



## **DCHC MPO Board Meeting Agenda**

Wednesday, August 8, 2018

9:00 AM

Committee Room 2nd Floor  
Durham City Hall 101 City Hall Plaza  
Durham, NC 27701

**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**[18-100](#)

**Attachments:**      [2018-08-08 \(18-100\) MPO Board Directives to Staff.pdf](#)

**CONSENT AGENDA****6. June 13, 2018 Board Meeting Minutes**[18-160](#)

A copy of the June 13, 2018 Board meeting minutes is enclosed.

**Board Action:** Approve the minutes of the June 13, 2018 Board meeting.

**Attachments:**      [2018-08-08 \(18-160\) MPO Board Meeting Minutes 6.13.18 LPA2.pdf](#)

**7. May 31, 2018 Joint DCHC MPO - CAMPO Board Meeting Minutes**[18-161](#)

A copy of the May 31, 2018 Joint DCHC MPO - CAMPO Board meeting minutes is enclosed.

**Board Action:** Approve the minutes of the May 31, 2018 Joint DCHC MPO - CAMPO Board meeting.

**Attachments:**      [2018-08-08 \(18-161\) Joint MPO Meeting Minutes May 31 2018 LPA2.pdf](#)

**ACTION ITEMS**

**8. STBG Funding Swap Proposal (30 minutes)**[18-157](#)**Van Argabright, NCDOT****Mike Stanley, NCDOT****Aaron Cain, LPA Staff**

Due to a federal redistribution of unused obligation authority, North Carolina has an opportunity to receive over \$100 million in additional obligation authority for projects across the state. In order to receive the maximum amount of funding for the state, NCDOT proposes to utilize approximately \$9.2 million in unobligated DCHC STBG-DA funds for a current project already under construction (Alston Avenue, U-3308). Projects that have programmed STBG-DA funding would have that funding replaced with STBG-Any Area funds. Further details are outlined in the attached letter.

There would be no net gain or loss for DCHC projects under this proposal, and no timetables would change due to the funding swap. Funds utilized now for U-3308 would be replaced with STBG funds, which will be available when they are needed for the designated projects. Several other MPOs are also considering or have approved a similar funding swap.

**TC Action:** The TC recommended, on a 23-1 vote, approval of the funding swap as proposed by NCDOT should investigations to include other options that meet NCDOT goals prove unsuccessful. LPA staff has investigated other options and deems the original NCDOT proposal to be the most feasible.

**Board Action:** Approve the STBG-STBGDA funding swap as outlined in the NCDOT letter.

**Attachments:**      [2018-08-08 \(18-157\) STBG Funding Swap Letter.pdf](#)

**9. Upcoming Federal Rescission (5 minutes)**[18-156](#)**Aaron Cain, LPA Staff**

As part of the FAST Act, one of the federal legislative acts authorizing transportation funding, a rescission of federal transportation funds is scheduled in 2019. Any CMAQ or TAP-DA funds that are unobligated as of September 30, 2019 are potentially subject to rescission. At this time, STBG and STBG-DA funds are not subject to the rescission, though that could change should any congressional action take place in that regard. Additional information is included in the attachments.

The purpose of this item is to make sure all jurisdictions are aware of the upcoming rescission. LPA staff will be working with each jurisdiction and NCDOT to identify strategies to avoid having funds rescinded.

**Board Action:** This item is for informational purposes only, no action is required at this time.

**Attachments:**[2018-08-08 \(18-156\) Q&A - FAST Act Rescission.pdf](#)[2018-08-08 \(18-156\) FHWA Updates Estimates on FY 2020 FAST Act Highway](#)



**10. NC 98 Corridor Study (25 minutes)**[18-145](#)**Will Letchworth, P.E., WSP****Andy Henry, MPO Staff****Aaron Cain, MPO Staff**

In late 2016, the DCHC MPO and Capital Area MPO hired the consulting firm WSP to conduct a multimodal corridor study of NC 98 in Durham and Wake counties. The study is complete and the draft report is available. The consultant will present the study process and recommendations at today's meeting. Staff recommends that the MPO Board release the draft report for a 30-day public comment period (thus, ending September 6th) at their August meeting, and then conduct a public hearing and approve the report at their September meeting. The approved report would then provide projects for inclusion in the MPO's multimodal long-range transportation plans and related local plans as they are updated.

The attached document is a copy of today's presentation. The full report, dated 06-20-18, is available from the WSP Web site: <http://www.nc98corridor.com/library/>. The report provides the area context, public engagement process, roadway, bicycle and pedestrian recommendations, and an implementation plan.

The consultant and staff will also present the NC 98 Corridor Study to the Durham City Council and the Durham Board of County Commissioners on August 23 and September 4, respectively, to receive local government comments.

**TC Action:** Recommend that the MPO Board release the report for a 30-day public comment period.

**Board Action:** Receive the presentation, provide comments, and release the report for a 30-day public comment period.

Attachments: [2018-08-08 \(18-145\) NC98Study.pdf](#)

**11. Quarterly Update on the Durham-Orange Light Rail Transit Project (15 minutes)**[18-154](#)**Geoff Green, GoTriangle**

On April 28, 2017, the DCHC MPO Policy Board adopted the Orange County Transit Plan and the Durham County Transit Plan (the "Transit Plans"), as well as the Interlocal Agreement for Cost-Sharing for the Durham-Orange Light Rail Transit (D-O LRT) Project. GoTriangle is presenting its quarterly report on the status of the D-O LRT Project as contemplated in the Transit Plans and the Interlocal Agreement.

**Board Action:** Receive information regarding the status of the Durham-Orange Light Rail Transit Project.

Attachments: [2018-08-08 \(18-154\) D-O LRT Quarterly Update.pdf](#)

**12. D-O LRT Project Request for Design Change Input (10 minutes)**[18-155](#)**Geoff Green, GoTriangle**

GoTriangle requests that the Board provide comment regarding two proposed design changes to the Durham-Orange Light Rail Transit (D-O LRT) Project. One proposed design change is modification of the Martin Luther King Jr. Parkway Station park-and-ride. The second modification is a change of the Erwin Road alignment. The Erwin Road alignment modification includes a shift in the site of the Duke/VA Medical Centers Station. The station is currently proposed between Trent Drive and Flowers Drive, and under the modification it would be situated just west of Fulton Drive, in front of the Duke Eye Center and Durham VA Medical Center.

Under the Design Change Approval Policy for the D-O LRT Project, adopted by the GoTriangle Board on July 26, 2017, and because of the scope of the proposed Erwin Road alignment modifications, these changes require approval by the GoTriangle Board of Trustees with review and input from the MPO Board.

Memos and maps explaining the proposed changes are attached.

**Board Action:** Provide comment on the proposed changes to the D-O LRT project to GoTriangle.

**Attachments:**

[2018-08-08 \(18-155\) D-O LRT Project Design Change Map for Erwin Road - Ba](#)  
[2018-08-08 \(18-155\) D-O LRT Project Design Change Map for Erwin Road - Re](#)  
[2018-08-08 \(18-155\) D-O LRT Project Design Change Map for MLK Park-and-F](#)  
[2018-08-08 \(18-155\) D-O LRT Project Design Change Map for MLK Park-and-F](#)  
[2018-08-08 \(18-155\) D-O LRT Project Design Change Memo for MLK Park-and](#)  
[2018-08-08 \(18-155\) D-O LRT Project Design Change Memo for Erwin Road.pc](#)

**13. Allocation of Local Input Points for Regional Impact Projects (10 minutes)**[18-133](#)**Aaron Cain, LPA Staff**

On June 13, 2018, the DCHC MPO Board approved local input points for Regional Impact projects for Prioritization 5.0, subject to further discussions with MPOs, RPOs, and NCDOT, with any adjustments to be approved by the DCHC MPO Board Chair and Vice Chair. After discussions with NCDOT and other POs, a final allocation of local input points for Regional Impact projects was approved by the MPO Board Chair and Vice Chair on July 23, 2018. Subsequent to that approval, the MPO was notified by NCDOT that some of the rail project scores were incorrect and were updated on July 26, 2018. This resulted in a minor reallocation of points by the MPO. The final allocation allocation is attached for your review.

The changes that were made from what the MPO Board approved on June 13 include:

- Allocation of 100 points to US 70 from Miami Boulevard to Page Road Extension
- Removal of points (15) on NC 54 from Fayetteville Street to Barbee Road
- Reduction of points from 100 to 17 on NC 54 from I-40 to NC 751
- Reduction of points from 34 to 32 on commuter rail from West Durham to Garner
- Removal of donated points (2) from CAMPO on I-40, CAMPO decided not to put points on the project

**TC Action:** No action is necessary on this item, it is for informational purposes only.

**Attachments:**      [2018-08-08 \(18-133\) Final Allocation of Local Points for Regional Impact Projec](#)

**14. Initial Allocation of Local Input Points for Division Needs Projects (10 minutes)** [18-153](#)

**Aaron Cain, LPA Staff**

As with the process for Regional Impact projects, the first step in allocating local input points for Division Needs projects is to apply all eligible projects to the Methodology, adopted by the DCHC MPO Board on March 14, 2018. Based on the mode and ranking of projects under the methodology, an initial allocation has been developed for review. The initial allocation is attached.

Statewide Mobility and Regional Impact projects that could cascade down to the Division Needs tier, but do not meet the requirements for points for cascading projects as described in the Methodology, are not shown on the initial list.

Per the DCHC MPO Public Involvement Policy, this initial allocation must be released for a minimum 21-day public comment period and a public hearing held to receive comment on the initial allocation. Upon release for public comment, the MPO Board will hold a public hearing in September, and then vote on a final allocation in October. The deadline for submittal of local input points for Division Needs projects is October 30, 2018.

**TC Action:** Recommended that the MPO Board release the initial allocation of local input points for Division Needs projects for public review and comment, and hold a public hearing at its September 12, 2018 meeting.

**Board Action:** Release the initial allocation of local input points for Division Needs projects for public review and comment, and hold a public hearing at the September 12, 2018 meeting.

**Attachments:** [2018-08-08 \(18-153\) Initial Local Points Allocation for Division Needs Projects.p](#)

**15. Amendment #4 to the FY2018-2027 TIP (5 minutes)**[18-152](#)**Aaron Cain, LPA Staff**

Amendment #4 to the FY2018-2027 TIP includes two local requests and several requests from NCDOT. One is from the Town of Carrboro to add STBGDA funds to U-4726 DE, Bolin Creek Greenway. The second is from Carrboro and Chapel Hill, to split EB-5886, Estes Road Bike/Ped, into two sections split at the municipal boundary in order to allow for each jurisdiction to move forward at an appropriate delivery schedule. Two local requests to note from NCDOT are U-5847, West Franklin/Merritt Mill intersection improvements, where NCDOT is requesting to move right-of-way from FY18 to FY19, and U-5745, NC 751 Roundabout, which is delaying construction from FY18 to FY19. The remaining modifications and additions, shown in the attachments, are requests from NCDOT to be consistent with the STIP. The full report, summary sheet, and resolution are attached.

**TC Action:** Recommended approval of Amendment #4 to the FY2018-2027 TIP.

**Board Action:** Approve Amendment #4 to the FY2018-2027 TIP.

**Attachments:**      [2018-08-08 \(18-152\) TIP Amendment #4 Full Report.pdf](#)  
                                 [2018-08-08 \(18-152\) TIP Amendment #4 Summary Sheet.pdf](#)  
                                 [2018-08-08 \(18-152\) TIP Amendment #4 Resolution.pdf](#)

**REPORTS:****16. Report from the Board Chair**[18-101](#)**Damon Seils, Board Chair**

**Board Action:** Receive the report from the Board Chair

**17. Report from the Technical Committee Chair**[18-102](#)**Ellen Beckmann, TC Chair**

**Board Action:** Receive the report from the TC Chair.

**18. Report from LPA Staff**[18-103](#)**Felix Nwoko, LPA Manager**

**Board Action:** Receive the report from LPA Staff.

**Attachments:**      [2018-08-08 \(18-103\) LPA staff report.pdf](#)

**19. NCDOT Report**[18-104](#)

Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT

Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT

Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT

Julie Bogle, Transportation Planning Division - NCDOT

John Grant, Traffic Operations - NCDOT

**Board Action:** Receive the reports from NCDOT.

Attachments:      [2018-08-08 \(18-104\) NCDOT Progress Report.pdf](#)

**INFORMATIONAL ITEMS****20. Recent News Articles and Updates**[18-105](#)

Attachments:      [2018-08-08 \(18-105\) news\\_articles.pdf](#)

**Adjourn**

**Next meeting: September 12, 9 a.m., Committee Room**

**Dates of Upcoming Transportation-Related Meetings: None**

## MPO Board Directives to Staff

12/01/15 – Present (Completed/Pending/In Progress)

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
12/9/2015	Quarterly updates on D-O LRT project.	<u>On-going:</u> GoTriangle will provide quarterly updates to MPO Board.
2/15/2016	Draft Letter of Support for D-O LRT project to advance to Engineering Phase for MPO Board Chair signature	<u>Completed:</u> 2/18/2016.
4/13/2016	Research and consider renaming DCHC MPO an acronym that would be easier remember and simple to say.	<u>Completed.</u> 6/8/2016. DCHC MPO staff and the Technical Committee researched and provided a recommendation to the MPO Board.
4/13/2016	Provide the MPO Board with a breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff created a summary report and distributed it during May 11, 2016 Board meeting.
5/11/2016	Schedule presentation from NCDOT Division and City Public Works regarding flooding on Trenton Road.	<u>Completed.</u> DCHC MPO staff arranged to have an update at the June 8, 2016 Board meeting.
5/11/2016	Prepare a presentation on the breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff presented the summary report at the June 8, 2016 Board meeting.
6/8/2016	Update the DCHC MPO's tagline on the MPO website to provide information to the public that explains the MPO does regional transportation planning for the western Triangle area.	<u>Underway.</u> DCHC MPO staff is still working on updating the tagline on the MPO website.
6/8/2016	Conduct background study on toll roads and how they are used and affect municipalities like DCHC MPO.	<u>Underway.</u> Consultant selected and presentation was given at November 2016 joint DCHC/CAMPO MPO meeting. Staff is arranging for an update presentation from the consultant.
12/14/2016	Draft letter to NCDOT regarding citizen request for "Bicycles May Use Full Lane" signs on Old NC 86 north of Carrboro, and to reiterate interest in providing bike lanes or wider shoulders to accommodate bicyclists.	<u>Completed.</u> DCHC MPO staff sent letter to NCDOT on January 30, 2017; response received March 15, 2017.
1/11/2017	Draft letter to NCDOT requesting that issues of equity for low-income users be incorporated into planning for managed lanes on I-40 and NC-147.	<u>Completed.</u> Draft completed January 29, 2017.

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
4-28-17	Determine the number of distance signs on freeways within the MPO's jurisdiction. Investigate the options for increasing the number of signs with NCDOT, particularly on and around the East End Connector at its completion.	<u>Completed.</u> MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff has followed up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	<u>Completed.</u> MPO staff has contacted Division 7 regarding this request. Once project is completed, signage plan will be finalized.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	<u>Completed.</u> Jim Dunlop of NCDOT's Congestion Management Division presented at the August 2017 MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	<u>Completed.</u> LPA staff presented at the November 8, 2017 Board meeting. Deputy Secretary Julie White presented at the March 14, 2018 Board meeting.
2-14-18	Work with local governments and partner agencies to identify additional funding streams for transit projects not being submitted through the SPOT 5.0 process. Report back on progress.	<u>Underway.</u> LPA staff is coordinating efforts with local transit providers and staff. Staff expects to present progress in September.
4-11-18	Request for staff to arrange a presentation on Managed Motorways to inform new Board members of the concept and provide an update on efforts to incorporate these projects in the Triangle region.	<u>Complete.</u> Will Letchworth from WSP made a presentation on Managed Motorways at the May 9, 2018 MPO Board meeting.



**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD****13 June 2018****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on June 13, 2018, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Damon Seils (MPO Board Chair)	Town of Carrboro
Vice Chair Wendy Jacobs (MPO Board Vice Chair)	Durham County
Vernetta Alston (Member)	City of Durham
Ellen Reckhow (Member)	GoTriangle
Nina Szlosberg-Landis (Member)	NC Board of Transportation
Renee Price (Member)	Orange County
Heidi Carter (Alternate)	Durham County
Jenn Weaver (Alternate)	Town of Hillsborough
Michael Parker (Alternate)	Town of Chapel Hill
Mark Marcoplos (Alternate)	Orange County
Richard Hancock	NCDOT, Division 5
Ed Lewis	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Jen Britt	NCDOT, Division 8
Julie Bogle	NCDOT, TPD
Tina Moon	Town of Carrboro
Zack Hallock	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
Bergen Watterson	Town of Chapel Hill
Geoff Green	GoTriangle
Patrick McDonough	GoTriangle
Ellen Beckmann	City of Durham
Evan Tenenbaum	Durham County
John Hodges-Copple	Triangle J Council of Governments
Terry Bellamy	DCHC MPO
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Brian Rhodes	DCHC MPO
Mo Devlin	DCHC MPO
Anne Phillips	DCHC MPO
Robert Jahn	DCHC MPO
Bill Judge	City of Durham Transportation

Quorum Count: 8 of 10 Voting Members

Chair Damon Seils called the meeting to order at 9:03 a.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being circulated.

