Hayti Heritage Center
804 Fayetteville St.,
Durham, NC 27701

Drop-in during the meeting timeframes to view presentations of the studies being conducted to prepare for the construction of D-O Light Rail Line.



Americans with Disabilities Act (ADA) and Participant Information

The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities or translations and ASL services, can be arranged by calling 800-816-7817 at least one week prior to each meeting.

Americans with Disabilities Act (ADA) e Informacion para los Participantes

Los sitios de reuniones son accesibles para personas con discapacidades. Aquellos que necesitan ayuda o traducciones y servicios de ASL, deben llamar al 800-816-7817 al menos una semana antes de cada reunion.



For Immediate Release

Contact: Brad Schulz – 919.485.7434 or bschulz@triangletransit.org

PROPOSED RAIL PROJECT MEETINGS TO BE HELD NEXT MONTH

Research Triangle Park, NC (October 30, 2014) – This fall’s public meetings on the proposed Durham-Orange Light Rail Transit Project will provide key information on the 17-mile project between Chapel Hill and Durham.

“Next month’s meetings are a crucial step toward completing the Draft Environmental Impact Statement that will be published and available for public comment next spring,” said David King, General Manager of Triangle Transit.

Among the topics for review at the meetings will be upcoming key decisions on alignment and station location alternatives as well as how those decisions will be made. Attendees will be able to see conceptual station site plans, results from a public survey of alternatives and potential locations for a Rail Operations and Maintenance Facility.

The workshops will be held on:

- **Tuesday, November 18th from 11 A.M. to 2 P.M. – Durham Station Transportation Center, 517 W. Pettigrew Street, Durham, 27701**
- **Tuesday, November 18th, 4 P.M. to 7 P.M. – UNC Friday Center, Chapel Hill, 27517**
- **Wednesday, November 19th, 4 P.M. to 7 P.M. – Marriott/Spring Hill Suites, 5301 McFarland Road at Patterson Place, Durham, 27707**
- **Thursday, November 20th, 4 P.M. to 7 P.M, Hayti Heritage Center, 804 Old Fayetteville Street, Durham, 27701**

The project cost is estimated at \$1.34 billion dollars (in 2012 dollars) or \$1.8 billion (with inflation). Voters in Durham and Orange counties approved a one-half cent sales tax to fund the local share of the light rail project along with new and expanded bus service. Additional funds are expected from state and federal sources.

Earlier this year, the Federal Transit Administration gave Triangle Transit the go-ahead to enter Project Development. The proposed Durham-Orange Light Rail Transit Project is one of only two light rail projects nationwide which were allowed to proceed by the US Department of Transportation in 2014.

The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities or translations and ASL services can be arranged by calling 800-816-7817 at least one week before each meeting.

Information on bus routes to the meetings is available by calling 919-485-RIDE (7433).

An updated video flyover of the proposed project and more information is available at www.ourtransitfuture.com.

-End-

Our Transit Future - Managed by Triangle Transit - P.O. Box 530 - Morrisville, NC - 27560
800.816.7817 - ourtransitfuture.com - info@ourtransitfuture.com

From: NC Go [<mailto:info@ncgo.org>]
Sent: Monday, October 13, 2014 9:13 AM
Subject: NC Go Editorial

We'd hoped this would appear in time for last Friday's clips, but it ran this morning. Please see below an editorial from *NC Go!* on Governor McCrory's transportation plan and the bigger problem that faces our state - how we finance our transportation network.

There are sure to be a lot of negative letters to the editor and comments about our views - that you need to raise revenue to finance the transportation system our state needs and deserves. Increasing efficiency and reducing waste is crucial, but it won't get us to where we need to go. Because we anticipate some backlash about this editorial, ***we strongly encourage you to weigh in with your own comments and letters to the editor.***

The article [can be found here](#) and you can add comments at the bottom. But, **the preferred response** is to visit <http://www.newsobserver.com/submit-letter/> and send a letter to the editor in support of the Governor's transportation plan and the need for additional revenue source. Our position is there is no magic bullet - we will all have to contribute additional revenue through tolls, fees, taxes and other "user pay" options. The length is limited to 200 words and you should reference our editorial, "*Sharing the ride on NC transportation costs.*"

Please share this email and encourage others to weigh in and also [join the NC GO Advocacy Network](#).

Thank you for your time and advocacy,
Charles Hodges, NC Go! executive director

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Sharing the ride on NC transportation costs

(Opinion)

News & Observer - Oct 13, 2014

Gov. Pat McCrory's 25-year transportation plan gives an in-depth view of the challenges and opportunities North Carolina's network faces, from the mountains to the coast. It will require more than a strong sell to convey the broad transportation funding reform required in our state. Residents and our elected leaders need to better understand why we face this dilemma, and the fact we are all part of solving this problem.

Unfortunately, few residents recognize the effect of the transportation system on economic development, safety, job creation and our basic quality of life. Nor do they understand how our state actually compares with others in how we all pay for this system or how much. We are hung up on the fact that our gas tax is higher than neighboring states. There's little recognition about how costly, long and difficult it is to build transportation infrastructure. We can't decide congestion is too bad one year and have a new road, lanes or bridge the next. And we can't wait to find the dollars needed to address transportation needs.

The governor's plan identifies between \$94 billion and \$123 billion in needs by 2040. The gas tax - our current largest source of transportation funding - isn't sustainable. Over the next 10 years, our state will generate about \$2

billion less in transportation revenue because of declining gas tax dollars. That's due to increased vehicle fuel efficiency. Every year we pay slightly less to drive the same mile of road. This means we also contribute less, per mile, to maintain the roads and bridges we use.

People contend they shouldn't be penalized for better fuel efficiency, but that has nothing to do with it. Drivers with higher fuel efficiency cars already save by paying less overall for fuel. They still consume the same mile of road, whether in an SUV, hybrid or electric car.

As for how we pay, and how much we pay compared with other states, this is a key misperception. It's important to acknowledge that unlike most states where counties or cities maintain (and pay for) roads, we rely mostly on state dollars to maintain and expand our transportation system. In fact, we have the second-largest state-maintained system - more than 80,000 miles. Only Texas is larger.

This is important because the primary way North Carolinians pay for their use of the transportation system is through the gas tax. In other states, where counties and cities collect revenue as well, there are local fees, sales taxes, property taxes, tolls and other fees and taxes on top of their gas tax. According to the Federal Highway Administration, when the total costs are compared, we pay \$510 per capita versus the national average of \$657. We just don't have a laundry list of local taxes and fees in lieu of our "high" gas tax.