Michael Parker made a motion to grant an excused absence to Pam Hemminger from Chapel Hill. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

#### **PRELIMINARIES:**

#### **2. Ethics Reminder**

Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the MPO Board and requested that if there were any identified during the meeting for them to be announced. There were no known conflicts identified by the MPO Board members.

#### **3. Adjustments to the Agenda**

Chair Damon Seils stated that GoTriangle requested to postpone agenda item #7, which was the Quarterly Update on Durham-Orange Light Rail (D-O LRT) project to the next MPO Board meeting on August 8, 2018.

Nina Szlosberg-Landis made a motion to postpone the Quarterly Update for the D-O LRT project by GoTriangle to the next MPO Board meeting on August 8. Vernetta Alston seconded the motion. The motion passed unanimously.

#### **4. Public Comments**

There were no public comments.

#### **5. Directives to Staff**

The Directives to Staff were included in the agenda packet for review.

**CONSENT AGENDA:**

**6. Approval of May 9, 2018, Meeting Minutes**

Ellen Reckhow made a motion to approve the May 9, 2018 minutes. Michael Parker seconded the motion. The motion passed unanimously.

**ACTION ITEMS:**

**7. Quarterly Update on the Durham-Orange Light Rail Transit Project**

Geoff Green, GoTriangle

The Quarterly Update on the D-O LRT Project was postponed until the next MPO Board meeting on August 8, 2018, as mentioned above.

**8. FY2018 Q3 Durham and Orange Transit Tax Quarterly Report**

Mo Devlin, LPA Staff

Mo Devlin stated that GoTriangle produced a Quarterly Report to the DCHC MPO per the Durham-Orange Interlocal Agreement for Cost Sharing. Mo Devlin added that staff prepared a memorandum describing the financial activity of the Durham-Orange Tax District and the Special Tax District through the third quarter of FY2018. Mo Devlin further added that this memorandum is supported by a financial report as issued by GoTriangle, the transit tax administrator.

Mo Devlin discussed the transit outputs for the tax revenue, including service improvements to GoTriangle and GoDurham. Mo Devlin added that service improvements include increasing frequency and length to certain routes as well as adding additional routes. Mo Devlin discussed bus purchases for GoTriangle, Go Durham, Chapel Hill Transit and Orange County Public Transit. Mo Devlin added that the required funding for bus purchases for transit are cost prohibitive and usually require an extended period of time to accumulate funding.

Chair Damon Seils stated that he was notified of Chapel Hill Transit buses traveling across the county on their way to Chapel Hill. Mo Devlin stated that there is additional planning and efforts occurring as invoices are processed that are not yet reflected on the 3Q Transit Plan.

Nina Szlosberg-Landis stated that she discovered, while looking through financial reports for GoTriangle, an abnormality in the rate of vehicle registration fees relative to the increasing population. Mo Devlin stated that this could be that more people are using transit, as she noted that vehicle rentals were noticeably above their average rate. Chair Damon Seils and Nina Szlosberg Landis discussed the need for input from the Department of Motor Vehicles (DMV).

Michael Parker and Mo Devlin discussed adding a slide to the presentation, which would visually reflect the projected inputs versus actual inputs. Ellen Reckhow and Mo Devlin discussed Table 1 in the memorandum. Ellen Reckhow stated that she would like to see the relationship between revenues and funds visually represented in a different table. Mark Marcoplos discussed the need to communicate the Transit Plan to the public. There was further discussion about better ways to accomplish better public communication, including adding information to social media, websites, and water bills.

No further action was required by the MPO Board.

#### **9. Durham and Orange FY2019 Annual Transit Plan Work Plan**

Mo Devlin, LPA Staff

Mo Devlin stated that the annual Work Plans shall be developed for the administration of Durham-Orange Tax District and Special Tax District funds per the 2017 Durham and Orange County Transit Plans. Mo Devlin added that the Staff Working Group (SWG) released the Transit Work Plans, which includes presentations to the MPO Technical Committee (TC), Durham and Orange counties, and the MPO Board.

Mo Devlin stated that capital spending includes bus stop improvements as well as funding for transit enhancement corridors. Mo Devlin added that during the years 2014 to 2017, many sponsors were not able to use the available cash flow at the level planned, which created “carryover balances” or additional funds available in FY2019 for transit needs. Mo Devlin added that these balances are being utilized to provide additional service or make additional, one-time capital investments in the FY2019

Work Plan. Mo Devlin further added that the public comment period officially ends today, but she would be able to receive additional comments if requested.

Nina Szlosberg-Landis, Ellen Reckhow, and Mo Devlin discussed the addition of the Hillsboro Train Station. Nina Szlosberg-Landis and Ellen Reckhow discussed informing the Mayor of Hillsboro about this development. Jenn Weaver, Mo Devlin, and Renee Price discussed that the Hillsboro circulator would travel in a clockwise in addition to the established counterclockwise route.

Chair Damon Seils discussed concerns from local jurisdictions and regional bodies about issues in accessing funds for bus access capital projects due to unclear or insufficient language. Mo Devlin stated that the SWG is currently in discussions about establishing policy that allow local jurisdictions to apply for funding.

Ellen Reckhow discussed the possible ways for the public to be made aware of the FY2019 transit plan and how revenues are allocated. Renee Price and Mo Devlin discussed the current process for ensuring bus stops are made Americans with Disability Act (ADA) compliant.

No further action was required by the MPO Board.

#### **10. Briefing on Joint MPO Board Meeting**

Aaron Cain, LPA Staff

Aaron Cain stated that there were three main informational items that were discussed in the Joint MPO Board Meeting: the Transportation Policy Priorities, Major Funded Roadway Projects, and Major Transit Infrastructure. Vice Chair Wendy Jacobs stated the Policy Priorities document allows people to discuss the importance of transportation funding when talking to different groups of people, especially lawmakers. Vice Chair Wendy Jacobs added that she encouraged everyone to share this document with staff and board members. Ellen Reckhow highlighted portions of the Policy Priorities, including that the Strategic Transportation Investments (STI) process should be more reliable and the negative effects of funding caps. John Hodges-Copple confirmed that the current Transportation Policy Priorities reflects the changes made during the Joint MPO Board Meeting.

There was discussion about the attendance of the North Carolina Rail Road (NCRR) at the Joint MPO Board Meeting. Aaron Cain stated that he will ensure that a representative from NCRR will be invited to the next meeting. Vice Chair Wendy Jacobs stated that the Major Transit Infrastructure document show the locations where investments are occurring and the long term strategy for the DCHC and Capital Area Metropolitan Planning Organization (CAMPO) Boards.

Chair Damon Seils and Vice Chair Wendy Jacobs thanked John Hodges-Copple for his contribution, and Chair Damon Seils thanked Vice Chair Wendy Jacobs for representing the DCHC MPO in his absence. Aaron Cain stated that the next Joint Board meeting is scheduled for October 31, 2018, but the location has not yet been confirmed.

Ellen Reckhow made a motion for the MPO Board to endorse the Transportation Policy Priorities. Jenn Weaver seconded the motion. The motion passed unanimously.

#### **11. Allocation of Local Input Points for Regional Impact Projects**

Aaron Cain, LPA Staff

Aaron Cain stated that the DCHC Board released for public review the initial allocation of local points for Regional Impact projects for P5 in May 2018. Aaron Cain added that the DCHC TC recommended an allocation of local input points for Regional Impact projects for P5 for the MPO Board to approve, subject to further refinement to include additional information from the Divisions. Aaron Cain further added that the TC recommended allocation of local input points is attached for the MPO Board to review, and that it deviates from the initial list the Board released for public review in May.

Aaron Cain discussed the highway projects that received local input point allocation based on TC recommendations. Aaron Cain stated that the TC recommended allocating points for the addition of a third southbound lane on NC 55 between I-40 to Meridian Drive. Ellen Reckhow and Aaron Cain discussed that Division 5 originally submitted this project and the Strategic Planning Office of Transportation (SPOT) score was among the highest. Aaron Cain added that there is a bicycle and pedestrian component to that project that has not yet been finalized.

Aaron Cain further stated that the TC recommended adding points to the US 15-501 improvements from Raleigh Road (NC 54) to Ephesus Church Road. Aaron Cain added that converting US 15-501 to synchronized streets from Smith Level Road to US 64 Pittsboro Bypass has 47 points allocated from the DCHC MPO and the other 53 would come from Triangle Area Rural Transportation Planning Organization (TARPO) due to the length of roadway in each planning organization's boundaries. Chair Damon Seils and Aaron Cain discussed that the project would not have any implications to Smith Level Road in Carrboro. Aaron Cain added that two (2) points would be allocated from DCHC MPO to the managed shoulders project along I-540 from I-40 to I-87, and the other 98 point are allocated from CAMPO due to length of the roadway in each planning organization's boundaries.

Aaron Cain and Chair Damon Seils discussed the project at NC 54 and Old Fayetteville Road, which would improve an intersection in Carrboro. Aaron Cain stated that the project is currently in the last five years of the Transportation Improvement Program (TIP), and it is possible that it would not get funded this round.

Aaron Cain stated that the TC no longer recommended adding points to: NC 751 from NC 54 to Southpoint Auto Park; NC 751 from South Roxboro to Woodcroft; NC 54 from NC 55 to Barbee; and the interchange at US 15/501 and NC 147. Vice Chair Wendy Jacobs and Aaron Cain discussed submitting low scoring projects that do not have points allocated to them for SPOT 6, except for NC 54 improvements from NC 55 to Barbee because it is already a part of a larger improvement project. Ellen Beckman, Aaron Cain, and Ellen Reckhow discussed SPOT scoring and how it could change for P6 based on scoring formulas. Ellen Beckmann stated that the National Environmental Policy Act (NEPA) study is underway for the US 70 project from TW Alexander to the East End Connector, regardless of the amount of points allocated to projects along US 70. Richard Hancock and Aaron Cain discussed projects cascading down from the Statewide to the Regional tier. Ellen Beckmann and Aaron Cain discussed the possibility for the Build NC Act of 2018 to improve US 70. Vice Chair Wendy Jacobs, Richard Hancock,

196 and Ellen Beckmann discussed the cost and funding for landscaping along US 70. Richard Hancock and  
197 Aaron Cain discussed the section of US 70 from the East End Connector to Miami Boulevard.

198 Aaron Cain discussed local input points allocated by the Division and his efforts with NCDOT  
199 Divisions 5, 7, and 8 to coordinate allocation of points in order to maximize funding for projects. Aaron  
200 Cain added that the Divisions would be in their public comment period until the end of June 2018. Aaron  
201 Cain stated that one project of particular importance to Division 5 is US 70 upgrades from Miami  
202 Boulevard to Page Road. Aaron Cain added that whether or not the US 70 upgrade project will be  
203 funded depends on how many points CAMPO and Kerr-Tar Regional Council of Governments apply to  
204 their projects. Aaron Cain also noted that Division 5 is in discussions with the SPOT office about possible  
205 errors in scoring.

206 Aaron Cain stated that Division 7, per its Methodology, scored widening NC 54 from Orange  
207 Grove Road to Old Fayetteville Road higher than intersection improvements along that corridor. Chair  
208 Damon Seils noted that there is a current NC 54 corridor study meant to define improvements, and  
209 urged to wait for the study to be completed before allocating points to this project. Chair Damon Seils  
210 stated that the Town of Carrboro and Orange County have historically not been supportive of widening  
211 NC 54. Renee Price added that Orange County also did not favor allocating points to NC 54 widening  
212 during discussion with Triangle Area Rural Transportation Planning Organization (TARPO).

213 Aaron Cain discussed the list of transit projects that that the TC recommended for allocation of  
214 both full and partial points. Aaron Cain and Chair Damon Seils discussed that the TC did not recommend  
215 allocating points to the expansion of the GoTriangle Durham-Raleigh Express (DRX) bus route for FY2019  
216 and DRX is not changing their service as it already exists. Nina Szlosberg-Landis and Aaron Cain discussed  
217 the involvement with NCRR and NCDOT Rail in the discussion of allocating points. Nina-Szlosberg  
218 recommended an increase in involvement with NCRR. Felix Nwoko stated that the DCHC MPO and  
219 CAMPO offices have begun coordinating with NCRR. Aaron Cain also stated that he is coordinating with



Division 7 to allocate available points to the GoTriangle Orange County Durham Express (ODX) bus service expansion for FY2023.

Renee Price and Aaron Cain discussed the timeline for the approval or points as it related to different scenarios regarding the continuation of the D-O LRT project as it is jeopardized in the North Carolina legislature budget bill in its current form. Aaron Cain stated that, depending on outcome, the 100 points currently assigned to the D-O LRT could be allocated for other projects, however, other transit projects do not have a strong likelihood of receiving funding.

Chair Damon Seils opened the meeting for a public hearing. There were no comments from the public. Chair Damon Seils then closed the public hearing.

Aaron Cain stated the deadline for the submission of local points for P5 to the SPOT is July 27, 2018. Renee Price and Aaron Cain discussed the need for communication of any changes that occur before the list is brought to Chair Damon Seils and Vice Chair Wendy Jacobs for approval.

Michael Parker made a motion to approve an allocation of local input points as recommended by the TC, but provide staff the ability to adjust those points based on the issues outlined in the attached memo and with the concurrence of the Chair and Vice Chair. Ellen Reckhow seconded the motion. The motion passed unanimously.

## **12. Comprehensive Transportation Plan Amendment #1**

Andy Henry, LPA Staff

Andy Henry stated that the MPO Board released in May an amendment to the Comprehensive Transportation Plan (CTP) to change the proposed future configuration of the portion of Farrington Road between Southwest Durham Drive and the Falconbridge Road Extension from a four-lane divided to a two-lane cross-section. Andy Henry added that original amendment that the MPO released designated a two-lane cross-section. Andy Henry further added that the TC supports the designation of a two-lane divided cross-section with bicycle and pedestrian facilities because it would

provide greater vehicle capacity than a simple two-lane section, should that capacity be needed, and can be built within a less intrusive 80-foot right-of-way. Andy Henry discussed how the volume estimates for the year 2045 on Southwest Durham Drive and Farrington Road would be able to be accommodated by the proposed two-lane divided road configuration. Andy Henry and Ellen Reckhow discussed the methodology that Andy Henry used for the volume estimates.

Chair Damon Seils opened the public hearing for the proposed amendment. Phil Post, a resident of The Oaks neighborhood near Nottingham Drive in Durham County, stated that he requests that the 110 foot right-of-way to be maintained and not be reduced to 80 feet which is in the current proposal. Phil Post added that additional right-of-way would ensure responsible future growth. Chair Damon Seils thanked Phil Post and closed the public hearing as there were no further comments from the public.

Ellen Reckhow proposed to Chair Damon Seils that she meet with the planning staff from DCHC MPO and GoTriangle in order to better discuss this issue. Chair Damon Seils agreed and added that Phil Post would also be invited to meet with the planning committee. Ellen Beckmann discussed issues of accommodating bike lanes onto multiuse paths. Vice Chair Wendy Jacobs added that an important conversation would be the effect that changing the amount of right-of-way has on the ROMF.

Andy Henry stated that the next steps are the public involvement period will end on June 20, 2018, and the MPO will vote on adoption of Amendment #1 to the CTP at the next MPO Board meeting on August 8.

No further action was required by the MPO Board.

### **13. FY2019 Unified Planning Work Program Amendment #1**

Meg Scully, LPA Staff

Meg Scully stated that the DCHC MPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Meg Scully added that the UPWP identifies MPO planning tasks to be performed with the use of federal transportation funds and changes to the UPWP budget requires an amendment approved by

the MPO Board. Meg Scully further added that Amendment #1 of the FY2019 UPWP proposes to allocate Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds among various task codes for the Lead Planning Agency. Chair Damon Seils stated that the MPO Board received a recommendation from the TC to approve Amendment #1.

Ellen Reckhow made a motion to approve Amendment #1 for the FY19 UPWP. Michael Parker seconded the motion. The motion passed unanimously.

**14. FFY18 Section 5307/5340 FULL Apportionment Split Letter**

Meg Scully, LPA Staff

Meg Scully stated that Section 5307/5340 funds are allocated to urbanized areas for transit capital and operating assistance, and for transportation-related planning. Meg Scully added that the DCHC MPO full apportionment for FFY18 for each program was released by the Federal Transit Administration (FTA) and the LPA staff, in consultation with the four fixed-route transit operators and MPO policy, developed a recommended distribution of this funding. Meg Scully further added that a 'split letter' to FTA regarding the allocation of these funds among transit operators must be approved by the MPO Board to authorize the transit operators to seek applications for funding. Meg Scully stated the TC recommended approval.

Michael Parker made a motion to approve the distribution and endorse the attached FFY18 FULL apportionment split letter. Vernetta Alston seconded the motion. The motion passed unanimously.

**15. FFY17 and FFY18 Section 5339 Full Apportionment Split Letter**

Meg Scully, LPA Staff

Meg Scully stated that the Section 5339 Buses and Bus Facilities program makes Federal resources available to states and designated recipients to replace, rehabilitate, purchase buses and related equipment, and to construct bus-related facilities. Meg Scully added that the DCHC MPO is the designated recipient for the Durham urbanized area (UZA). Meg Scully further added that section 5339 formula funds are allocated to the UZAs based upon population, vehicle revenue miles, and passenger

miles. Meg Scully added that, as the designated recipient for the 5339 funds for the Durham UZA, the DCHC MPO may allocate funding to fixed route operators. Meg Scully further added that the split letter, as developed by LPA staff in conjunction with fixed-route operators and according to MPO policy, defines the intended allocation for FFY17 and FFY18. Chair Damon Seils stated that the Board received recommendation for approval from the TC.

Ellen Reckhow made a motion to approve the FFY17 and FFY18 Section 5339 distribution and endorse the full apportionment split letter. Renee Price seconded the motion. The motion passed unanimously.

**16. Enhanced Mobility of Seniors and Individuals with Disabilities  
(Section 5310) Grant - FY17 and FY18 Call for Projects**  
Meg Scully, LPA Staff

Meg Scully stated that Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Meg Scully added that the DCHC MPO is the designated recipient of these funds for the Durham UZA and distributes the funds to eligible sub-recipients through a competitive selection process. Meg Scully stated that the four sub recipients from previous years are; Chapel Hill Transit, GoDurham, Durham County Access, and Orange County Department on Aging. Meg Scully added that a Call for Projects is conducted during even numbered years and includes funds from two fiscal years, which equals approximately \$500K.

Vice Chair Wendy Jacobs and Nina Szlosberg-Landis discussed the importance of transportation to seniors and those with disabilities and the high costs of these services. Meg Scully discussed ways of mitigating the cost of transportation. Meg Scully added that every five years the local coordinated plan between human services and public transportation is updated, and that process is currently underway.

No further action was required by the MPO Board.

**REPORTS:**

**17. Report from the Board Chair**

Damon Seils, Board Chair

Chair Damon Seils stated that the Technical Corrections Bill for the D-O LRT passed in the North Carolina State Senate, and will move to the State House of Representatives for approval. Chair Damon Seils added that the Corrections Bill would enable the D-O LRT project to continue.

**18. Report from the Technical Committee Chair**

Ellen Beckmann, TC Chair

Ellen Beckmann stated that she attended several meetings for public projects in Durham to discuss topics such as Durham bike lanes, a bike and pedestrian project on Hillandale Road, the Raynor Street sidewalk project, and the East Durham Railroad siding and grade separations.

**19. Report from LPA Staff**

Andy Henry, LPA Manager

Andy Henry stated that there would be no meeting for the TC on June 27, 2018. The next TC meeting will be on July 25.

**20. NCDOT Report**

Richard Hancock, NCDOT Division 5, stated that there will be a public meeting to discuss point allocation at the Division 5 office on June 19, 2018. Richard Hancock also stated that Division 5 plans to hold a public meeting about the NC 54 corridor.

Richard Hancock and Vice Chair Wendy Jacobs discussed the closure on Bahama Road that resulted in a detour and led to increased traffic on Wilkins Road. Vice Chair Wendy Jacobs asked if there were plans to pave or otherwise improve the unpaved Wilkins Road. Richard Hancock replied that there are currently no plans to pave Wilkins Road, but would provide her with details as he receives them.

Ed Lewis, NCDOT Division 7, stated that there will be a scoping meeting for the eastern end of the NC 54 corridor in Graham, NC, on July 10. Michael Parker asked about the Roundabout at Mt.

Carmel Church Road and Bennett Road in Chapel Hill. Ed Lewis stated that Division 7 is currently in discussions with their craft engineer, and the project will be completed by the summer of 2019.

There was no report from Division 8.

There was no report from NCDOT Transportation Planning Division.

There was no report from NCDOT Traffic Operations.

**INFORMATIONAL ITEMS:**

**21. Recent News, Articles, and Updates**

No informational items were discussed.

**ADJOURNMENT:**

There being no further business before the DCHC MPO Board, the meeting was adjourned at

11:10 a.m.

**Joint Meeting of the Executive Boards of the  
Durham-Chapel Hill-Carrboro MPO and the Capital Area MPO**

**May 31, 2018 9:00 am – 11:30 pm**

**Minutes of Meeting**

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization Board and the Capital Area Metropolitan Planning Organization (CAMPO) Board met on May 31, 2018, at 9:00 a.m. at Research Triangle Park Headquarters in Durham, NC. The following people were in attendance:

Wendy Jacobs (Member, DCHC)	Vice Chair
Pam Hemminger (Member, DCHC)	Town of Chapel Hill
Jennifer Weaver (Member, DCHC)	Town of Hillsboro
Ellen Beckman (Member, DCHC)	City of Durham
Ellen Reckhow (Member, DCHC)	Durham County
Renee Price (Member, DCHC)	Orange County
Mark Bell (Alternate, DCHC)	Town of Hillsboro
Mark Marcoplos (Alternate, DCHC)	Orange County
Lydia Lavelle (Alternate, DCHC)	Town of Carrboro
Harold Weinbrecht (Member, CAMPO)	Chair
Sig Hutchinson (Member, CAMPO)	Vice Chair
Will Allen (Member, CAMPO)	GoTriangle
Vivian Jones (Member, CAMPO)	Wake Forest
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Mo Devlin	DCHC MPO
Meg Scully	DCHC MPO
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Nishith Trivedi	Orange County
Zachary Hallock	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
Bergen Watterson	Town of Chapel Hill
Shelby Powell	CAMPO
Alex Rickard	CAMPO
Chris Lukasina	CAMPO
Paul Black	CAMPO
Chrystin Odum	CAMPO
Adam Howell	Wake County TPAC
Gretchen Vetter	NCDOT
Kenneth Withrow	City of Raleigh
Tim Garrison	Wake County
Juliet Andes	Town of Cary

45	Ben Howell	Town of Morrisville
46	Shannon Cox	Town of Apex
47	Dylan Bruchhaus	Town of Morrisville
48	John Tallmadge	GoTriangle
49	Jeff Mann	GoTriangle
50	Steven Sullivan	GoTriangle
51	Danny Rogers	GoTriangle
52	Eddie Dancausse	FHWA
53	Joe Milazzo	Regional Transportation Alliance
54	Scott Levitan	Research Triangle Foundation (CEO)
55	Lisa Jemison	Research Triangle Foundation
56	Mushtaqur Rahman	Baseline Mobility
57	Julie Bogle	NCDOT – TPD
58	Mark Eatman	NCDOT – TPD
59	Richard W. Hancock	NCDOT Division 5

60

## 61 AGENDA

### 62 **1. Welcome & Introductions**

63 Harold Weinbrecht, Chair, CAMPO

64 Wendy Jacobs, Vice-Chair, DCHC MPO

65 CAMPO Chair Harold Weinbrecht and DCHC MPO Vice Chair Wendy Jacobs called the meeting

66 to order at 9:03 a.m. A roll call was performed. The Members of the MPO Boards were identified and

67 are indicated above. Harold Weinbrecht stated that the population in the Triangle is increasing,

68 therefore multimodal transportation is important for consideration and discussion between neighboring

69 MPOs. Wendy Jacobs stated that certain DCHC MPO Members and Alternates were not able to attend

70 due to budgetary meetings and other scheduling conflicts. She suggested that future spring meetings be

71 scheduled to avoid these conflicts. Wendy Jacobs also thanked everyone for their continued support for

72 the Durham-Orange Light Rail (D-O LRT) Project as the North Carolina budget bill is being reviewed by

73 the North Carolina General Assembly.

### 74 **2. Host Welcome**

75 Scott Levitan, President & CEO, Research Triangle Foundation

76 Scott Levitan thanked both MPOs for attending and reassured the DCHC MPO Board of the

77 Research Triangle Park (RTP) Foundation's continued support of light rail and other transit. Scott Levitan



acknowledged that a multimodal commuting site, Triangle Metro Center, has been designated adjacent to RTP.

Scott Levitan stated that RTP continues to add new development, such as Park Center and the Frontier. Scott Levitan discussed that there is a great need to get people from point to point throughout the RTP, which will increase once transit comes to the Triangle. Scott Levitan further added that the RTP Foundation and its consultant, WSP, are looking for immediate solutions using existing technology, as well as looking ahead for long term solutions. Scott Levitan stated that he is scheduled to attend another meeting, but Lisa Jemison from the RTP Foundation will remain to answer questions.

### **3. Comments by the Public**

There were no comments from the public.

### **4. Major Transit Investments – Overview and Status**

John Hodges-Copple, Triangle J Council of Governments

John Hodges-Copple stated that DCHC MPO and CAMPO are increasing collaboration by having Joint MPO Board Meetings and Joint MPO Executive Committees. John-Hodges Copple also mentioned that Wake, Durham, and Orange counties have all adopted a sales tax, which was a part of a joint transit investment strategy.

John Hodges-Copple also discussed the major transit investments that are a part of the county transit plans, including Chapel Hill Bus Rapid Transit (BRT), D-O LRT, Wake-Durham Commuter Rail, and the Wake County BRT. John Hodges-Copple stated that the D-O LRT is in the engineering, or final, phase of planning; Chapel Hill BRT is in the project development phase; and the Wake-Durham Commuter Rail and the Wake County BRT projects are in the major investment study phase. John Hodges-Copple stated that the transit plan totals 82 miles of high quality transit investment and totals \$4.3B in cost.

John Hodges-Copple stated that the Metropolitan Transportation Plan (MTP) for DCHC and CAMPO extends to the mid-2040s and will increase the amount of transit. John Hodges-Copple stated that the Wake County Transit plan continues until the mid 2020s. John Hodges-Copple stated that,

under the MTPs, the D-O LRT project has an approximate two mile extension that would end in central Carrboro. John Hodges-Copple stated that in the MTP the Wake-Durham Commuter Rail Line extends to Hillsborough on one end and through Garner to Clayton on the other end. John Hodges-Copple added that there would also be an extension for the Wake-Durham Commuter Rail going north through Wake Forest and into Franklin County and south towards Apex; both of which would be in CAMPO jurisdiction. John Hodges-Copple stated that there would be extensions of the Wake County BRT that would go south toward Garner, north through upper Raleigh, and east along Harrison Avenue in Cary.

John Hodges-Copple stated that two greenway corridors, the East Coast Greenway and the Mountains-to-Sea Trail, could also bring economic development and increase quality of life in the Triangle with appropriate investment. Will Allen and John Hodges-Copple discussed the possibility of Amazon and Apple locating in the Triangle. Wendy Jacobs and John-Hodges Copple discussed disseminating the presentation to the members of DCHC MPO and CAMPO who could not be in attendance.

## **5. Major Roadway Investments – Overview and Status &**

### **6. SPOT 5 – Results to Date and Next Steps**

Alex Rickard, CAMPO & Aaron Cain, DCHC MPO

Alex Rickard stated there are numerous projects committed as a result of SPOT 3 and 4; most of which are under construction, and funding is secure. Alex Rickard stated that the largest project for CAMPO is the I-540 corridor from NC 55 in Holly Springs to I-40, which has committed funding. Alex Rickard also listed some of the other projects, including the I-40 corridor and US 1 from I-540 to NC 98. Alex Rickard stated that the Secretary of Transportation planned to accelerate a number of projects at the end of SPOT 4 in order to obtain greater future funding. Alex Rickard stated that this resulted in fewer of projects during the first five years of SPOT 5, but there are more planned projects in the latter five years. Alex Rickard stated that the Managed Motorways Project that Division 5 submitted is CAMPO's most important project for the STIP.

Aaron Cain stated that DCHC has worked with DOT to combine their US 70 project with CAMPO's in order to streamline the process. Aaron Cain stated that there are two major projects on I-85 and I-40, however, scheduling may be staggered in order to avoid major construction on those two projects at the same time.

Alex Rickard discussed that CAMPO's rail grade separation projects are now funded at the statewide level. Alex Rickard also noted that there is \$1B in regional funding that has not yet been awarded, and both MPOs have released their draft point allocations. Aaron Cain stated that the DCHC Technical Committee has made early recommendations, and there are plans for the MPO to adopt the draft point allocation in June 2018.

## **7. Transportation Policy Priorities for the Research Triangle Region**

Chris Lukasina, CAMPO

Chris Lukasina stated that the draft talking points version of the Joint Triangle Transportation Policy Priorities has been created. The list was disseminated among the Joint Board members. Chris Lukasina stated that members of both MPO Boards can use this to discuss with other elected officials, state legislatures, or national delegations. Chris Lukasina stated that the Keys to a Mobile Future are; (i) *Economic Development and the Attraction of Diverse Talent*; (ii) *Healthy, Complete Communities Accessible to All Residents*; and (iii) *Safety for All Travelers from Youth to Seniors*. Chris Lukasina also stated the Regional Policy Priorities are; (1) *Invest for Success*; (2) *Level the Playing Field*; (3) *Enable Critical Corridor Investments to Be More Cost Effective*; (4) *Remove Funding Barriers for Small Towns and Rural Areas in Division with Large MPOs*; (5) *Return NC to Leadership in Active Transportation Investment*; (6) *Strengthen Support for Demand-Management and Technology*; and (7) *Recognize Statewide Projects in Other Modes, Not Solely Roadways and Freight Rail*. Each Regional Policy Priorities also have bullet points and a brief narrative.

Ellen Reckhow and Wendy Jacobs recommended revising the language in section two (2) in order to address issues of stability, reliability, and predictability. Ellen Reckhow and Wendy Jacobs

recommended changing the wording in a bullet point for section two (2) and three (3), to eliminate mention of 10% in relationship to caps on funding.

Sig Hutchinson stated that the purpose of the Transportation Policy Priorities is as a way to articulate the unified vision for the Triangle region to elected leaders and members of the General Assembly. There was discussion about the language of section five (5), *Return NC to Leadership to Become a Leader*, in order to emphasize a bolder stance in transportation investment. Renee Price and Jennifer Weaver discussed emphasizing section four (4), *Removing Barriers to Funding of Rural Areas in Divisions with Large MPOs*, in order to strengthen connectivity between urban and rural areas. There was discussion about editing language in order for the document to be able to be applied to a larger area in North Carolina, but it was decided that the Transportation Policy Priorities document would be used as a foundation that would only be applied to only the Triangle region at this time.

Ellen Reckhow stated that there are plans to proceed with a Technical Corrections Bill in the North Carolina legislature to address the funding of light rail in the new state budget. Ellen Reckhow stated that at the Research Triangle Regional Partnership Annual meeting on May 30 there was discussion that a strong public transit system would be necessary for the Triangle region to be more competitive in attracting businesses and labor.

Sig Hutchinson discussed making the necessary changes to the document and then disseminating the revised Transportation Policy Priorities among members and staff of the MPOs. Ellen Reckhow discussed the population growth in the Triangle, and the need to not only look for short term solutions, but also look for long term solutions as well. Sig Hutchinson and Ellen Reckhow discussed the need for approval of the Transportation Policy Priorities. Sig Hutchinson stated that an official endorsement was not required from the DCHC MPO Board.

#### **8. Updates from MPO Strategic Partners**

Jeff Mann, Go Triangle and Joe Milazzo, Regional Transportation Alliance

177 Jeff Mann described the status of the state budget and its impact on funding the D-O LRT and  
178 future light rail projects. Jeff Mann stated that the language in the budget would prohibit the D-O LRT  
179 from receiving a Full-Funding Grant Agreement. Wendy Jacobs discussed the importance of speaking to  
180 stakeholders about the Technical Corrections Bill and the future of light rail. Wendy Jacobs added that  
181 the \$1.2B of federal money for the D-O LRT project would result in an increase in jobs for the region and  
182 as well an increase in GDP and tax revenue. Wendy Jacobs stated that the D-O LRT project has been in  
183 compliance with Federal Transit Administration (FTA) rules and regulations. Jeff Mann added that State  
184 Senator Floyd McKissick has been an advocate for transit. Sig Hutchinson stated that \$88M has already  
185 been spent on this project. Ellen Reckhow stated that there is a high return on investment with this  
186 project. Harold Weinbrecht stated that he encourages everyone to discuss this issue with local  
187 stakeholders.