So, given the declining sustainability, growing population, aging roads and bridges and well-documented transportation needs, how do we solve the problem? Everyone benefits from the transportation network. We all get goods, services, food and more that must come by truck, rail or plane. Even folks who don't drive use the transportation network. And a good system helps attract new industries, distribution and logistics hubs and jobs. Because of this, some revenue component must apply to everyone.

The bottom line: Everyone must share in the burden of improving our transportation system. We can't say "no tolls," or "no more gas tax," or "no sales tax" and still raise the funds needed. Failure to act is a disservice to the next generation. Failing to act means safe roads aren't a priority in our state. Failing to act means that we think status quo - more congestion, less connectivity to rural areas and missing out on economic opportunities - is a good plan.

McCrory's visionary plan should be embraced, and now's the time for visionary thinking about how to fund this transportation system.

Charles Hodges is executive director of NC Go!

Fulfilling transit promises

The Herald-Sun Sep. 28, 2014 @ 04:15 PM

Three years ago, Durham County voters approved, by a substantial margin, adding a half-percent to the sales tax here for long-term improvement to our mass transit system.

Transit planners and local government officials envision light rail lines eventually linking Durham, Chapel Hill, Raleigh and the Research Triangle Park.

But that holy grail of transit is far down the road, dependent not only on amassing funds from the local-option sales tax but even more importantly on availability of federal funding and the will of other Triangle governments, especially the so-far-demurring Wake County.

The campaign for the transit tax wisely promised much more achievable short-term goals for expanded and improved service on local bus lines. Abetted by the city's decision to put Durham Area Transit Authority's management in the hands of Triangle Transit, the promised improvements have been coming on line.

The latest changes went into effect Saturday.

Two changes will mean more frequent buses on lines that link the South Durham and the Brier Creek area to downtown. On route 12, buses along the Alston Avenue/N.C. 55 corridor now run every 30 minutes Monday through Saturday from 5:30 a.m. To 7 p.m. Travelers between Brier Creek and downtown now get hourly service weekdays and Saturdays until 12:30 a.m. and Sundays until 7:30 p.m.

Tweaks to some other routes will keep moving DATA toward its goal of having buses on schedule 90 percent of the time. On-time performance already is at 85 percent -- a striking improvement over the abysmal 61 percent when Triangle Transit took over. That improvement in itself ratifies the City Council's decision to engage the regional transit company to run DATA.

The latest round of service improvements costs \$589,000 and "the funding sources for these new services is from the new [sales-tax] revenue," City Transportation Director Mark Ahrendsen said.

Coincidentally, the changes kicked in just a few days after a panel discussion predicted that Durham was ramping up for even more accelerated growth -- a pattern across the Triangle. Neighboring Wake County just topped the 1 million population mark.

That growth, welcome though it is, will inevitably increase congestion on our highway network. Increased use of mass transit could keep that congestion from reaching even more frustrating levels than we now experience.

A robust and effective mass transit system depends on a sufficient volume of riders. And attracting more riders depends on frequent, convenient and dependable service.

The flow of funds from the sales tax is helping to jump-start that chicken-and-egg cycle, and proving the foresight of county voters in 2011 in levying a local-option tax that has the added virtue of tapping those out-of-county resident drawn by our shopping opportunities to help pay for our transit infrastructure.

Death by train

Transportation officials look for ways to combat railway fatalities

The Herald-Sun By Lauren Horsch Sep. 29, 2014 @ 03:33 PM

DURHAM —Trains move through Durham County on a daily basis. Residents can hear them, and if they live close enough to tracks can feel them. And over the past 10 years, 17 people have lost their lives because of trains.

According to the N.C. Department of Transportation, since 2004 a total of 14 people have died while trespassing on railways in Durham County. Another three have died in crossing collisions.

Railroads are private property, and anyone who is found on a railroad that is not in a designated crossing is seen as a trespasser. Crossing collisions occur at designated railroad crossings, like those in downtown Durham near DPAC and the county jail.

Durham isn't the only county plagued by rail deaths.

In urban counties, the number of railroad fatalities tends to trend higher.

"It's really more speculation, but part of it is the population density and locations of which there might be residential on one side of the tracks and commercial on the other," said Drew Thomas, data analysis and inventory manager for the NCDOT rail division.

In Wake County, there have been 20 railway deaths since 2004. Ten involved trespassing. Orange county has recorded six deaths, four involving trespassing.

Guilford County has accumulated 18 trespasser deaths and two crossing fatalities.

An urban setting isn't the only factor in some of these deaths, though. Thomas said there has been an uptick of deaths where individuals were wearing headphones.

"We've seen an apparent increase of people who have had their earbuds on," Thomas said. "For all appearances (they) had music playing loud enough they couldn't discern the (train's) horn."

He said the NCDOT has seen at least one death in Durham where the victim was wearing headphones that cancelled out the noise of the oncoming train.

Misconceptions about rail travel can also factor into the deaths. Thomas said many people believe railroads operate much like a highway – two lanes of traffic going in two different directions. In fact, that's not the case.

"People need to be aware a train can be operating in any direction on any track at any time." Thomas said.

Mark Ahrendsen, director of the Durham City Department of Transportation, said there are two problem areas in the city when it comes to railways – Mangum and Blackwell streets in downtown and Ellis Road in East Durham.

The downtown areas become difficult because of the increased amount of pedestrian and auto traffic there on a daily basis. Ellis Road is the site of a railroad switching yard. Deaths have occurred in both locations.

The most recent deaths happened Sept. 9, near the trouble area downtown. Cenntell Tremane Thomas, 30, of Durham was struck by a westbound Amtrak train between Dillard and Roxboro streets. No one on the train was injured.

Instances like that that remind NCDOT and city transportation officials of the importance of safety.

"It saddens us to see an incident that results in a death or injury in a railroad," Thomas said. "(The DOT) spends a lot of labor work and funds to improve safety. So it is in a sense personal ..."

Work has been done over the years to ensure safety in the county. Thomas said more than 40 safety-related projects have been implemented in Durham County. These include installing crossing signals and gates that help warn people using sidewalks near railroads.

The NCDOT has been working on program called “Be Rail Safe,” focusing on training law enforcement officials and emergency responders and educating the public about safety procedures.

Not only does the program streamline the education of the responders but it also helps them learn how to deal with various emergencies on the railroads, not just trespasser deaths or collisions.