188 Joe Milazzo stated that the Triangle region is unique in mass transit adoption in that the Triangle  
189 is has had three countywide transit referendums pass the first time. Joe Milazzo also noted that his top  
190 priority will also be the I-540 corridor.

#### 191 **Other Business**

192 There was discussion about the date for the next Joint MPO meeting. The meeting will be on  
193 October 31 at 9AM, but the location is TBD.

#### 194 **Adjournment**

195 There being no further business before the Joint MPO Board, the meeting was adjourned at  
196 10:38am.




STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

July 19, 2018

MEMO TO: Damon Seils, Transportation Advisory Committee (TAC) Chair  
Durham / Chapel Hill / Carrboro Metropolitan Planning Organization

FROM: Bobby Lewis, Chief Operating Officer  
North Carolina Department of Transportation 

SUBJECT: Switching funding sources for selected projects in the  
Durham / Chapel Hill / Carrboro Metropolitan Planning Organization area

I appreciate your taking time to meet with Van Argabright and Mike Stanley to discuss a funds swap that could potentially secure additional federal funding for North Carolina and the spirit of cooperation that was exhibited. The funding swap involves switching Durham / Chapel Hill / Carrboro MPO (DCHCMPO) Direct Attributable federal funds with flexible federal funds. There is no impact to schedules, local matches, or project management requirements resulting from the proposed swap.

Our proposal is to use \$9,157,119 of the DCHCMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds in fiscal year (FY) 2018 on the following project in place of the Federal STBG – Flex funds that we had initially intended to use:

U-3308 (Alston Avenue widening) -	\$9,157,119
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We then propose to program \$9,157,119 of federal STBG – Flex funds in place of the currently planned STBG-DA funds that are directly attributable to the DCHCMPO area. The STBG – Flex funding will applied toward the DCHC projects listed in the enclosed table.

The proposal would not require Board of Transportation approval, it is an administrative modification. We consider this action administrative on the part of DCHCMPO as well. If you have any questions or need additional information about this proposal, please contact me at (919) 707-2820 or Van Argabright at (919) 707-4622. Thank you.

RWL/va/mts

Attachment

cc: Terry Bellamy, Transportation Director, City of Durham  
Ellen Beckmann, City of Durham  
Aaron Cain, DCHCMPO  
Amy Clawson – NCDOT Federal Funds Management Unit  
Sheila Gibbs – NCDOT Local Programs Management Unit

Mailing Address:  
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1 S. WILMINGTON ST.  
RALEIGH NC 27601

# Questions & Answers - Fixing America's Surface Transportation (FAST) Act Rescission

**Question 1:** What is a rescission?

**Answer 1:** A rescission is legislation enacted by Congress that cancels the availability of budget authority (*e.g.*, contract authority) before that authority would otherwise expire. Note that a rescission of funds (contract authority) does not affect obligation limitation.

**Question 2:** How much is the FAST Act rescission and when will it take effect?

**Answer 2:** Section 1438 of the FAST Act contains a \$7.569 billion rescission that will take effect in FY 2020. The actual rescission will take place on July 1, 2020.

**Question 3:** What funding is subject to the FAST Act rescission?

**Answer 3:** The FAST Act rescission applies to unobligated balances of contract authority that is apportioned under chapter 1 of title 23, United States Code, with the exceptions described in Question 5. A more detailed breakdown of the contract authority subject to the rescission will be provided in a future update to these Q&As.

**Question 4:** Will the FAST Act rescission apply to any contract authority that is either exempt from the obligation limitation or associated with special no-year obligation limitation?

**Answer 4:** Yes, some programs exempt from the obligation limitation or associated with special no-year obligation limitation, such as the portion of the National Highway Performance Program (NHPP) funding that is exempt from the obligation limitation, are subject to the FAST Act rescission. A State may generally obligate these funds without regard to the State's overall obligation limitation for that fiscal year. Please note that any rescission of these special funds will result in an actual reduction to the total amount of funding that a State is able to obligate, which is not the case with funds subject to the formula obligation limitation that are in excess of available formula obligation limitation. A more detailed listing of such programs subject to the rescission will be provided in the future in an update to these Q&As.

**Question 5:** What funding is not subject to the FAST Act rescission?

**Answer 5:** The following funding is not subject to the FAST Act rescission:

- Contract authority apportioned under chapter 1 of title 23 that is specifically excluded from the rescission by section 1438 of the FAST Act:
  - Safety programs, such as the Highway Safety Improvement Program (HSIP), High Risk Rural Roads set-aside, section 154 and 164 penalty funding, Railway-Highway Grade Crossing Program, and some older pre-HSIP safety funding.

- Funding sub-allocated by population under the Surface Transportation Program/ Surface Transportation Block Grant Program.
- Programs that were not apportioned under chapter 1 of title 23. This includes several SAFETEA-LU programs such as Safe Routes to School, Coordinated Border Infrastructure Program, and Appalachian Development Highway System Program.
- Any allocated funding (non-apportioned), such as funding for earmarks, Federal Lands programs, research programs, ferry boats, territorial and Puerto Rico highway programs, TIFIA, emergency relief, discretionary freight program awards, and administrative expenses.

**Question 6:** What data will FHWA use to calculate the FAST Act rescission?

**Answer 6:** As specified in the FAST Act, the rescission calculations will be based on unobligated balances of contract authority for apportioned programs (excluding those funds not subject to the rescission, as discussed in Question 5) as of September 30, 2019.

**Question 7:** What is the overall methodology for calculating the State and program rescission amounts?

**Answer 7:** The total rescission amount will be applied proportionally among the States and then to each program within a State in a two-step process as described in Questions 8 and 9.

**Question 8:** How will the FAST Act rescission be calculated and applied among the States?

**Answer 8:** The rescission will be calculated based on each State's overall share of the unobligated balances of contract authority subject to the rescission as of September 30, 2019, relative to all States. This share will determine the proportional amount of the rescission applied to each State.

For example, assume that the total unobligated balances subject to rescission for all States as of September 30, 2019, are \$10,000,000,000 and State X has an unobligated balance subject to rescission of \$500,000,000. State X's share of the unobligated balances is calculated to be 5 percent ( $\$500,000,000 / \$10,000,000,000$ ); thus, 5 percent of the rescission ( $\$7,569,000,000 \times 5\% = \$378,450,000$ ) would be applied to State X.

**Question 9:** How will the FAST Act rescission be calculated and applied among programs within each State?

**Answer 9:** Each State's total rescission amount will be applied by program by multiplying the State's total rescission amount by the share of that State's unobligated balance for each program as it relates to that State's total unobligated balance for all programs subject to the rescission.

This proportional programmatic calculation will be done at the fund source level of each program. Note that the fund source refers to the Fiscal Management Information System (FMIS) program codes that are grouped together based on similar program components. When a more detailed breakdown of contract authority subject to the rescission is provided under Question 3, it



will show the programs broken down by fund source and the program codes within each fund source.

For example, the Congestion Mitigation & Air Quality Improvement (CMAQ) program consists of the CMAQ Main fund source (program codes 3200, Q400, H400, L400, L40E, L40R, M400, M40E, Z400) and the CMAQ PM 2.5 set-aside fund source (program codes M003, M0E3, Z003). Continuing with the example from Question 8, suppose that of State X's unobligated balances subject to rescission of \$500,000,000, the CMAQ Main fund source and the CMAQ PM 2.5 fund source have unobligated balances of \$50,000,000 and \$15,000,000, respectively. Based on these unobligated balances, the CMAQ Main fund source and the CMAQ PM 2.5 fund source will comprise 10 percent ( $\$50,000,000/\$500,000,000$ ) and 3 percent ( $\$15,000,000/\$500,000,000$ ), respectively, of State X's unobligated balances subject to rescission. Therefore, the rescission amounts for State X would be \$37,845,000 ( $\$378,450,000 \times 10\%$ ) from the CMAQ Main fund source and \$11,353,500 ( $\$378,450,000 \times 3\%$ ) from the CMAQ PM 2.5 set-aside fund source.

**Question 10:** Do States have any flexibility to determine how the rescission will be implemented at the program level?

**Answer 10:** No, States do not have the flexibility to determine the programs and amounts by program from which the rescission is taken. Section 1438 of the FAST Act provides specific language as to how the rescission is to be calculated at the State and program levels. This language requires the use of a proportional formula and does not allow for flexibility.

**Question 11:** How will the FAST Act rescission be applied in the FMIS to the program codes within each fund source?

**Answer 11:** Each State's rescission amount will be applied within each fund source in a chronological manner by rescinding funds first from the oldest program codes to the newest program codes.

Continuing with the CMAQ example from Questions 8 and 9, suppose that the CMAQ PM 2.5 set-aside fund source program codes M003, M0E3, and Z003 contain unobligated balances of \$4,000,000, \$8,500,000, and \$10,000,000, respectively, for State X. Of the required \$11,353,500 CMAQ PM 2.5 set-aside rescission, \$4,000,000 would be rescinded from M003 since it is the oldest of the three program codes, and the remaining \$7,353,500 would be rescinded from M0E3. Thus, M0E3 would retain an unobligated balance of \$1,146,500 and Z003, the newest of the program codes, would retain its full unobligated balance of \$10,000,000.

**Question 12:** What is the overall process/timeline for the implementation of the FAST Act rescission?

**Answer 12:** The process/timeline for implementation is as follows:

- October 2019 – The Office of the Chief Financial Officer (HCF) will calculate the rescission by State and program/fund source once final unobligated balances as of September 30, 2019, are available.

- October 2019 – The FHWA will issue a Notice signed by the FHWA Administrator outlining the FAST Act rescission and including preliminary rescission amounts by State and program/fund source.
- June 2020 – The HCF will provide updated preliminary rescission amounts (note that these amounts still may not be final as the final rescission amounts will be drawn from the unobligated balances available on July 1, 2020).
- July 1, 2020 – The HCF will withdraw funds from FMIS based on the rescission amounts.
- July 1, 2020 – The HCF will rescind apportioned funding equal to the total rescission amount in the Delphi accounting system.
- July 2020 – The HCF provides (via e-mail and web posting) tables showing final rescission amounts.

**Question 13:** How will the rescission be implemented if one or more States do not have sufficient unobligated balances on July 1, 2020, from which to take the calculated rescission amount?

**Answer 13:** Although HCF doesn't anticipate that any State will have insufficient unobligated balances to meet the requisite rescission, HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address a State shortfall should it occur. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 14:** How will the rescission be implemented if one or more fund sources within a State do not have sufficient unobligated balances on July 1, 2020, from which to take the calculated rescission amount?

**Answer 14:** HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address any fund source shortfalls within a State. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 15:** Is a State required to maintain sufficient unobligated balances in each fund source for the calculated rescission amounts based on unobligated balances as of September 30, 2019, even though the withdrawal of the rescinded funds does not occur until July 1, 2020?

**Answer 15:** As discussed in Question 14, HCF is currently working with the Office of Chief Counsel and Office of Policy to develop procedures to address any fund source shortfalls within a State. Further information will be provided as it becomes available in a future update to these Q&As.

**Question 16:** Will the FAST Act rescission have any impact on how States complete their annual responses to August Redistribution for additional obligation limitation?

**Answer 16:** No. States do not need to consider or factor in the FAST Act rescission when completing their August Redistribution responses.

**Question 17:** What information will FHWA provide in the future regarding the FAST Act rescission?

**Answer 17:** At the beginning of each fiscal year, HCF plans to distribute an updated table of unobligated balances subject to the rescission to help States plan for the FAST Act rescission. The table of unobligated balances as of September 30, 2016, subject to the FAST Act rescission is located at: [https://www.fhwa.dot.gov/cfo/fastact\\_rescission\\_balances\\_20160930.cfm](https://www.fhwa.dot.gov/cfo/fastact_rescission_balances_20160930.cfm). In addition, these Q&As will be updated as additional information becomes available, additional questions arise, or additional issues need to be addressed.

**Question 18:** How does the rescission in the Department of Transportation Appropriations Act, 2017, compare to the FAST Act rescission?

**Answer 18:** The Department of Transportation Appropriations Act, 2017 (Division K of Public Law 115-31), contains an \$857 million rescission of apportioned contract authority that is effective as of June 30, 2017. This rescission excludes the same programs as the FAST Act rescission, but it also excludes programs subject to special no-year limitation or exempt from the limitation.

The rescission amounts for each State and program are determined proportionally based on unobligated balances as of May 31, 2017. As with the FAST Act rescission, States are not provided any flexibility in the application of this rescission; within each State, the share of the rescission applied to each program will be proportional based on the unobligated balances of funds subject to the rescission as of May 31, 2017.

**Question 19:** What is the impact of the rescission in the Department of Transportation Appropriations Act, 2017, on the FAST Act rescission?

**Answer 19:** The rescission in the Department of Transportation Appropriations Act, 2017, will reduce the unobligated balances of excess contract authority available for the FAST Act rescission. However, based on the relatively modest amount of the FY 2017 rescission, it is anticipated that there will remain sufficient unobligated balances to absorb the FAST Act rescission.

**Question 20:** If any other rescissions are enacted, such as a rescission contained in an appropriations act between FY 2018 and FY 2020, would such rescission of funding be in addition to the funding rescinded in the FAST Act? What impact would any other enacted rescissions have on the FAST Act rescission?

**Answer 20:** Unless otherwise specified in law, any additional rescissions enacted via an appropriations act or another legislative vehicle would be in addition to the FY 2017 rescission and the FAST Act rescission. Any additional rescissions that are enacted and implemented prior to the FAST Act rescission will affect the amount of States' remaining unobligated balances, resulting in a reduction to the amount of excess contract authority that States have available to absorb the FAST Act rescission. As with the FY 2017 rescission, if any additional rescissions are enacted into law, HCF, along with the Office of the Chief Counsel and the Office of Policy, will assess the rescission and provide Division Offices and States the information necessary to plan accordingly.

# Eno Transportation Weekly

## FHWA Updates Estimates on FY 2020 FAST Act Highway Rescission



By [Jeff Davis](#)

*Senior Fellow and Editor, Eno Transportation Weekly*

**November 16, 2016**

In an attempt to make the budget totals of the legislation balance, section 1438 of the [FAST Act of 2015](#) orders that, on July 1, 2020, \$7.569 billion in unobligated balances of highway contract authority apportioned to states via formula will be rescinded (canceled).

The Federal Highway Administration has updated its “what if” forecast to help states plan for the rescission. While no one can know with certainty exactly how much unobligated money states will have lying around at the end of June 2020, FHWA knows exactly how much each state held on September 30, 2016 (the close of fiscal year 2016). FHWA has sent a table to states showing how the \$7.569 billion would have been implemented had it been executed on October 1, 2016.

(A few caveats – not all apportioned highway funding is subject to the rescission. Funds sub-allocated by population to metropolitan areas are exempt from the rescission, as are safety programs and the \$639 million per year of National Highway Performance Program funding that is outside the annual obligation limitation.)

FHWA says that states collectively had \$9.354 billion in unobligated balances subject to the rescission as of the close of business on September 30, 2016. But how would that rescission be applied?

The FAST Act requires that the rescission be applied to each state (and the District of Columbia) based that state’s share of the unobligated balances, so it rewards states that are more efficient spenders of the money. For example, under the FAST Act, Alabama gets 1.94 percent of all the new highway formula money, but they only had 1.07 percent of total balances held by states as of September 30, so they would only feel 1.07 percent of a rescission implemented on October 1. Conversely, New Jersey’s fiscal crisis slowed their spending rate, so even though the state only gets 2.55 percent of new money under the FAST Act, they would take 4.51 percent of the brunt of an October 1 rescission. (Hawaii is even slower for some reason – they get 0.43 percent of highway apportionments but would get 1.36 percent of the rescission.)

Once each state is given a total rescission amount, the FAST Act then requires that the rescission be applied proportionately across all programs with balances held by states as of the date of the rescission. But just as states spend their total apportionments at different rates, so too do different states spend from different programs at different rates.

In particular, many states have difficulty spending all of their Transportation Alternatives money (called Transportation Enhancements prior to the MAP-21 law). This program is primarily about bicycle paths, pedestrian walkways, rail-to-trail, beautification, and environmental mitigation (full list of eligible activities [here](#)). This program has received between \$800 million and \$850 million in new money for many years.

FHWA says that as of October 1, states and D.C. collectively held \$1.69 billion in unobligated Transportation Alternatives money – two full years of the program. Even though the T.A. program is only 2.1 percent of the total highway program, state slowness to spend this money means that 18.1 percent of an October 1, 2016 rescission would be taken from the T.A. program. (This would suit most Republicans just fine, since they have historically opposed the T.A. program.)

This varies widely by state – Kentucky, for example, would see 37.7 percent of its rescission taken out of T.A. whereas Oregon would only see 4.3 percent of its rescission taken from T.A.

There is a similar divergence between states in the Congestion Mitigation and Air Quality program. Maine, for example, had almost two full years worth of CMAQ apportionments sitting around unobligated on September 30, meaning that CMAQ would take a disproportionate share of Maine's rescission. Conversely, North and South Dakota and Washington State managed to obligate every dime of their cumulative CMAQ apportionments by September 30.

Put another way, the National Highway Performance Program gives out over \$22 billion per year in new money, and states only had \$2.5 billion of it unobligated as of September 30, or a little over ten percent of one year's new apportionment. CMAQ gives out \$2.3 billion per year, but states collectively had \$1.7 billion unobligated as of September 30, or about 75 percent of a full year's apportionment.

States are allowed under [23 U.S.C. §126](#) to transfer money between programs, subject to some limitations, most particularly a restriction that no more than 50 percent of each year's apportionment for each program can be transferred to another program. Some states routinely max out their transfers from the CMAQ program to easier-to-spend programs.

FY 2016 was the first year that the new National Highway Freight Program was in existence. A total of 18 states (Alabama, Arkansas, Georgia, Indiana, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nevada, New Jersey, New Mexico, New York, North Dakota, Pennsylvania, Rhode Island, South Carolina and West Virginia) managed to obligate or transfer every dime of their FY 2016 freight apportionment and had zero left over on September 30. Oddly, California appears to have obligated almost none of its 2016 freight money yet (they received \$106.3 million and had \$104.2 million of it left unobligated at the end of the fiscal year).

The tables below show tables that indicate how much money (subject to the rescission) that each state had remaining, unobligated, at the close of business on September 30 and how a hypothetical October 1, 2016 rescission would be applied to each state and to each highway program within that state.

# UNOBLIGATED BALANCES OF FEDERAL-AID HIGHWAY CONTRACT AUTHORITY SUBJECT TO THE FAST ACT 2020 RESCISSION AND HELD BY STATES AT THE END OF FISCAL YEAR 2016

MPO Board 8/8/2018 Item 9

(Millions of dollars. "Subject to the rescission" means this table does not include STP/STBGP money suballocated by population, does not include safety programs, and does not include NHPP exempt from limitation.)

	NHPP	T. Alt.	STBGP	CMAQ	MP	Bridge	Trails	SPR	Freight	Other	TOTAL
ALABAMA	30.4	36.0	10.4	13.2	4.1	4.4	0.0	0.2	0.0	1.0	99.7
ALASKA	0.0	17.8	29.2	13.0	1.7	0.0	1.8	6.7	14.4	0.0	84.7
ARIZONA	34.3	31.6	7.5	6.0	2.4	11.9	6.2	8.1	20.9	0.0	128.8
ARKANSAS	56.0	27.1	4.8	9.2	0.2	29.4	4.4	2.1	0.0	0.0	133.1
CALIFORNIA	295.7	148.5	39.7	182.4	17.9	0.0	13.2	9.5	104.2	0.0	811.2
COLORADO	0.0	17.9	0.0	31.5	8.1	5.8	4.7	19.4	15.2	0.0	102.6
CONNECTICUT	68.1	10.4	22.8	7.2	0.7	43.6	0.0	0.8	0.0	0.0	153.7
DELAWARE	17.7	4.0	16.1	14.7	1.8	0.4	1.8	3.6	4.8	0.0	64.9
DIST. OF COL.	4.0	6.6	4.5	12.4	0.3	15.3	0.0	3.5	4.5	0.0	51.1
FLORIDA	182.6	25.0	2.5	2.0	2.3	25.8	0.0	7.3	53.9	0.0	301.5
GEORGIA	30.8	71.5	2.0	58.7	14.2	42.6	4.5	25.6	0.0	1.0	250.8
HAWAII	56.3	20.0	12.9	8.4	4.1	17.8	0.2	2.6	4.8	0.0	127.1
IDAHO	11.3	7.8	1.5	12.3	0.0	1.5	0.4	1.9	2.9	0.0	39.7
ILLINOIS	145.1	107.1	3.8	139.6	25.5	11.2	4.5	45.6	0.3	1.2	483.8
INDIANA	58.6	27.8	24.1	19.8	0.9	6.7	3.1	49.0	0.0	0.1	190.0
IOWA	22.1	27.4	24.1	13.0	0.0	1.4	4.1	11.9	2.1	0.0	106.2
KANSAS	33.9	23.5	14.9	13.1	0.5	0.3	0.4	0.8	10.8	0.0	98.3
KENTUCKY	11.6	44.2	25.9	20.1	3.3	0.2	4.2	5.8	0.0	1.8	117.1
LOUISIANA	37.4	16.2	5.3	11.0	4.4	59.1	4.2	0.6	0.0	0.0	138.2
MAINE	3.6	5.6	16.4	19.0	4.0	2.6	2.1	2.3	5.3	0.0	60.9
MARYLAND	7.0	49.5	18.8	22.9	13.5	58.5	0.0	3.0	5.1	0.1	178.4
MASSACHUSETTS	0.5	30.1	10.6	11.3	13.4	64.6	3.5	32.8	8.7	0.0	175.5
MICHIGAN	154.0	25.5	35.6	65.6	20.2	7.1	1.9	6.0	0.0	0.0	315.9
MINNESOTA	30.6	13.6	27.9	0.9	6.7	21.8	0.6	9.2	0.0	0.2	111.6
MISSISSIPPI	2.1	38.2	5.8	4.6	0.0	5.9	1.9	5.8	0.0	0.1	64.4
MISSOURI	115.1	35.2	38.2	16.8	0.0	12.9	2.8	21.9	0.0	0.1	243.1
MONTANA	51.3	9.2	12.7	21.8	3.3	0.4	0.4	4.9	7.9	0.0	111.9
NEBRASKA	17.7	3.3	6.6	1.8	0.5	6.6	3.0	5.9	8.3	0.0	53.7
NEVADA	25.6	12.8	18.2	20.4	0.0	0.7	0.7	0.0	0.0	0.0	78.4
NEW HAMPSHIRE	7.0	9.5	0.0	17.0	0.3	4.6	2.4	3.2	4.7	0.0	48.6
NEW JERSEY	24.6	83.1	34.0	114.4	2.7	130.1	2.3	29.5	0.0	1.1	421.7
NEW MEXICO	13.7	15.1	0.5	12.1	1.3	0.0	4.0	5.2	0.0	0.0	52.0
NEW YORK	32.5	114.3	2.4	195.6	16.1	97.7	6.6	5.7	0.0	0.6	471.5
NORTH CAROLINA	29.3	51.6	15.0	63.8	4.5	8.5	3.0	18.1	13.3	0.7	207.8
NORTH DAKOTA	40.2	4.1	23.7	0.0	2.1	0.0	1.1	2.3	0.0	0.0	73.5
OHIO	156.9	22.0	109.1	47.1	0.0	0.0	2.7	31.9	38.2	0.0	407.9
OKLAHOMA	28.2	31.9	5.1	11.5	2.1	6.9	0.6	2.1	18.0	3.5	109.9
OREGON	14.1	4.0	44.2	4.6	6.9	2.3	4.0	0.4	11.7	0.0	92.4
PENNSYLVANIA	35.4	71.4	129.0	71.3	3.7	41.7	3.3	68.8	0.0	0.2	424.9
RHODE ISLAND	0.7	7.6	0.1	1.2	1.2	42.4	1.9	1.9	0.0	0.0	57.0
SOUTH CAROLINA	56.5	31.6	55.4	11.0	6.6	23.9	3.6	4.3	0.0	0.0	192.9
SOUTH DAKOTA	20.8	10.2	8.4	0.0	3.4	1.3	0.1	4.2	8.1	0.0	56.5
TENNESSEE	7.5	72.1	7.6	32.6	3.1	9.6	3.5	8.6	2.3	1.8	148.7
TEXAS	371.4	128.5	32.4	274.3	0.0	1.8	8.7	136.9	38.9	0.0	992.8
UTAH	16.2	10.6	3.7	20.0	3.3	3.2	1.2	2.0	9.3	0.0	69.5
VERMONT	11.0	9.9	17.5	2.3	0.1	7.6	0.3	0.6	5.8	0.0	55.2
VIRGINIA	28.1	60.0	0.4	28.6	4.5	3.2	2.4	43.5	0.7	0.0	171.4
WASHINGTON	5.6	7.6	82.6	0.0	0.0	27.7	0.0	0.0	12.3	0.0	135.9
WEST VIRGINIA	16.4	16.0	0.4	12.4	1.1	12.9	3.4	8.1	0.0	0.0	70.6
WISCONSIN	56.7	29.1	11.3	28.8	13.1	0.1	2.1	20.3	1.0	1.5	164.1
WYOMING	17.5	6.0	17.3	6.1	1.4	1.7	0.5	0.3	2.5	0.0	53.3
<b>TOTAL</b>	<b>2,493.7</b>	<b>1,689.6</b>	<b>1,042.9</b>	<b>1,727.5</b>	<b>231.4</b>	<b>885.6</b>	<b>132.2</b>	<b>694.7</b>	<b>441.0</b>	<b>15.2</b>	<b>9,353.9</b>

# If the FAST Act's July 1, 2020 Highway Rescission Took Place on Oct 1, 2016, How Much Would Each State Lose From Each Formula Program?

MPO Board 8/8/2018 Item 9

(Millions of dollars of contract authority)

	<u>NHPP</u>	<u>T. Alt.</u>	<u>STBGP</u>	<u>CMAQ</u>	<u>MP</u>	<u>Bridge</u>	<u>Trails</u>	<u>SPR</u>	<u>Freight</u>	<u>Other</u>	<u>TOTAL</u>
ALABAMA	24.6	29.1	8.4	10.7	3.3	3.6	0.0	0.2	0.0	0.8	80.7
ALASKA	0.0	14.4	23.7	10.5	1.3	0.0	1.5	5.4	11.6	0.0	68.5
ARIZONA	27.8	25.6	6.0	4.8	1.9	9.6	5.0	6.6	16.9	0.0	104.2
ARKANSAS	45.3	21.9	3.9	7.4	0.1	23.8	3.6	1.7	0.0	0.0	107.7
CALIFORNIA	239.3	120.2	32.1	147.6	14.5	0.0	10.7	7.7	84.3	0.0	656.4
COLORADO	0.0	14.5	0.0	25.5	6.6	4.7	3.8	15.7	12.3	0.0	83.0
CONNECTICUT	55.1	8.4	18.4	5.8	0.6	35.3	0.0	0.7	0.0	0.0	124.4
DELAWARE	14.3	3.2	13.0	11.9	1.4	0.3	1.5	2.9	3.9	0.0	52.5
DIST. OF COL.	3.2	5.3	3.6	10.0	0.2	12.4	0.0	2.8	3.7	0.0	41.4
FLORIDA	147.7	20.3	2.0	1.6	1.9	20.9	0.0	5.9	43.6	0.0	244.0
GEORGIA	24.9	57.8	1.6	47.5	11.5	34.5	3.7	20.7	0.0	0.8	202.9
HAWAII	45.5	16.2	10.4	6.8	3.4	14.4	0.2	2.1	3.9	0.0	102.9
IDAHO	9.2	6.3	1.2	10.0	0.0	1.2	0.3	1.6	2.4	0.0	32.1
ILLINOIS	117.4	86.6	3.1	113.0	20.6	9.1	3.7	36.9	0.2	1.0	391.5
INDIANA	47.4	22.5	19.5	16.0	0.7	5.4	2.5	39.6	0.0	0.1	153.8
IOWA	17.9	22.2	19.5	10.5	0.0	1.1	3.3	9.6	1.7	0.0	85.9
KANSAS	27.4	19.0	12.0	10.6	0.4	0.3	0.3	0.6	8.8	0.0	79.5
KENTUCKY	9.4	35.7	21.0	16.2	2.7	0.2	3.4	4.7	0.0	1.5	94.8
LOUISIANA	30.3	13.1	4.3	8.9	3.6	47.8	3.4	0.5	0.0	0.0	111.8
MAINE	2.9	4.5	13.2	15.4	3.2	2.1	1.7	1.8	4.3	0.0	49.2
MARYLAND	5.7	40.1	15.2	18.6	10.9	47.3	0.0	2.4	4.1	0.1	144.4
MASSACHUSETTS	0.4	24.4	8.5	9.1	10.8	52.3	2.9	26.5	7.1	0.0	142.0
MICHIGAN	124.6	20.6	28.8	53.1	16.4	5.7	1.5	4.9	0.0	0.0	255.6
MINNESOTA	24.8	11.0	22.6	0.8	5.5	17.6	0.5	7.5	0.0	0.2	90.3
MISSISSIPPI	1.7	31.0	4.7	3.7	0.0	4.8	1.5	4.7	0.0	0.1	52.1
MISSOURI	93.2	28.5	30.9	13.6	0.0	10.5	2.3	17.8	0.0	0.0	196.7
MONTANA	41.5	7.4	10.3	17.7	2.6	0.3	0.3	4.0	6.4	0.0	90.6
NEBRASKA	14.3	2.7	5.3	1.5	0.4	5.3	2.4	4.8	6.7	0.0	43.4
NEVADA	20.7	10.4	14.7	16.5	0.0	0.5	0.6	0.0	0.0	0.0	63.4
NEW HAMPSHIRE	5.7	7.7	0.0	13.7	0.2	3.7	1.9	2.6	3.8	0.0	39.3
NEW JERSEY	19.9	67.2	27.5	92.5	2.2	105.3	1.8	23.8	0.0	0.9	341.2
NEW MEXICO	11.1	12.2	0.4	9.8	1.1	0.0	3.2	4.2	0.0	0.0	42.1
NEW YORK	26.3	92.5	2.0	158.3	13.0	79.1	5.3	4.6	0.0	0.5	381.5
NORTH CAROLINA	23.7	41.8	12.1	51.6	3.6	6.9	2.4	14.6	10.8	0.6	168.1
NORTH DAKOTA	32.5	3.3	19.1	0.0	1.7	0.0	0.9	1.9	0.0	0.0	59.4
OHIO	126.9	17.8	88.3	38.1	0.0	0.0	2.2	25.8	30.9	0.0	330.1
OKLAHOMA	22.8	25.8	4.1	9.3	1.7	5.6	0.5	1.7	14.5	2.8	89.0
OREGON	11.4	3.2	35.8	3.7	5.6	1.9	3.2	0.4	9.5	0.0	74.8
PENNSYLVANIA	28.6	57.8	104.3	57.7	3.0	33.7	2.7	55.7	0.0	0.2	343.8
RHODE ISLAND	0.5	6.2	0.1	0.9	1.0	34.3	1.6	1.5	0.0	0.0	46.1
SOUTH CAROLINA	45.7	25.6	44.9	8.9	5.3	19.3	2.9	3.5	0.0	0.0	156.1
SOUTH DAKOTA	16.8	8.3	6.8	0.0	2.8	1.1	0.1	3.4	6.5	0.0	45.7
TENNESSEE	6.1	58.3	6.2	26.4	2.5	7.8	2.8	6.9	1.9	1.4	120.3
TEXAS	300.5	104.0	26.2	222.0	0.0	1.5	7.0	110.8	31.5	0.0	803.4
UTAH	13.1	8.6	3.0	16.2	2.6	2.6	0.9	1.6	7.6	0.0	56.2
VERMONT	8.9	8.0	14.2	1.9	0.1	6.2	0.2	0.5	4.7	0.0	44.6
VIRGINIA	22.7	48.6	0.3	23.1	3.6	2.6	1.9	35.2	0.5	0.0	138.7
WASHINGTON	4.6	6.1	66.8	0.0	0.0	22.4	0.0	0.0	10.0	0.0	110.0
WEST VIRGINIA	13.3	12.9	0.3	10.1	0.9	10.4	2.7	6.5	0.0	0.0	57.1
WISCONSIN	45.9	23.6	9.2	23.3	10.6	0.1	1.7	16.4	0.8	1.2	132.8
WYOMING	14.2	4.9	14.0	5.0	1.1	1.4	0.4	0.2	2.1	0.0	43.1
<b>TOTAL</b>	<b>2,017.8</b>	<b>1,367.2</b>	<b>843.9</b>	<b>1,397.9</b>	<b>187.2</b>	<b>716.6</b>	<b>107.0</b>	<b>562.1</b>	<b>356.9</b>	<b>12.3</b>	<b>7,569.0</b>





# NC 98 CORRIDOR STUDY REPORT



[www.nc98corridor.com](http://www.nc98corridor.com)



# WHERE & WHAT

## Project Study Area:

- 27-miles from U.S. 70 in Durham Co. through Wake Co. to U.S. 401 in Franklin Co. (approximately a quarter mile (1/4) on either side of N.C. 98)