“It works to address what hazards may occur if there is a hazardous material leak, or if there is an ill or injured passenger (as well),” Thomas said.

Roger Smock runs the training program for the NCDOT. He said offers to train Durham law enforcement agencies and emergency responders have been sent out. So far the Selective Enforcement Team has been trained to respond to certain railroad situations. The training is free and Smock travels to the various agencies.

The City of Durham is also addressing those safety concerns. A recent study in conjunction with the NCDOT and Triangle Transit looked at all the railroad crossings in the city to see what measures could be taken to make them safer. They were then able to come up with short-term, mid-term and long-term goals for the city.

Ahrendsen said his department is working with the NCDOT on “some of the short term improvement” like better signage and lighting around crossings. Long-term projects, like grade crossing improvements, are still being evaluated. One long-term project is the grade crossing change on Hopson Road, which connects Davis Drive and Miami Boulevard south of Interstate 40 through the Research Triangle Park. That location saw a deadly crash in 1992 where three people in a car died after trying to cross the tracks.

Ahrendsen said when the project is completed the crossing will be no more. Instead trains will travel on a bridge over Hopson Road, eliminating a troublesome crossing and easing rush-hour headaches in RTP.

Whenever a death happens on the railroad it’s a reminder for the NCDOT that more can be done.

“We do have sympathy for the people who are injured or killed,” Thomas said. “We really hope some good comes out of it.”

Gasoline switch saved drivers 7 cents a gallon this summer, NC DENR says

The News & Observer By Bruce Sicheloff October 1, 2014

RALEIGH — Triangle and Triad drivers saved an estimated \$18 million on gasoline this summer after the state persuaded the U.S. Environmental Protection Agency that drivers could stop using a more expensive fuel blend that was thought – incorrectly – to reduce air pollution, the N.C. Department of Environment and Natural Resources said Wednesday.

For years, EPA had required the Triangle and Triad regions to switch to a summer blend formulated to emit fewer volatile organic compounds and reduce ground-level ozone. But DENR employees used air-quality data to show that the summertime gas switch had an insignificant impact on air quality, while adding about 7 cents to the price of each gallon.

“The EPA approval to change the summertime gasoline standard in the Triangle and Triad saves consumers and businesses money while having no impact on air quality,” Sheila Holman, director of the N.C. Division of Air Quality, said in a statement. “Science is always evolving with advancements in technology and newfound information.”

The EPA decision came in May, but the less-expensive, reformulated fuel didn’t begin showing up in North Carolina until midsummer. The rule change is expected to remain in effect next year.

“Next summer you could anticipate greater changes, because the cheaper gas will be on the market for the entire season,” said Crystal Feldman, a DENR spokeswoman.

Charlotte-area drivers continued to use the more expensive fuel blend this summer because pollution levels there made that region ineligible to request an exemption from the federal fuel requirement this year. But Feldman said Charlotte's ozone readings have improved, and drivers there might be allowed to stop using the summer fuel blend in 2015.

Ground-level ozone, the primary ingredient in smog, is created when volatile organic compounds react in sunlight with nitrous oxides, which are produced primarily from cars and power plants.

North Carolina has high levels of volatile organic compounds created naturally by trees and other vegetation, so there was no discernible effect on ozone levels when these compounds were reduced in gasoline, DENR said.

DOT gearing up for East End Connector build in February

The Herald-Sun By Ray Gronberg Oct. 04, 2014 @ 06:23 PM

DURHAM —Construction of the long-planned East End Connector could start in February, if the N.C. Department of Transportation bidding process that's open now doesn't produce any last-minute snags or surprises.

The agency was on track to hand out construction contracts this month, but pushed that back to November at the request of contractors who pointed out that a big road project in Forsyth County is also out for bids this fall.

DOT officials are hoping the one-month delay, by reducing overlap, yields better-documented and more competitive submissions, said Joey Hopkins, deputy division engineer for the Durham area.

But the postponement didn't affect the Feb. 1 "availability" date, the target for contractors to start setting up shop on the connector site.

"We slowed down the front end but not the back end," Hopkins said. "And we think we did it for good reasons, too. At the end of the day, we want to get a competitively bid project."

The connector, when built, will create a new expressway linking the Durham Freeway and U.S. 70.

The work is likely to take four years and will involve a lot more than just the grading and paving of the new expressway.

Contractors have to build major interchanges on either end, and will also be reworking U.S. 70 itself almost to Cheek Road.

DOT officials met with potential bidders last month, the session drawing not just the general contractors who'd lead the project but many would-be subcontractors.

Also attending were some engineering companies that want the job of handling inspections of the work in progress, a job DOT is hiring out this time around.

All told, the turnout showed there's "a lot of interest in the project" among contractors, Hopkins said.

California readies pay-as-you-drive tax test, coming soon to a road near you

Motoramic By Justin Hyde October 17, 2014 1:53 PM

It won't happen immediately, or even within the next year, but not too far into the future you might pay a tax for every mile you drive — thanks to California.

Three weeks ago, California Gov. Jerry Brown signed into law the first test of mileage-based road taxes in the Golden State. The bill, which passed the state legislature with the backing of transit agencies, environmental groups and most major automakers, creates a 15-person panel to oversee a pilot of pay-by-the-mile taxation by 2018.

The move makes California the largest state to explore how modern technology might replace the dwindling money from gasoline taxes used to build and maintain roads, thanks to ever-more efficient vehicles and less driving overall. Congress has been forced to fill the gap at the federal level with billions of dollars in temporary funding; in California, where residents pay 48.5 cents on the gallon in state gasoline taxes worth more than \$3 billion a year, the state has borrowed from those revenues in recent years to cover shortfalls elsewhere.

Of the other states which have explored such systems, Oregon stands as the most advanced, with its plan to offer a voluntary pay-as-you-drive tax setup next year offering 5,000 drivers the chance to pay 1.5 cents for every mile they travel in the state. The Oregon system uses a pair of devices — one in vehicles, and one in special fuel pumps — that used GPS to track miles driven, then gave the appropriate credit or surcharge at the pump itself. (Oregon also found that drivers in a test program paid 28 percent more than they would have using fuel taxes alone.)