## This study will evaluate:



Safety & Mobility



Planned & Existing Roads



Transit



Bicycle/ Pedestrian Facilities

# N.C. 98 STUDY SCHEDULE

Project  
Kick-Off



DEC 16 | JAN 17 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 18 | FEB | MAR | APR | MAY | JUN | JUL

REVIEW EXISTING INVENTORY & PLANS

TRANSPORTATION ANALYSIS

CONCEPTUAL DESIGN

IMPLEMENTATION PLAN

SOT



PUBLIC INVOLVEMENT

SOT



Conceptual Design  
Preference Public Events  
Public Meetings  
Pop-up Events

SOT



Informational Session on  
Recommendations  
Public Meetings

Visioning Public Events  
Public Meetings  
Pop-up Events

★ Study Oversight  
Team (SOT) Meeting



**CORRIDOR  
STUDY**

NC CAMPO • DCHC MPO • NCDOT



# EXISTING CONDITIONS

## Environmentally Sensitive Areas



- Falls Lake, Little River, & Neuse River Watersheds
- Shinleaf Recreation Area
- Parks
- Trails

## Several Types of Land Uses



- Transportation
- Recreational
- Agricultural
- Residential
- Educational Institutions
- Natural Environment
- Commercial

## Traffic Generating Facilities



- Schools
- Churches
- Shopping centers
- Activities

## Recreation

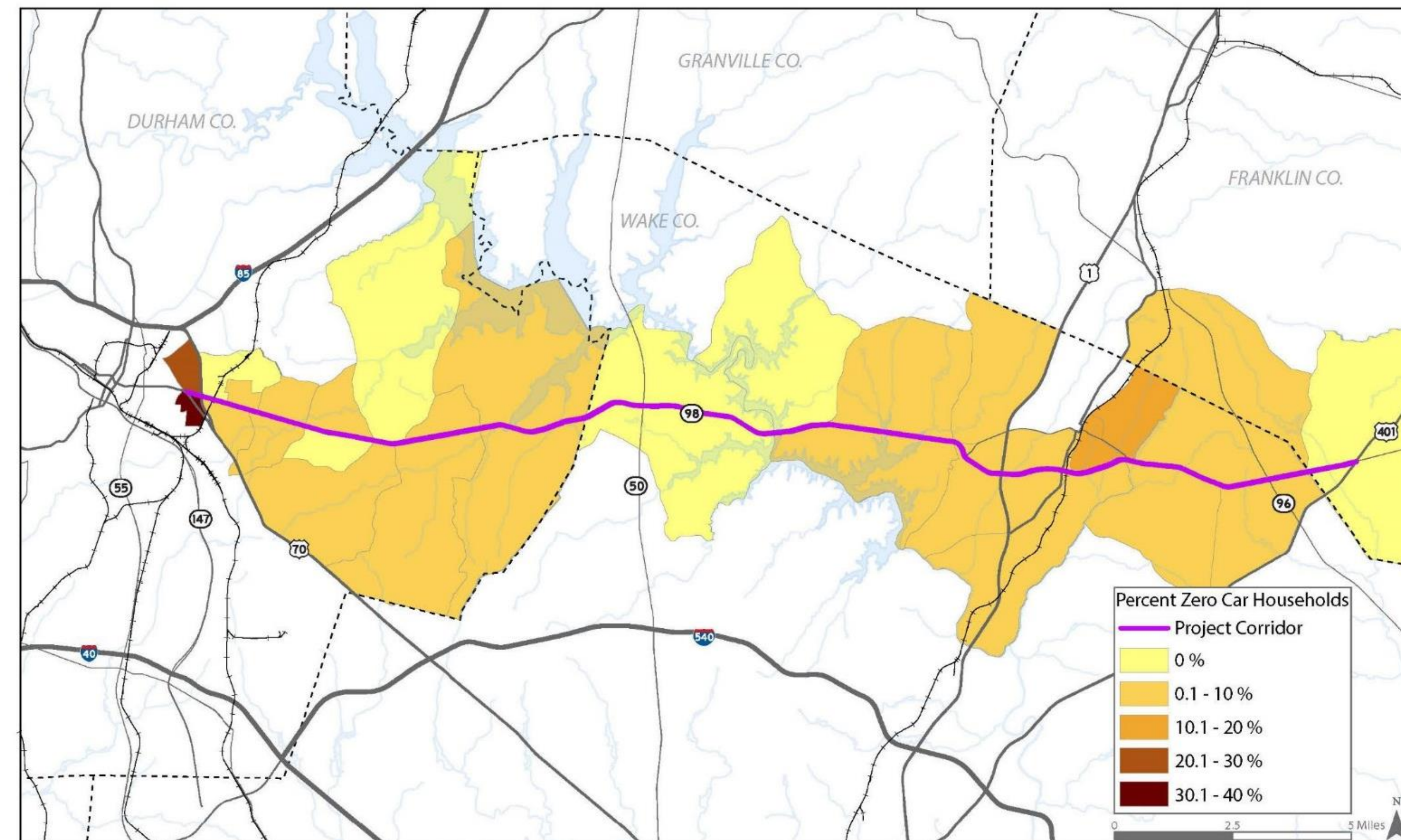


- Cycling
- Boating
- Camping
- Parks & Trails
- Golf

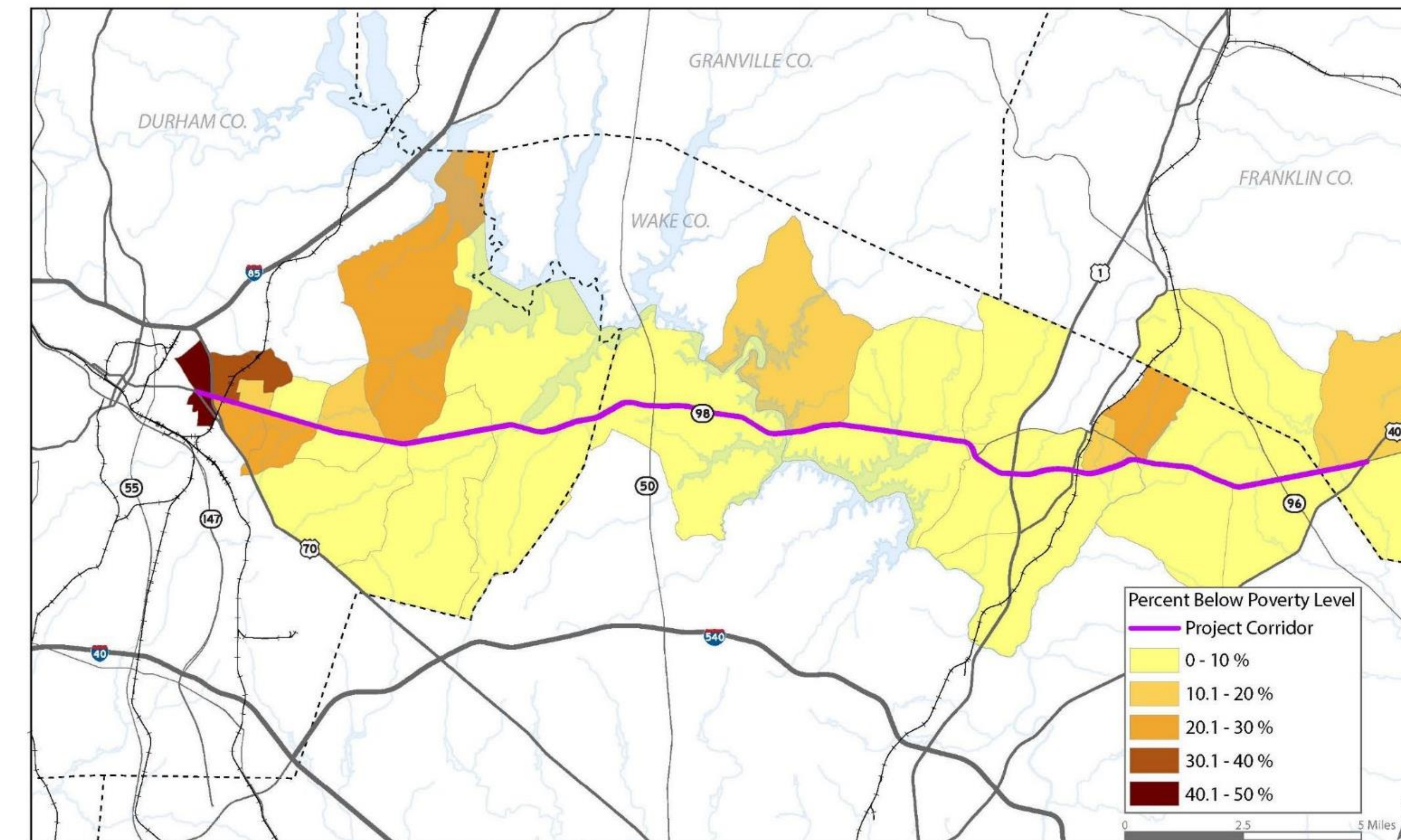


# Demographics

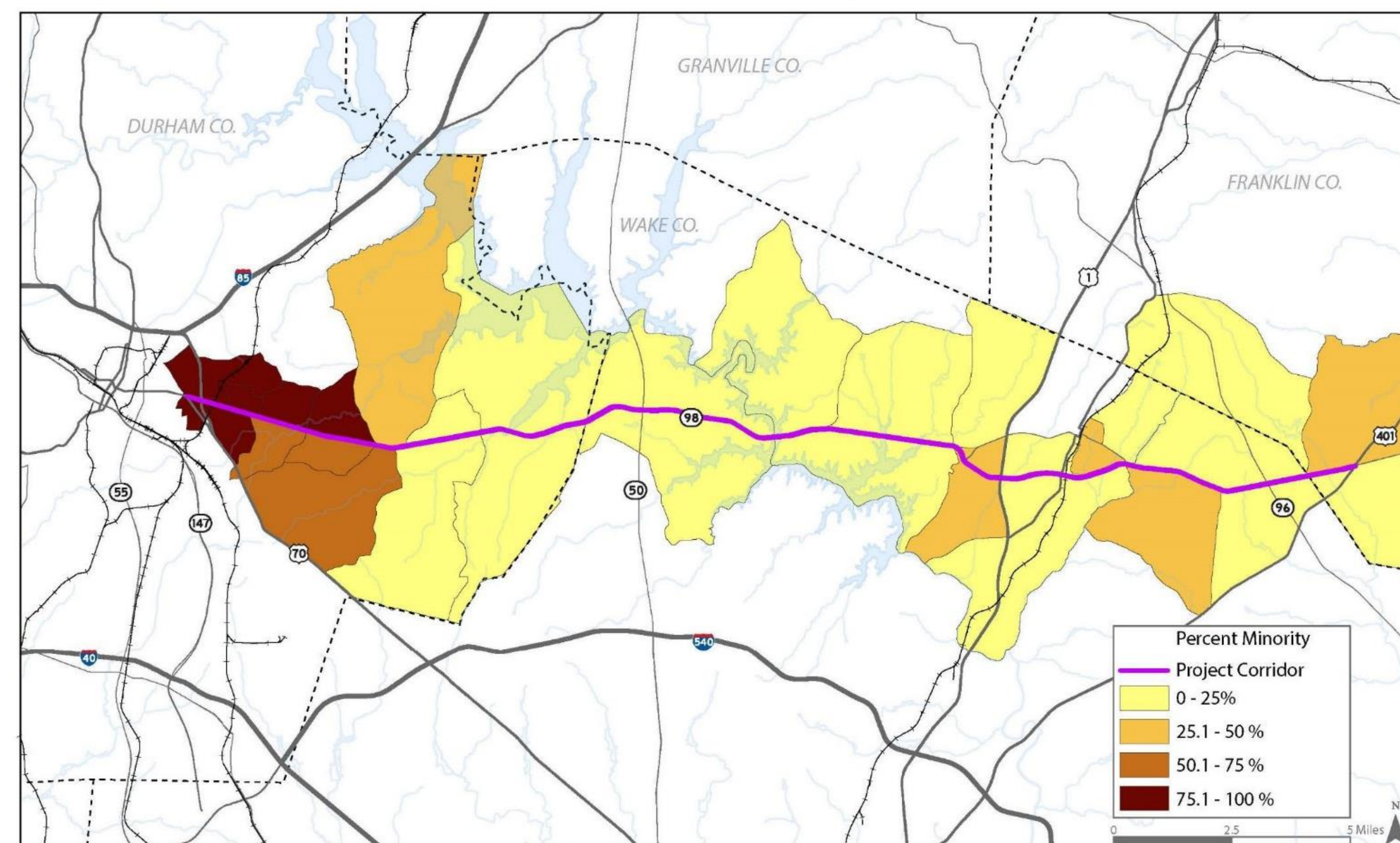
Percent Zero Car Households



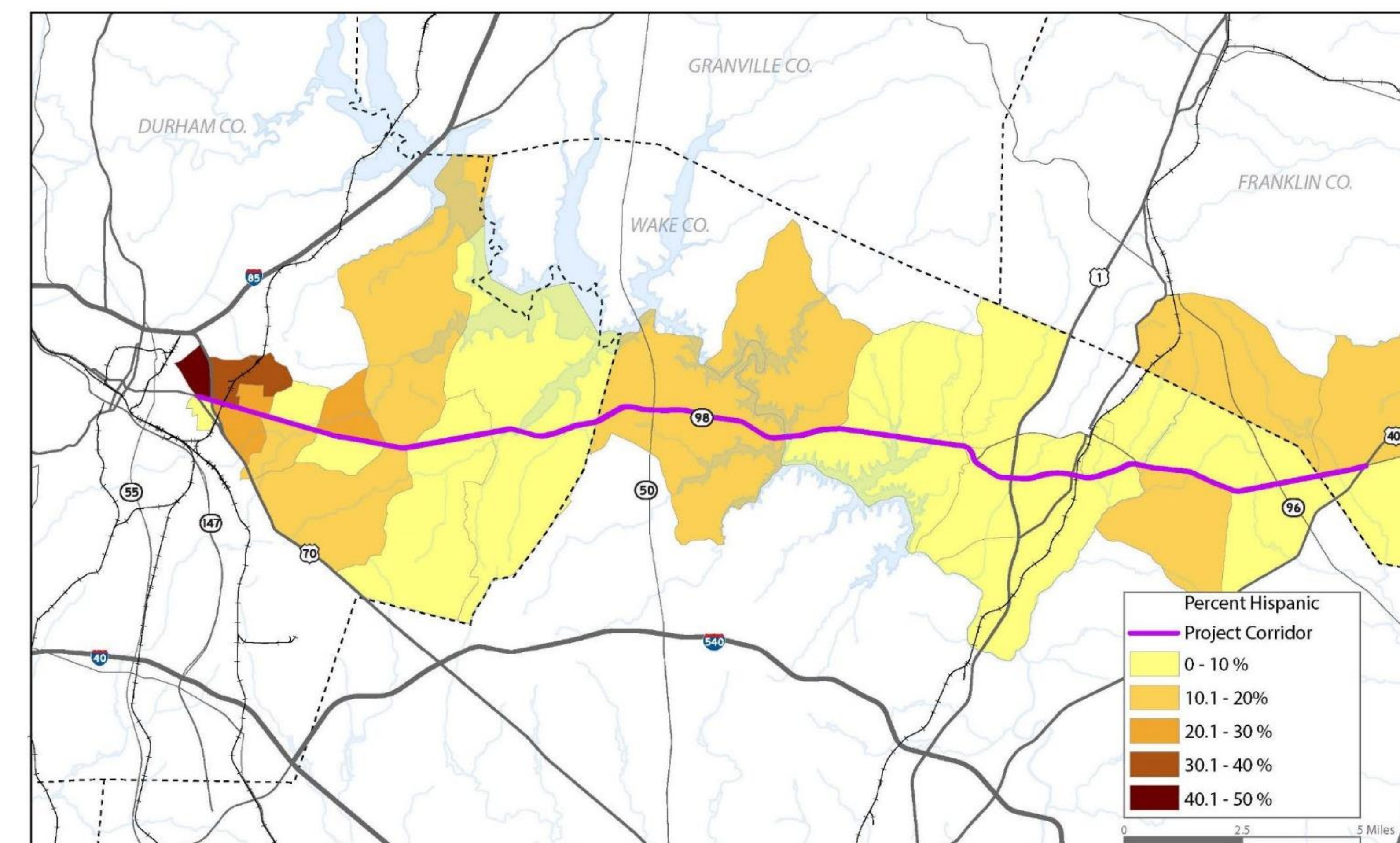
Percent Below Poverty Level



Percent Minority

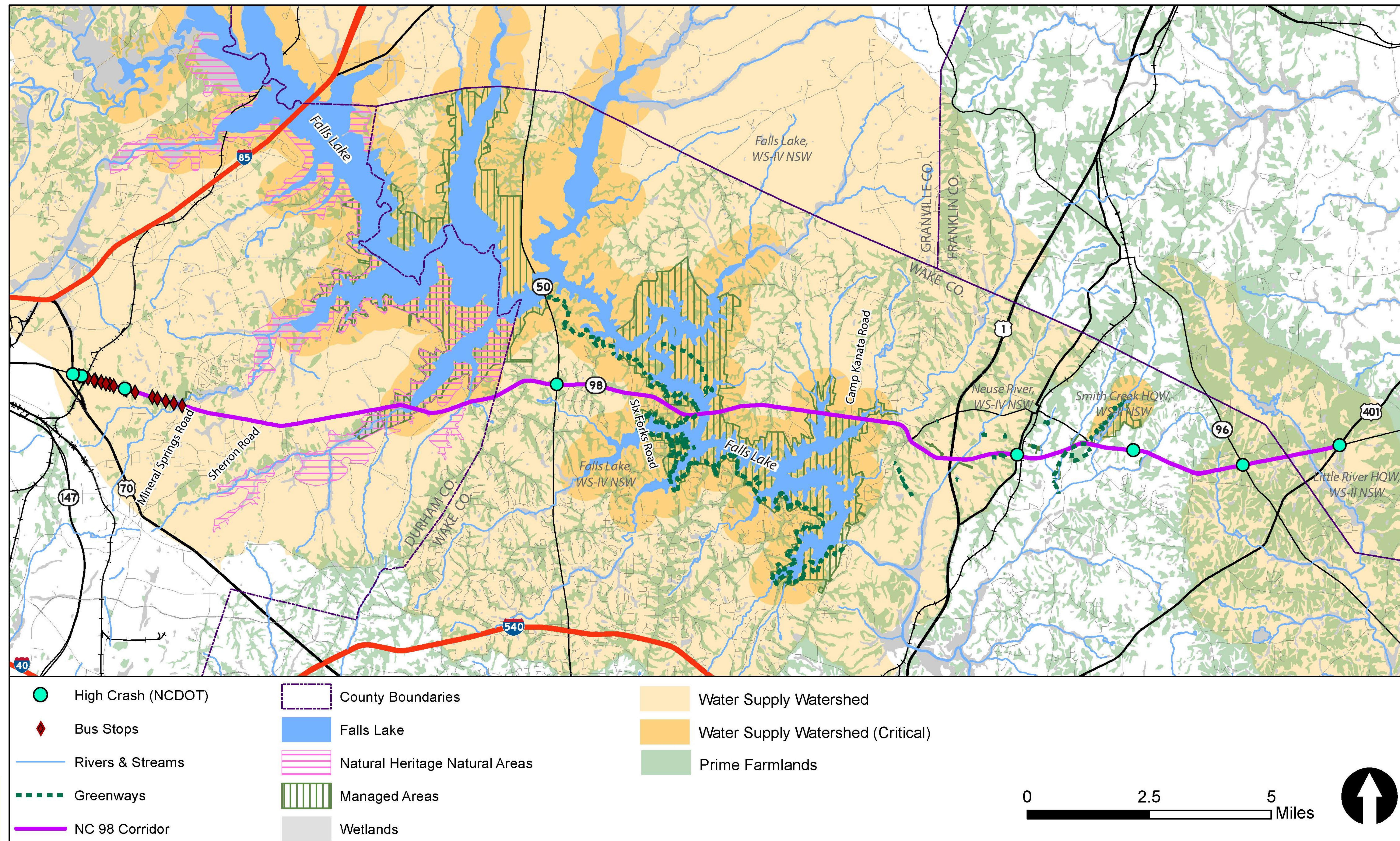


Percent Hispanic



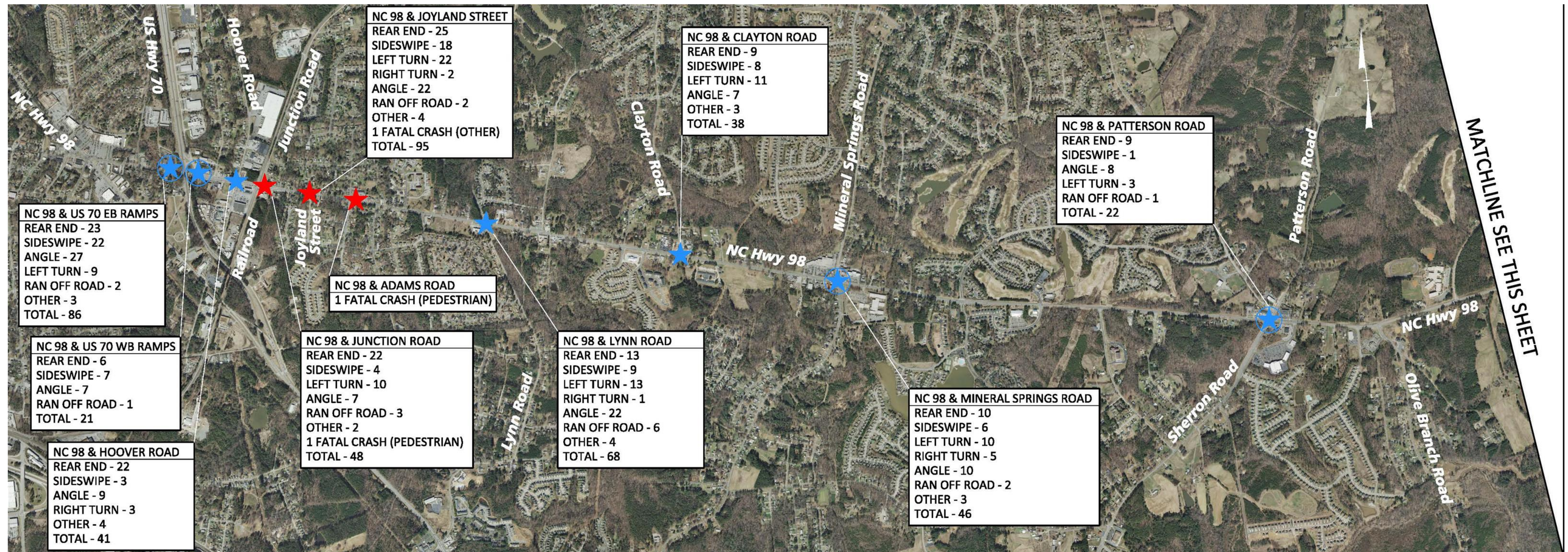


# Environmental Constraints








# CRASH DATA



## LEGEND

-  STUDY INTERSECTION
-  HIGH CRASH INTERSECTION
-  FATALITY LOCATION

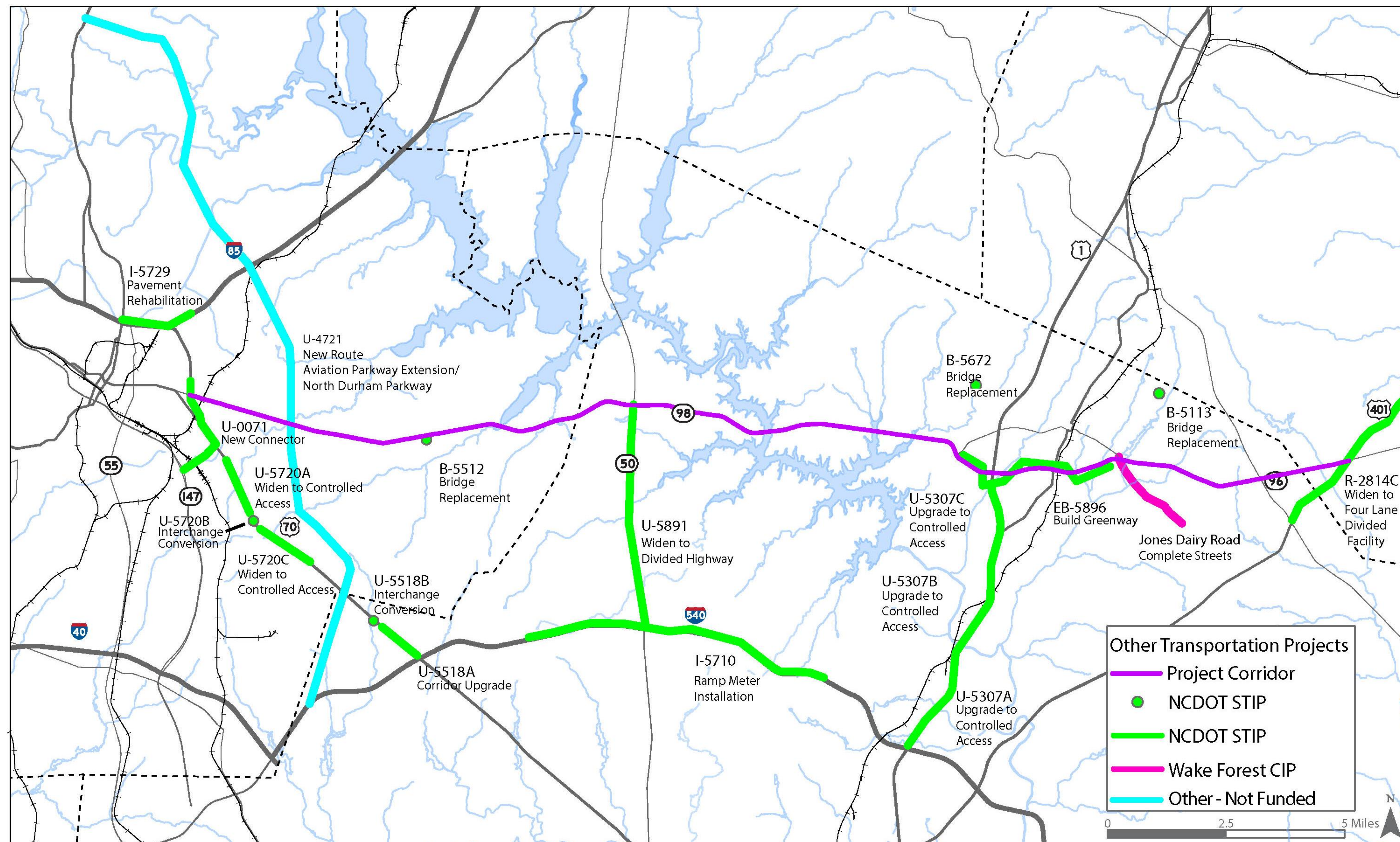


# CRASH DATA





# AREA PROJECTS ALONG NC 98



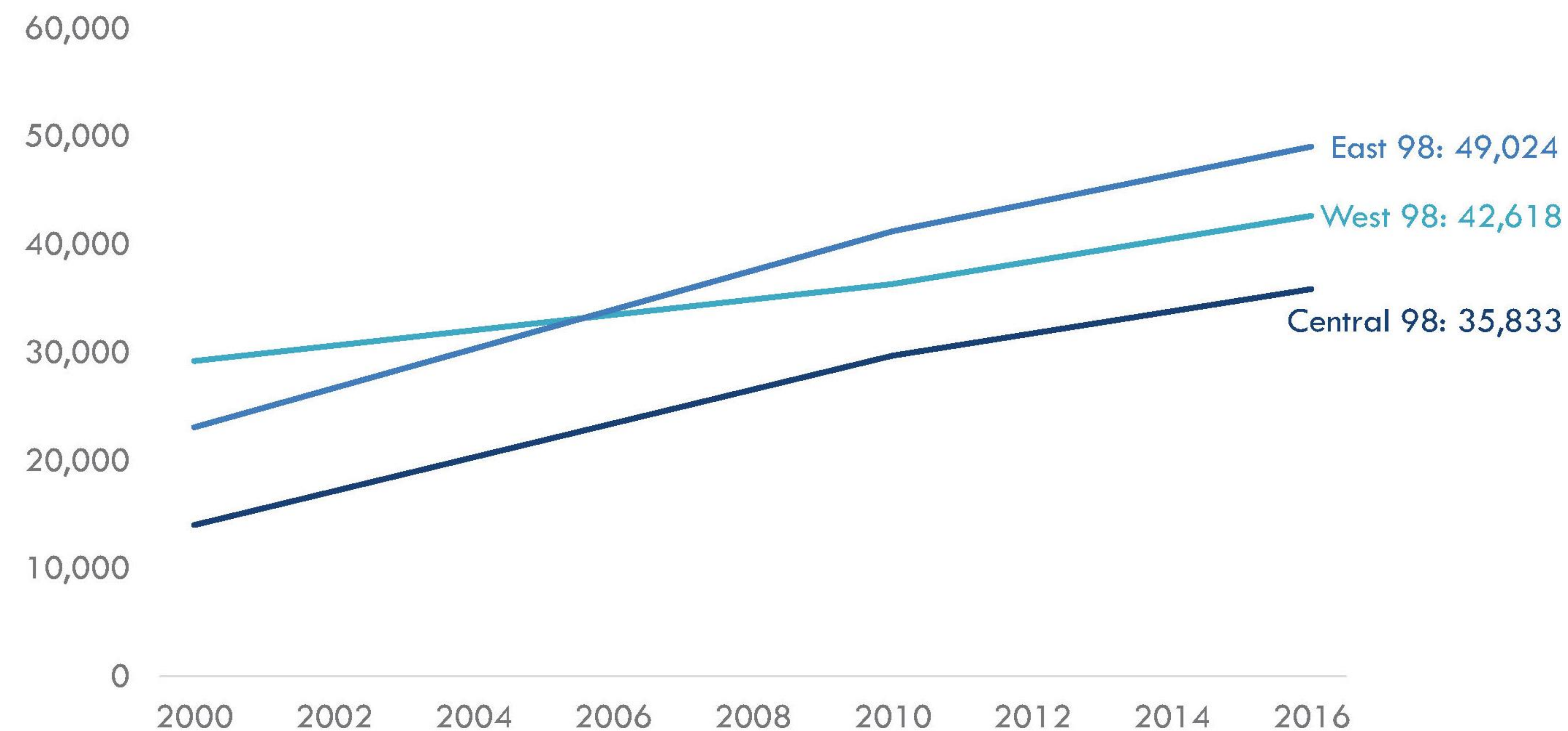


# ECONOMIC ANALYSIS

## POPULATION GROWTH

The NC 98 Corridor has seen significant growth since 2000, most notably in the Central and East sections.

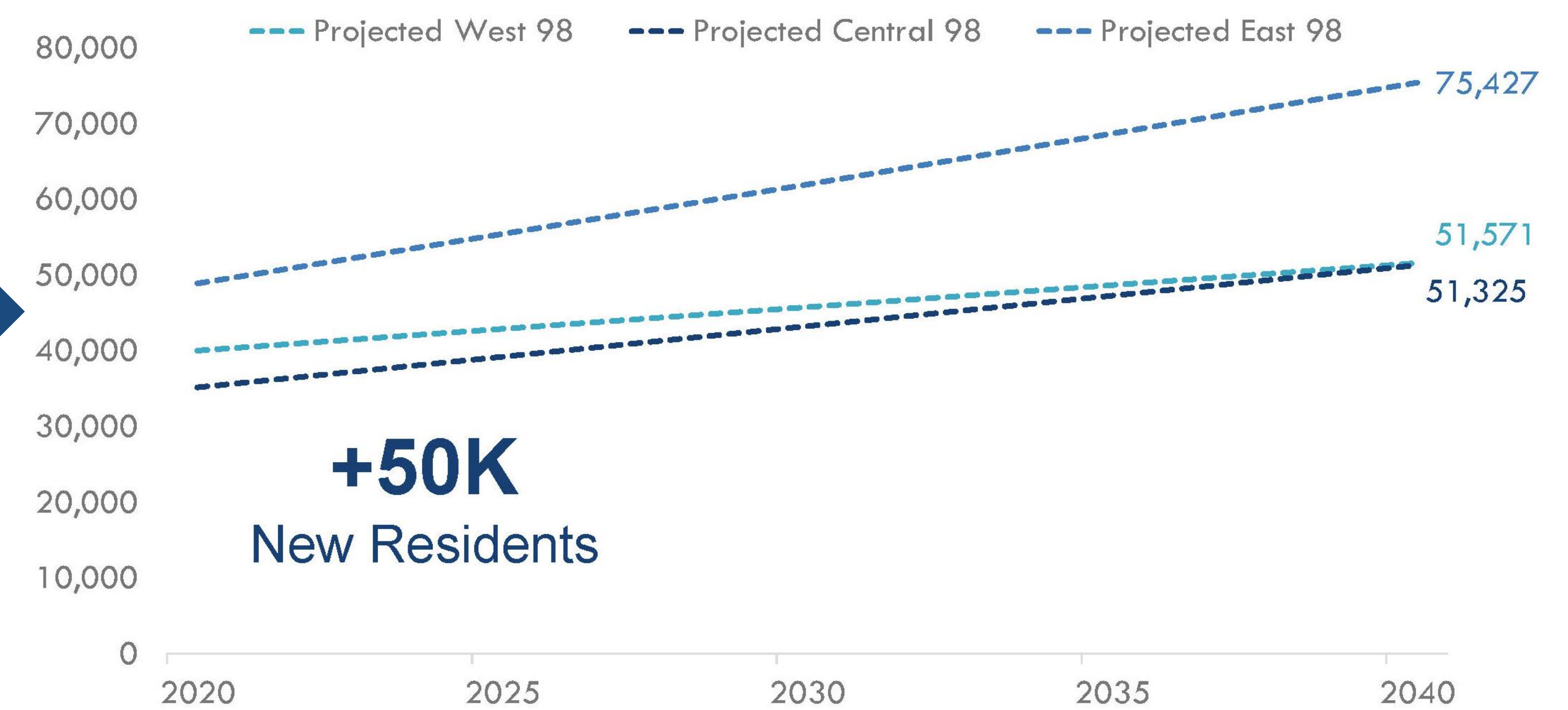
Total Population, 2000-2016



Source: ESRI Business Analyst

Based on CAMPO projections, the corridor is expected to add over 50,000 people by 2040.