But the backers of Oregon's mileage tax system say the technology could be far less complicated, and adoption far quicker, thanks to services like Apple's iPay and in-car Internet setups, such as General Motors OnStar. State Farm already has a pay-as-you-drive discount for its customers with newer Ford vehicles that use Ford's Sync to automatically keep track of how far they've traveled. As the Oregon officials imagine it:

One envisions a time when all new cars will come equipped with mileage reporting capability. New car buyers will decide during the registration process whether to activate the mileage reporting capability already installed into the car or add an external reporting device. They will also choose a provider for account management or default to government managed account. Motorists will then drive and periodically receive a bill by mail or email—their choice—that may be bundled with other value added services... Motorists may check the bill details and pay online or by mail or authorize automatic payment from their smartphone, tablet device or the connected vehicle console in the dashboard of their car. Giving motorists the ability to choose their mileage reporting and bill payment preferences will make mileage reporting and per-mile charge payment simple and comfortable— as each motorist defines it.

If you think this sounds like another way for government to invade personal privacy, you're not alone: the American Civil Liberties Union has expressed concerns about unapproved tracking, and privacy was the top concern of those who took part in Oregon's trial. The California law requires the test panel to address privacy worries, but also says the system must take into account "public and private agency access, including law enforcement," of any data it collects.

Movements may be a more personal form of data than even name and address; where you live is a public record, but tracking someone's daily routine can reveal far more private information. Yet there are already many ways businesses can do so; every iPhone running the latest iOS 8 update has the ability to send location data to advertisers or remember a user's frequent locations, and license-plate scanning firms already have a billion plates on record.

Chances are, given the technology on hand and the money at stake, California will devise a system similar to Oregon's that can satisfy some privacy complaints (perhaps by tracking odometers only) but is also easily adoptable by motorists. With 17 percent of all U.S. new-car sales in the Golden State, and a need for road repair mimicked in most other states, it's entirely likely that when it comes to taxing by the mile the old saw is true: As goes California, so goes the nation.

New Look Coming for CAT Buses

Raleigh Public Record (raleighpublicrecord.org) By: CHRIS TEPEDINO | October 17, 2014

Look out Triangle residents — Go Transit is coming soon to a bus stop near you.

At the most recent City Council meeting, David Eatman, Transit Administrator, presented information on a transition within the Triangle two years in the making. He harped on the history of poor collaboration within the transit systems of the Triangle, spelled out the problem, and gave an update on the proposed solution.

"We want to provide family services that work together to provide seamless transportation service throughout the Triangle," he said that afternoon.

Go Transit will lift the curtain and showcase its newly painted buses earliest "around the New Year and hopefully not too far afterward," said David Eatman in an interview with the Record.

The coloring and painting of the buses will highlight a unified approach to transit throughout the Triangle, from Raleigh to Durham, from Chapel Hill to Cary. While routes will not change and even the uniforms of employees will transition over time to reflect the change, the unified marketing and branding approach will emphasize that there is "one entity working together across the Triangle," Eatman said.

"Everyone was wondering how this might work," Eatman said. "Everyone has pride and ownership in their district and we wanted to retain that."

Within the generalized color scheme, buses within a particular district will have a specific color that symbolizes that district. The color scheme has variation but unity, representative of five districts that share a website and call center but have their own individual identities.

Outside of the painting of the actual buses, challenges remain for the departments overseeing this change. The immediate challenge, according to Eastman, is "to make sure we communicate [the change] effectively with employees, patrons, and the public."

While he said that the actual nuts-and-bolts of communicating this to different groups are still in the works, he noted there is a new website being developed to reflect the changes. They've also spoken with stakeholders across the Triangle and conducted rider surveys to gauge reaction about the changes.

Of the changes themselves, Eatman said they would occur gradually rather than all at once, enabling smart financial decisions regarding the cost of painting buses and ordering new uniforms in particular.

"What we would like to have is a phased-approach," he said.

When new buses are to be ordered, they will have the new logo and paint-scheme on them. New uniforms will be ordered once the old ones wear out. Overnight change, he said, is not realistic.

"Take the schedules," he said. "We're not going to throw out a bunch of paper just because they don't have the new logo on them. We're going to do this in a way as to make smart financial decisions."

As for any specific information the public should know about, Eatman said, "Stay tuned. We are really excited at the staff level about this."

Two states see slow start for fast trains between Raleigh and Richmond

The News and Observer By Bruce Siceloff October 23, 2014

RALEIGH — Instead of wishing and hoping for the whopping \$4 billion they would need to build a fast-train shortcut between Raleigh and Richmond, leaders from North Carolina and Virginia want to find a less costly way to start rolling sooner with slower trains – and build up speed later.

They want to stick with the gradual, incremental approach that has characterized North Carolina's rail service upgrades over the past two decades.

While California prepares to spend \$68 billion for a new track to carry bullet trains from Los Angeles to San Francisco, North Carolina is using a \$545 million federal grant to straighten curves, add tracks and trains, and shave minutes off trips between Raleigh and Charlotte.

A planned 163-mile route from Raleigh to Richmond would bring North Carolina nearly two hours closer to Washington, D.C., and points north, with trains that could run as fast as 110 mph on a track 35 miles shorter than the current Amtrak path through Rocky Mount. But it would cost an estimated \$4 billion to lay new rails over much of the route, and to build 100 new bridges needed to run the tracks under or over all the roads that cross them now.

Officials from both states are not optimistic about raising all that money at once. Instead, they have agreed to develop a plan for upgrading a CSX freight line from Raleigh to Norlina near the Virginia border, and restoring the tracks that were removed in the 1980s from the rail bed between Norlina and Richmond.

By 2017 they want to have a plan for starting with trains that could run at speeds up to 79 mph, and a long-range timetable for phasing in improvements that would allow faster trips in the future. A study will weigh project costs against expected ridership and other benefits.

"We'll accept whatever incremental gains we can, because we're not going to get it all at once," said Rep. Bill Brawley of Matthews, co-chairman of the North Carolina-Virginia Interstate High-Speed Rail Compact Commission, which met Thursday in Raleigh. "Even without a speed increase, there would still be a savings of nearly an hour just by making that transition."

North Carolina is working with Virginia on prospects for adding more passenger train service between Greensboro and Washington. The state also is exploring prospects for better freight rail service into South Carolina, and for extending high-speed passenger trains south into Georgia.

Leaders from both states still envision 110-mph trains between Raleigh and Richmond as a key part of the Southeast High Speed Rail Corridor from Washington to Atlanta. Shirley Williams, strategic initiatives coordinator for the NCDOT Rail Division, told members of the two-state commission that it probably will have to be built in phases.

"We're going to see if there are options for eating that elephant one bite at a time," Williams said.

Road Worrier: Booze and other issues make bike safety an adult matter

Road Worrier: The News and Observer By Bruce Sicheloff October 27, 2014

RALEIGH — More bicycle riders across the United States are dying lately in crashes with cars, and a new national safety report makes clear that this is largely an adult problem that involves alcohol and other grown-up issues.

Eighty-four percent of the cyclists killed in car crashes in 2012 were age 20 or older, the Governors Highway Safety Association said Monday. Back in 1975, when bicycles were mostly for kids, the adult share of biking deaths was just 21 percent.

The urban share of bicycle fatalities has grown as more Americans move to the cities, and as a small but growing portion of workers travel to their jobs by bike — a 62 percent jump in two-wheel commuting between 2000 and 2013, according to U.S. Census data.

"You have a large group of younger people there in Raleigh and in Charlotte who are in high-tech jobs, and in a lot of cases they're the ones who want to be on bicycles," said Jonathan Adkins, executive director of the Governors Highway Safety Association, based in Washington, D.C.

"That's a good thing," Adkins said. "But when most of us learned how to ride our bikes, we weren't riding them with a mix of heavy traffic with cars and pedestrians. We were riding them, in a lot of cases, in our residential neighborhoods, on sidewalks."

Bicycles have accounted for about 2 percent of all traffic deaths nationwide in recent years. The totals are small, and North Carolina's numbers fluctuate from year to year. In 2012, the most recent year covered in the new report, 27 bike riders in North Carolina and 722 nationwide died in crashes with cars – both numbers up more than 16 percent since 2010.

Alcohol is a big factor in these crashes, more for the cyclists than for the automobile drivers involved.

In North Carolina, where 117 cyclists died in bike-car crashes during the five years that ended in 2012, police concluded that 27 of the cyclists and 14 of the car drivers had been drinking before the crash, according to a searchable database maintained by the UNC Highway Safety Research Center.

Biking while impaired is sometimes a hazard for rural, low-income residents who don't have driver's licenses – including four of the nine Robeson County cyclists killed during that five-year period. But it's part of the city cycling scene, too.

"The urban bicycle commuters go to happy hour, too," Adkins said. "Impairment is impairment: If you're too drunk to drive a car, you're too drunk to ride a bike."

There are other ways to cut your chances of getting killed on your bike.

More than two-thirds of the cyclists killed each year were not wearing safety helmets. North Carolina and 20 other states require helmets for child cyclists, but no state requires them for adults.

"A helmet is the single most important step to prevent injury or death," Adkins said. "Obeying traffic laws is another one. Just because you're on a bike doesn't mean traffic lights don't apply to you."

Bike deaths are down so far this year in North Carolina – just nine so far, compared to 20 by the same date in 2013, according to the state Department of Transportation. Nobody is claiming credit for this brief improvement.

Still, it's good to know that DOT and local governments are targeting pedestrian as well as bicycle safety in a campaign called Watch For Me NC, which started in the Triangle last year and now has gone statewide.

This is a smart education and enforcement effort that focuses on the problems that kill people. Why are we seeing those "Make room for bikes" posters? Maybe it's because half of these deaths involve cars trying to pass bicycles.

"A big part of the Watch For Me NC campaign is providing bike lights to police officers, so when they're on patrol they can actually distribute lights to cyclists that don't have them," said Lauren Blackburn, DOT Bicycle and Pedestrian Division director.

Lights on bicycles: It's the law. And for all you urban commuters pedaling home tonight from work or school or happy hour, it's also a good idea.

Stay safe and street-legal on your bike

- Wear a helmet. It could save your life. If you're under 16, it's required by law.
- Stay alert. Avoid distractions. No smart phones, no earphones.
- Make yourself visible and your movements predictable.
- Use lights at night. State law requires a front lamp visible from 300 feet and a rear, red-beam "reflex mirror or lamp" visible from 200 feet.
- When bikes or cars travel below the speed limit, they are required by law to use the right lane and stay "as close as practicable" to the right-hand edge of the pavement. Still, experienced cyclists recognize situations when it may be wise to "take the lane."

- Obey all signs, signals and traffic laws.

Source: WatchForMeNC

Chapel Hill Transit plans for less congested future

The Herald-Sun By Katie Jansen Nov. 01, 2014 @ 10:22 PM

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CHAPEL HILL -- Chapel Hill Transit recently wrapped up another round of public meetings – the second of three – designed to spread the word about potential transit systems and to gather feedback from residents and transit riders.

The transit system is in the midst of conducting a study that began in January. The goal of the study is to come up with a transit plan that will improve traffic on the North-South Corridor, a 7.3-mile route that stretches from the Eubanks Park and Ride Lot down Martin Luther King Jr. Boulevard and 15-501 to Southern Village.

Improvements to the town's existing transit system need to be considered because of growing development along the corridor and because of overcrowded buses during peak ride times, said Mila Vega, transit service planner.

This round of public meetings was held at three different times and locations: UNC's Student Union, Town Hall and the N.C. Children's Hospital.

The meeting at the Union was the most widely attended because the location allowed people to stop by and ask questions during lunch, Vega said.

"People seem to respond pretty positively to the idea of trying to improve transit," she said.

But in those potential improvements, people have a lot to choose from.

The study began by comparing different types of transit to determine which was the most feasible. Light rail, street car and commuter rail have already been ruled out for this project, although they could be considered in future developments, Vega said.

Bus Rapid Transit has been determined as the best means of improving the existing system, but even within this division, there are many decisions to be made.

The study has split the different options into light, moderate and comprehensive Bus Rapid Transit systems. The light option is similar to existing transit with minor upgrades, whereas the comprehensive option is a complete overhaul.

To help people understand how options could be mixed and matched, Chapel Hill Transit handed out a budgeting activity. They put price tiers on each option (with light at \$1 and comprehensive ranging from \$2 to \$6) and set a total budget of \$12. People were then able to choose their types of stations, branding, technology and more.

Another choice to be made is how buses will travel. Bus Rapid Transit can exist in mixed traffic with cars – much how buses operate now – or in dedicated side or center lanes.

Vega said people have been curious about all these options.

"The question we get the most is, 'When are you going to build it?'" Vega said.

The answer is a lengthy one. The study is set to wrap up in fall 2015, and the plan that has the most public support will be recommended to the Town Council. It then has to gain approval from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

After that, Chapel Hill Transit will begin designing the system and going through the federal system of approval, which can take two years or more.

Planners will also seek funding from federal, state and local avenues. Historically, similar projects have received 80 percent of their funding from federal money and 20 percent from local. But Vega said that breakdown could vary.

Vega said she hopes that the system – in whatever form it takes – will be finished within 10 years.

There is still one round of public meetings ahead, but in the meantime you can get involved in the conversation through MindMixer, an interactive site where people can take surveys and post ideas.

More information about the study and Bus Rapid Transit options can be found on nscstudy.org

High gas taxes keep NC fees low for billboards and developers

The News and Observer By Bruce Sicheloff November 1, 2014

RALEIGH — North Carolina drivers pay one of the nation's highest gasoline taxes to take care of roads and bridges – and their tax money also takes care of developers, utilities, outdoor advertisers and other business people who pay little or nothing for services that cost the state Department of Transportation millions of dollars each year.

DOT officials are recommending new fees that would scale back this taxpayer subsidy and shift the burden to businesses. They may face resistance from the 19-member Board of Transportation, which includes developers and real estate executives whose businesses make use of these services.

In some cases, DOT now collects modest fees to recover a fraction of what it spends on office reviews and field inspections to regulate billboards, issue business and subdivision driveway permits, and oversee the movement of oversize and overweight trucks.

But developers pay nothing for the DOT engineers who evaluate project plans, approve plats, and walk the streets of each new subdivision four times before adding them to the state-maintained road system. Nor do builders and utilities pay DOT to monitor their 10,000 encroachments – the installation of pipes and cables and other work – along state roads each year.

Local governments cover the cost of comparable services by collecting fees that can add up to thousands of dollars for a single subdivision. DOT draws instead on gas taxes and motor vehicle fees.

Officials promise final numbers this week, but preliminary figures suggest that these services could be costing DOT \$7 million a year or more. As the department spends more of these tax dollars to subsidize business permits and services, it has less money to repair bridges and repave roads.

“It’s impacting our maintenance and what we can do,” said Joey Hopkins, who directs operations in Wake and six neighboring counties as DOT’s Division 5 engineer.

The taxpayer subsidies are coming to light as DOT responds to a mandate from the General Assembly to cut the use of tax dollars for these services. This week, the state Board of Transportation will consider recommending that the legislature approve new or increased fees set high enough to recoup these costs.

A need for revenue

A few board members were wide-eyed at an Oct. 1 meeting when Mike Holder, DOT’s chief engineer, recommended the new fees.

Among them was Jeff Sheehan of Raleigh, senior vice president for Duke Realty, whose properties include the 3-million-square-foot Perimeter Park office and industrial development near Research Triangle Park. Every time Duke Realty puts up more buildings and develops more acres at Perimeter Park, DOT engineers inspect new streets and

review new traffic impact studies to make sure the existing roads can handle the expected addition to daily traffic loads.

Sheehan was surprised to learn that the agency does this work for free.

"I assumed we were already paying a fee," Sheehan said in an interview. "When you submit these plans to the town of Morrisville, you pay a review fee. It's what you do. It costs DOT time and resources to review these things."

North Carolina's motor fuels tax, 36.75 cents per gallon, is the highest in the Southeast and higher than the gas taxes in all but nine other states. But gas tax collections are waning here and across the country as drivers switch to more fuel-efficient cars.

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

At DOT's suggestion, the legislature's 2014 budget law included a mandate for recommendations on new fees to cover the cost of services – and on other ways to cut costs or even generate extra revenue from private sponsors and marketers.

Fees for oversized loads

The most expensive areas where DOT now spends tax dollars for no-fee services are related to subdivision development and encroachments on state highway rights-of-way. DOT officials said last week they were still calculating their expenditures, but their preliminary figures suggest that taxpayers may be covering \$2 million to \$5 million in department costs here.

Gas taxes also subsidize the work of engineers who regulate the movement of tens of thousands of trucks that are longer, wider, taller or heavier than state standards. Permits are required, and in most cases the fees are nominal.

If the load you're hauling is wider than 8 feet 6 inches, a \$12 fee is good for 10 days – across the entire state. If it also is taller than 13 feet 6 inches or longer than 40 feet, add another \$12. Weight standards vary, but an overweight permit also costs \$12.

"You would need only one permit to haul a tank 14 feet tall, 14 feet wide and 90,000 pounds – that's \$36," said Kevin Lacy, DOT's chief traffic engineer.

Haulers start paying by the pound when weights hit the "superload" category – an extra \$3 fee for every 1,000 pounds above the 132,000 pound mark.

DOT issues about 2,500 permits a year for superloads between 150,000 and 1 million pounds. This king-size cargo includes industrial machines, power generators, bridge girders, beer vats and nuclear vessels – sometimes heavy enough to damage roads and bridges.

"We might have to inspect all the bridges and culverts along a road, to see which ones we need to shore up to keep the culvert from cracking and caving in," Lacy said. "A review can cost us several thousand dollars."

DOT has recommended fee increases that could generate nearly \$1.9 million more in yearly revenues from oversize and overweight trucks. The proposed new oversize-overweight fees would increase the cost of a permit from \$12 to \$17 for each dimension – height, width, length, weight – over state standards. The superload surcharge would increase to \$4 per 1,000 pounds.

DOT engineers put in plenty of work in 2011 when the fuselage of an Airbus jetliner – from the historic USAirways Flight 1549, which made its final landing in New York's Hudson River – rolled slowly from New Jersey to a museum in Charlotte, clogging interstate traffic along the way.

Lacy couldn't find a copy of the permit but said that if the weight was less than 132,000 pounds, the jetliner fuselage fee would have been \$48. Under the recommended fee increase, this would go to \$68.

Even with those new fees, Lacy said, North Carolina still will be charging haulers less than they pay in other states for oversize and overweight loads.

"We don't want to discourage industry from coming to North Carolina," Lacy said. "But for those folks who move these heavy loads, the permit is probably the lowest-cost item they've got to deal with."

'Huge money' in billboards

Outdoor advertisers might feel a bigger bite from the proposed higher fees. They pay \$60 each year to renew their billboard permits – a fee DOT proposes to double for the nearly 8,000 billboards statewide.

A separate \$200 permit, good for a year, is required for approval to cut down trees, shrubs and tall grass that block what outdoor advertisers call the "viewshed" for each billboard. DOT aims to triple that fee to \$600.

Paul Hickman, president of the N.C. Outdoor Advertising Association, worries that the new fees will make business more expensive for the members of his trade group. As a Raleigh-based manager for Fairway Outdoor Advertising, Hickman himself handles 800 billboards in 30 counties.

He figures that, on average, he'll need vegetation removal permits for half of his billboards each year. At that rate, the increased fees for permit renewals and vegetation removal would cost his operation more than \$200,000 a year. If that rate held up statewide, the total new cost to North Carolina's billboard industry would be as much as \$2 million a year.

"It's huge money," Hickman said. "The industry certainly respects reasonable and fair permit fees. We definitely don't think the department should be out of pocket. But it shouldn't be a profit center, either."

Outdoor advertisers and home builders expressed concerns about the recommended new fees, and several transportation board members met with DOT administrators to discuss them.

When Holder recommended new fees at the board's Oct. 1 meeting, he said the taxpayer subsidies amounted to "several million dollars" and promised to bring more precise numbers back to the board this week. He said Thursday that the numbers were in flux, and that some of his October recommendations might be revised.

"We've been working with the board members and taking their comments, of course," Holder said. "This is still a work in progress. It's an exchange. It's a collaboration."

Neighborhood details

On a recent Tuesday, an engineer and an engineering technician from Wake's busy district office took the first of several walks they will make in coming months along a few blocks of freshly paved Faucette Lane, in the next phase of a neighborhood called Avocet near Holly Springs.

These are professionals whose salaries work out to a combined pay rate of more than \$57 an hour. Before the developer can get building permits for the houses that will line the street, DOT must certify that Faucette Lane has been built to state standards.

"We're looking for deficiencies in the asphalt," said Scott Wheeler, assistant district engineer. "We're looking to make sure all the pipes are where they're supposed to be, according to the subdivision plan."

He finds a cracked drain that will need to be fixed later. On return visits Wheeler will scrutinize this neighborhood more closely to correct clogged ditches, grassy shoulders that shouldn't block rainwater from running off the street, and pavement that has been damaged by heavy construction equipment.

Before DOT agrees to take over the maintenance of Faucette Lane – last winter, the area had so much snow that DOT plows were scraping subdivision streets like this one – Wheeler will count houses to make sure the project meets DOT's density standards.

Wheeler's office is heaped with new subdivision plans waiting for his attention. In the seven-county Division 5 area, DOT workers handled 1400 encroachments and driveway permits last year, most of them in Wake County.

"That staff time is going directly to our operations and maintenance budget," Hopkins said.

Rob Weintraub of Cary, an independent land development manager, acknowledged that developers are accustomed to paying fees to local governments. But he said they get something for their money that they can't always expect from DOT: a prompt response.

"If a developer submits plans to a town, they get comments back pretty fast," Weintraub said. "When I've submitted a traffic impact analysis to DOT, it falls into a black hole. In the past, it's taken months and months to get reviewed.

"When you say, OK, we're going to start charging you a fee to review this, you'd better give me an answer," Weintraub said.

A Charlotte real estate executive who chairs the transportation board is sensitive to Weintraub's concern. Ned Curran, CEO of The Bissell Companies, said DOT officials should consider fees that would guarantee expedited service.

Curran said DOT needs to find new revenues to augment gas taxes. The proposed fee increases fit the "user pay" model that is growing in favor with state leaders: "The person who wants this service, it's their choice, so there's a fee associated with it."

But he said he wants to keep new fees low, and to introduce them gradually.

"I don't think we want to go too high on some of these things," Curran said. "We'll need an acclimation period, to maybe phase them in."

Millions in new fees to cover DOT costs

This week the state Board of Transportation will consider recommendations to charge new fees or increase nominal fees to pay for services now subsidized by taxpayers. Here's what Mike Holder, DOT's chief engineer, recommended at the board's October meeting:

- **Driveway permits: Now \$50. Recommended \$200.** DOT usually charges nothing for a permit to connect a single house driveway to a state-maintained road. But developers pay for permits to build commercial driveways or entrance streets that connect subdivisions and shopping centers to state roads. DOT engineers study their plans, visit the site to make sure this new street would be located in a safe spot, and return later to inspect the new driveway and the drain pipe under it. Last year DOT collected \$82,510 for 1,650 driveway permits.
- **Subdivision plan and plat review and inspection: Now free. New fees to be recommended this week.** DOT engineers review initial subdivision plans and, later, final plats. Last year, DOT approved plans and plats and inspected streets for 1,700 subdivisions, at no charge to the developers. Developers frequently pay municipal governments \$2,000 or more for such services.
- **Subdivision safety inspection for new bridges: Now free. Recommended \$2,000.** DOT inspected about 40 new street bridges and culverts last year at no charge.
- **Traffic impact analysis: Now free. Recommended fees on a \$50-to-\$5,000 scale based on traffic volume.** Commercial developers must analyze how new development will affect traffic on nearby streets, and recommend

road improvements needed to handle it. DOT reviews traffic impact reports for more than 400 developments each year at no charge.

- **Outdoor advertising permits: Now \$120 new, \$60 for annual renewal. Recommended \$240 new, \$120 for renewal. Vegetation removal permits: Now \$200. Recommended \$600.** Last year, DOT collected \$421,270 for billboard permits. Outdoor advertising owners paid \$39,200 for permits to clear away trees and other vegetation blocking the view of their billboards.

- **Encroachments review and inspection: Now free. New fees to be recommended this week.** Developers and utilities encroach on DOT's right-of-way to build turn lanes or to install utility cables and pipes. DOT reviewed plans and inspected work for about 10,000 encroachments last year at no charge.

- **House move permits: Now \$20 fee. Recommended \$100 for base fee, plus extra fees to cover the cost of moving traffic signals.** Last year, DOT collected \$13,868 for house moves.

- **Crash history reports. Now free. Recommended \$200.** Traffic court lawyers and others asked DOT last year for about 1,500 reports that analyze the crash histories of state roads free of charge.

- **Oversize/overweight truck permits: Now \$12 for each dimension (height, length, width, weight) exceeding the standard. Recommended fee \$17 per dimension.** An oversize truck now would require a \$36 permit fee if it is taller, wider and longer than the standard, or \$48 if it is overweight as well. Last year DOT collected \$6.5 million in oversize/overweight fees.

After cyclists' deaths, Durham police emphasize traffic laws

The News and Observer By Jim Wise November 2, 2014

DURHAM — Friends and teammates of Kent Winberry, who died Oct. 27 after being hit by a car while riding his bicycle on Duke University Road Oct. 18, rode in his memory Sunday.

About 15 to 18 members of the Triangle Velo cycling team met at Wilson Park in Carrboro to ride to the funeral in Durham and then to the cemetery. Some wearing black ribbons, the riders served as a graphic reminder of the perils that face cyclists in Durham and elsewhere, a problem that civic and nonprofit leaders here are working to confront.

"For me, this is just about Kent," said Paul Smith of Chapel Hill, a Velo member. "He was one of ours. It could have been me out there."

Philip Azar opened the most recent meeting of Durham's InterNeighborhood Council with a moment of silence for Winberry.

A few minutes later, the group heard Assistant Police Chief Ed Sarvis describe the department's efforts to make Durham's streets safer for cyclists and pedestrians.

There is a new emphasis on enforcing traffic laws, Sarvis said. For one thing, the department is spreading responsibility for traffic enforcement across all five of the city's police districts.

"Everything right now is done primarily in the central district," he said. That district covers downtown and the neighborhoods around it.

"The central district has a very small (geographic) beat," he said but it also has had authority over specialized traffic services such as the motorcycle unit (most often seen as funeral escorts) the bicycle patrol and a traffic and crash unit.

"We see the need to really start to broaden that," Sarvis said.

"We're going to design and implement more enforcement operations in neighborhood crosswalks," he said. A recent project was extra enforcement on crosswalks near the high schools.

"We wrote a good number of citations; hopefully they got a lot of attention," Sarvis said. "Hopefully that visibility helped, and (drivers) realizing that we do take that seriously and they're rolling the dice if they go through there fast."

Sign rules

John Martin, representing the Old North Durham neighborhood, said he sees motorists generally heed signs at mid-block crosswalks that state "Yield to pedestrians in crosswalk state law."

However, he said he knew of only three – at Brightleaf Square, on Ninth Street and on Foster Street at the Durham convention center – and suggested installing more.

Dale McKeel, the city traffic department's bicycle-pedestrian coordinator who attended the INC meeting, said rules restrict where those signs may be placed: for example, only in the middle of blocks and where speed limits are 35 miles per hour or less.

Building pressure

After the moment of silence there was no more mention of Winberry's death, nor that of Durham resident Pamela Lane, who was hit and killed while riding her bicycle in Chapel Hill Oct. 3.

Nearly a month after Lane's death on Martin Luther King Jr. Boulevard, Chapel Hill has begun making several changes, including digital "high-crash area" warning signs, a WikiMap application, pedestrian-activated crosswalk lights and cutting back brush at intersections.

In Durham, the INC, the city-county Bicycle and Pedestrian Commission and individual citizens have been pressing police for stricter enforcement of speed limits and right-of-way rules, particularly on major roads through long-established residential areas.

The current pressure began building in 2012 when a Durham School of the Arts student was hit by a car as she was crossing Gregson Street in Trinity Park. In 2013, bicyclist Seth Vidal died after being hit by a car on Hillandale Road, a primary connector between Interstate 85 and the Duke and VA medical centers.

According to the latest state DOT pedestrian and bicycle crash statistics (bit.ly/1zKpp5a), the city of Durham had four cyclists killed and 30 disabled in collisions with motor vehicles from 1997 through 2012. In the same time, there were 62 pedestrian traffic fatalities and 192 who suffered disabling injuries.

Both figures have trended upward. In 1997, Durham had 76 pedestrian-motor vehicle crashes and 27 involving bicycles; in 2012 there were 149 and 48. Most took place in zones with speed limits of 30 or 35 miles per hour, and in very few cases was the motorist intoxicated. (Staff writer Mark Schultz contributed to this article)

Road Worrier: NCDOT wants to collect rent on rights of way

The News and Observer By Bruce Sicheloff November 3, 2014

RALEIGH — The state Department of Transportation wants to turn North Carolina's humble highway shoulders into steady money-makers.

There are already plans for advertising and naming rights that will transform DOT ferry boats and those yellow highway-helper trucks into moving billboards, to defray their operating costs.

And this week the Board of Transportation will consider new fees that would make developers – including a few board members – and other business people finally pay the full cost of services they receive, often free of charge, from DOT.

But DOT leaders don't want to stop at merely recouping expenses. Now they also want to explore opportunities to make extra money that could be plowed into road maintenance and other needs.

This isn't about charging service fees. It's about collecting rent.

- **Higher fees for logo signs.** BP, Bojangles, Comfort Inn and their competitors pay \$300 apiece each year to put their logos on the big blue signs we see at interstate exits. That's just enough to cover DOT's costs.

But DOT officials figure that some of these roadside chains would pay higher rates to enhance their presence at busy, competitive interchanges. DOT wants to turn the logo advertising program over to a private marketing firm that would set higher rates, drum up new customers and rake in the rents.

- **New lease fees for utilities.** Telephone, power, cable and gas companies run their pipes and cables along highway shoulders for tens of thousands of miles. Why shouldn't they pay for the privilege? Georgia's DOT collects rent checks from utilities every six months.

North Carolina's DOT is already looking at new permit fees that utilities would pay when they install the lines. The Peach State approach goes farther, turning these corporations into long-term tenants.

- **Special leases for cellphone micro-towers.** DOT has begun talks with Verizon Wireless to cash in on the next generation of our national cellphone infrastructure. What Verizon calls "small cells" are 3.5-foot antennas mounted on utility poles, to beef up bandwidth in busy areas.

The South Carolina DOT is in business with Verizon already. Under the terms of a new statewide master lease, South Carolina has identified the highway shoulder spots where Verizon will install its first 149 small cells. The Palmetto State will collect \$1,200 rent each year for each antenna.

"They're looking at deploying thousands of these devices across (South Carolina) over the next five to seven years," Mike Holder, DOT's chief engineer, told board members at their last meeting.

This is nothing but talk, for now. These money-making ideas will have to survive the scrutiny of the developers, real estate executives and other businesspeople on DOT's board. They could face a particularly tough audience in our business-friendly legislature – where utilities, developers and other affected parties have powerful allies.

But when Gov. Pat McCrory and Transportation Secretary Tony Tata deliver their promised proposals this winter for shoring up the state's flagging transportation funds, they can expect resistance to whatever new taxes, new tolls and new fees they mention.

McCrory has said he might call for cutting our gas tax, which is higher than in neighboring states. He hasn't said whether he'll consider an increase in another significant revenue source, the highway use tax on car sales and leases, which is lower than in neighboring states. The new proposed fees are small by comparison to revenue from gas and highway use taxes.

Paul Hickman of Raleigh, president of the politically potent N.C. Outdoor Advertising Association, doesn't like paying DOT billboard fees at the same time he competes with those DOT logo signs.

"I think there's a question here about how much we're going to let the government sector compete with the private sector," Hickman said. "And they (also) regulate you."