Projected Population, 2015-2040



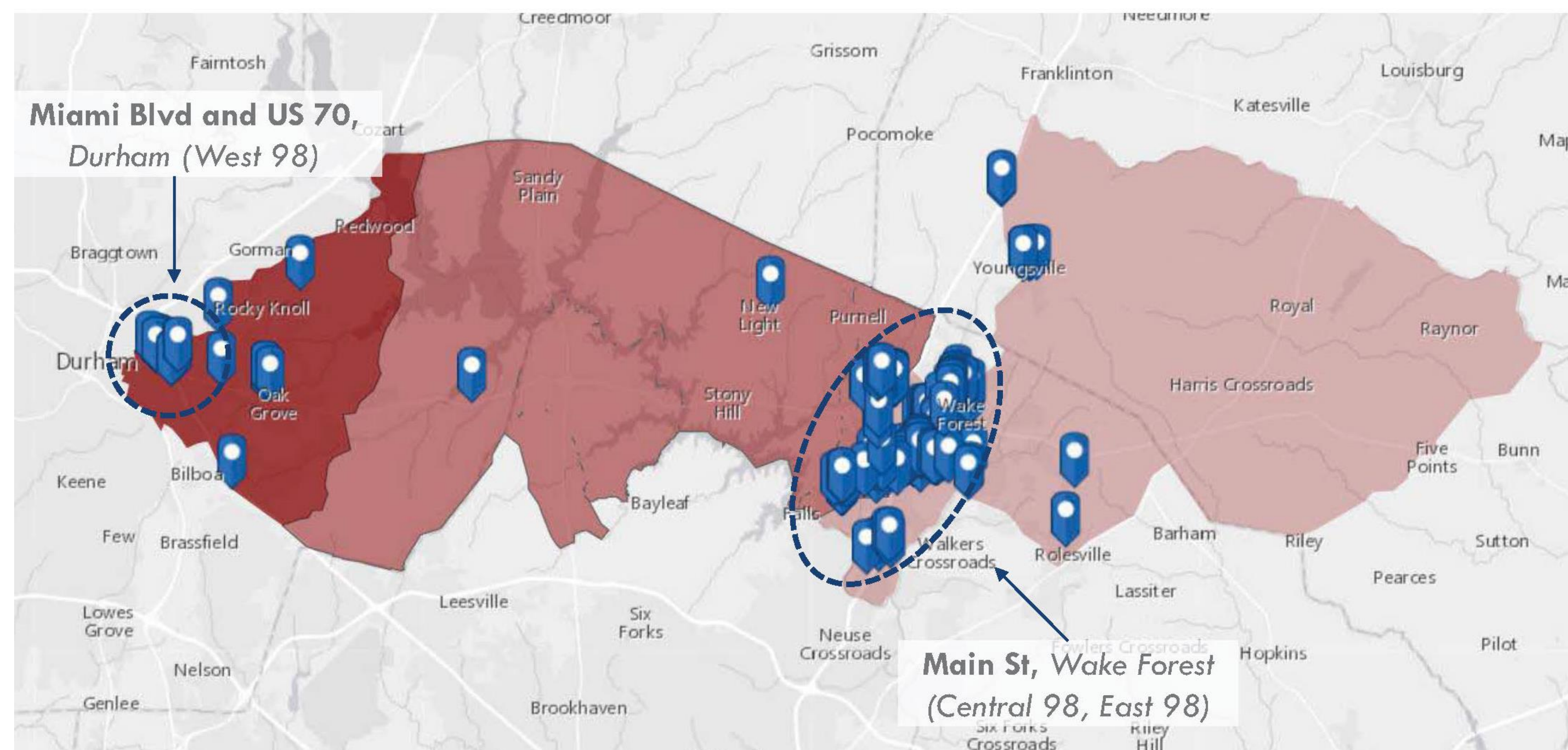
Source: ESRI Business Analyst, CAMPO, DCHC



# ECONOMIC ANALYSIS

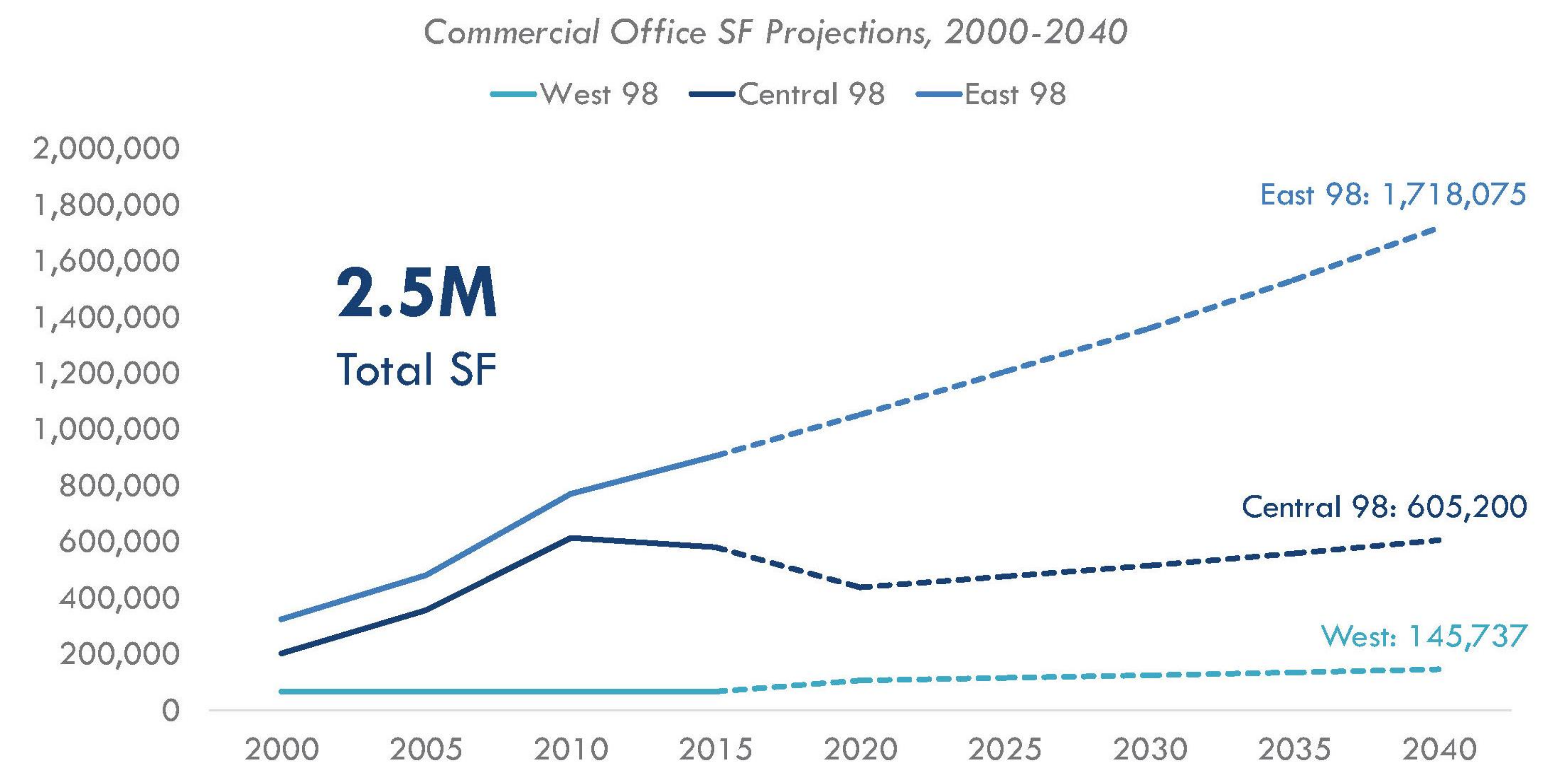
## COMMERCIAL GROWTH

Existing commercial office buildings have clustered along Miami Boulevard in Durham and Main Street in Wake Forest.



Source: CoStar, ESRI

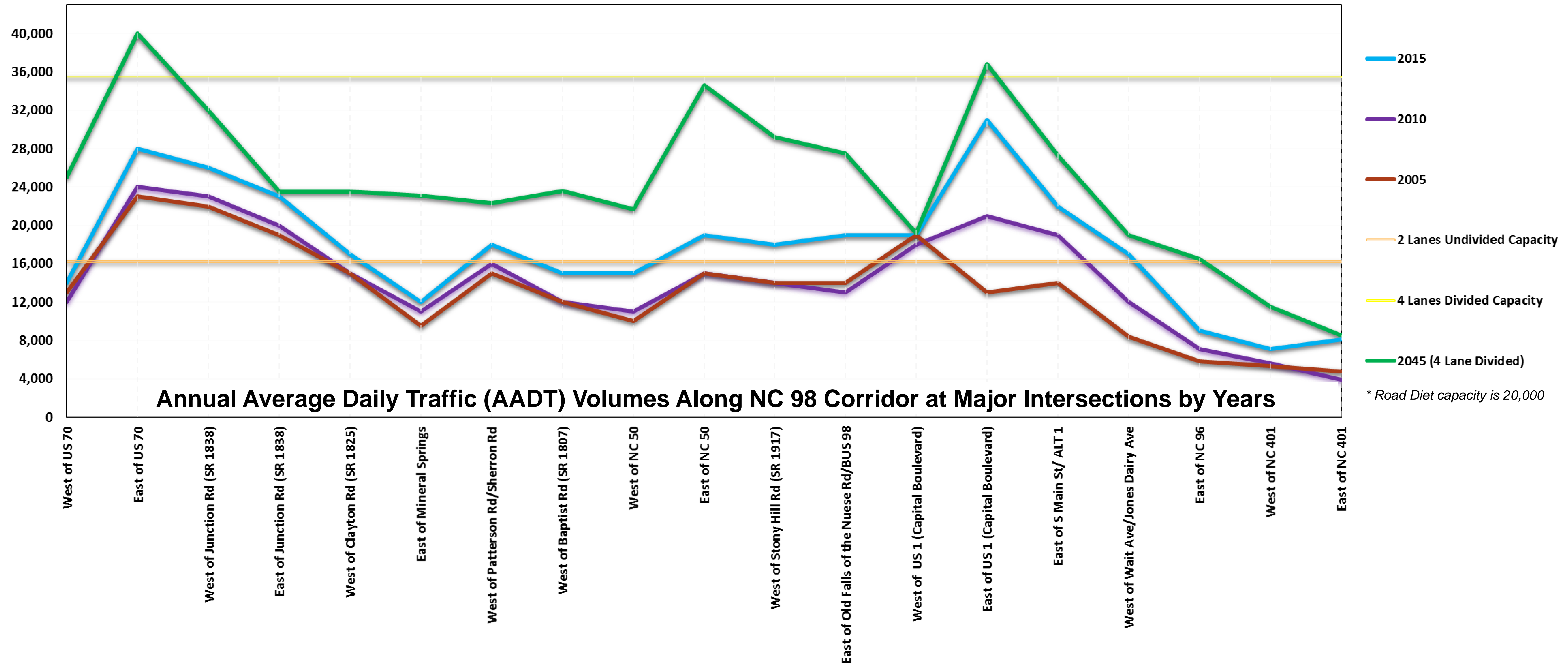
The Study Area could add an additional 1 million SF in commercial office space by 2040, primarily owing to growth in East 98.



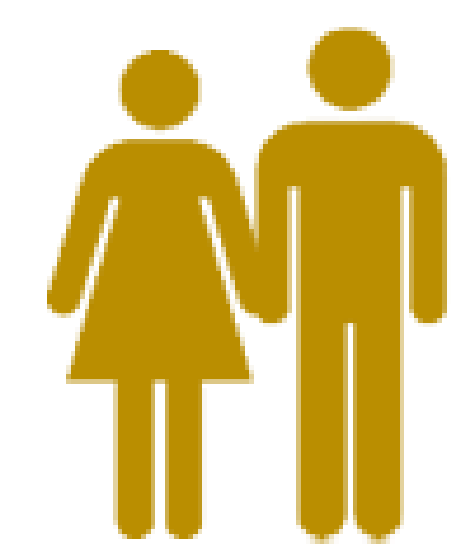
Source: CoStar, CAMPO



# TRAFFIC ANALYSIS



# PUBLIC PARTICIPATION



**5** pop-up events



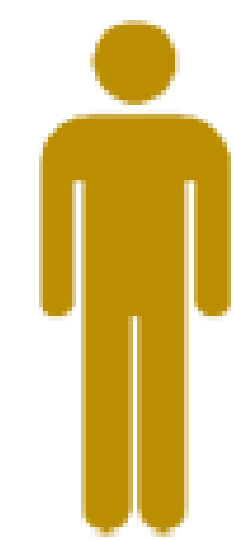
**558** crowdsourcing comments



**6** public meetings



**168** comment forms/online surveys



**221** attendees



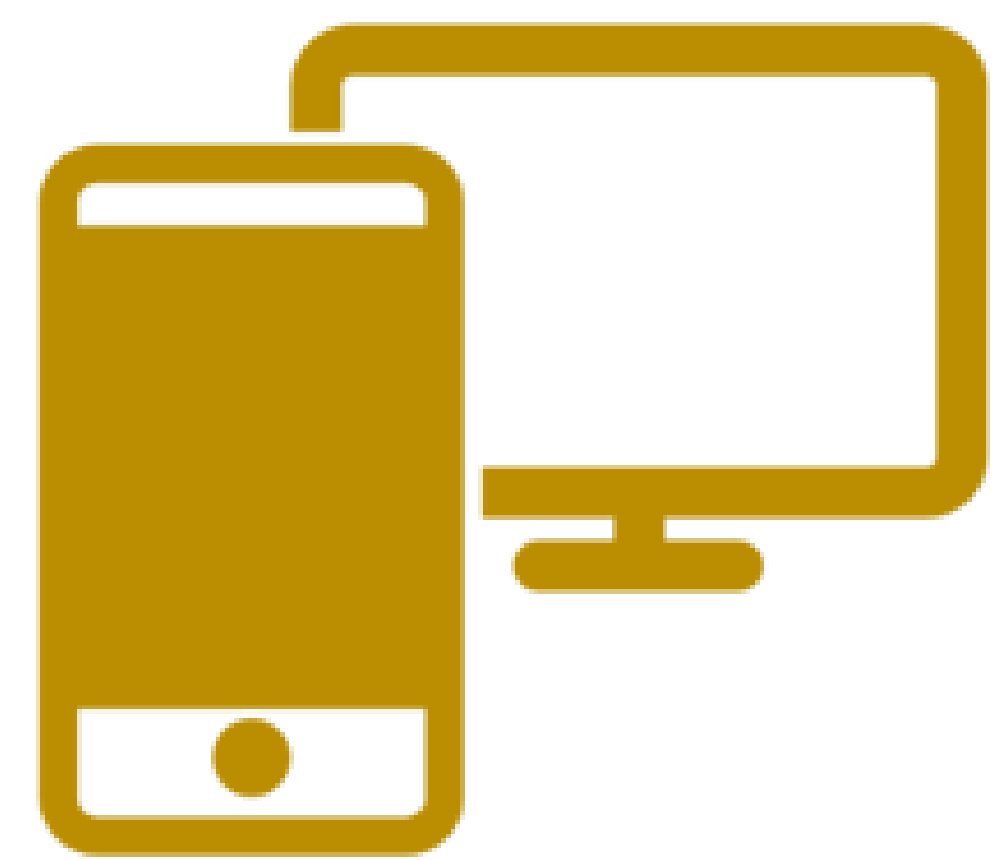
**121** online comment submissions/web sign-ups



## Corridor Outreach

(Durham Southern High School Football Game, Businesses and Churches along the corridor)

# PUBLIC PARTICIPATION



8,017 sessions



16,473 Impressions



3,206 Reaches

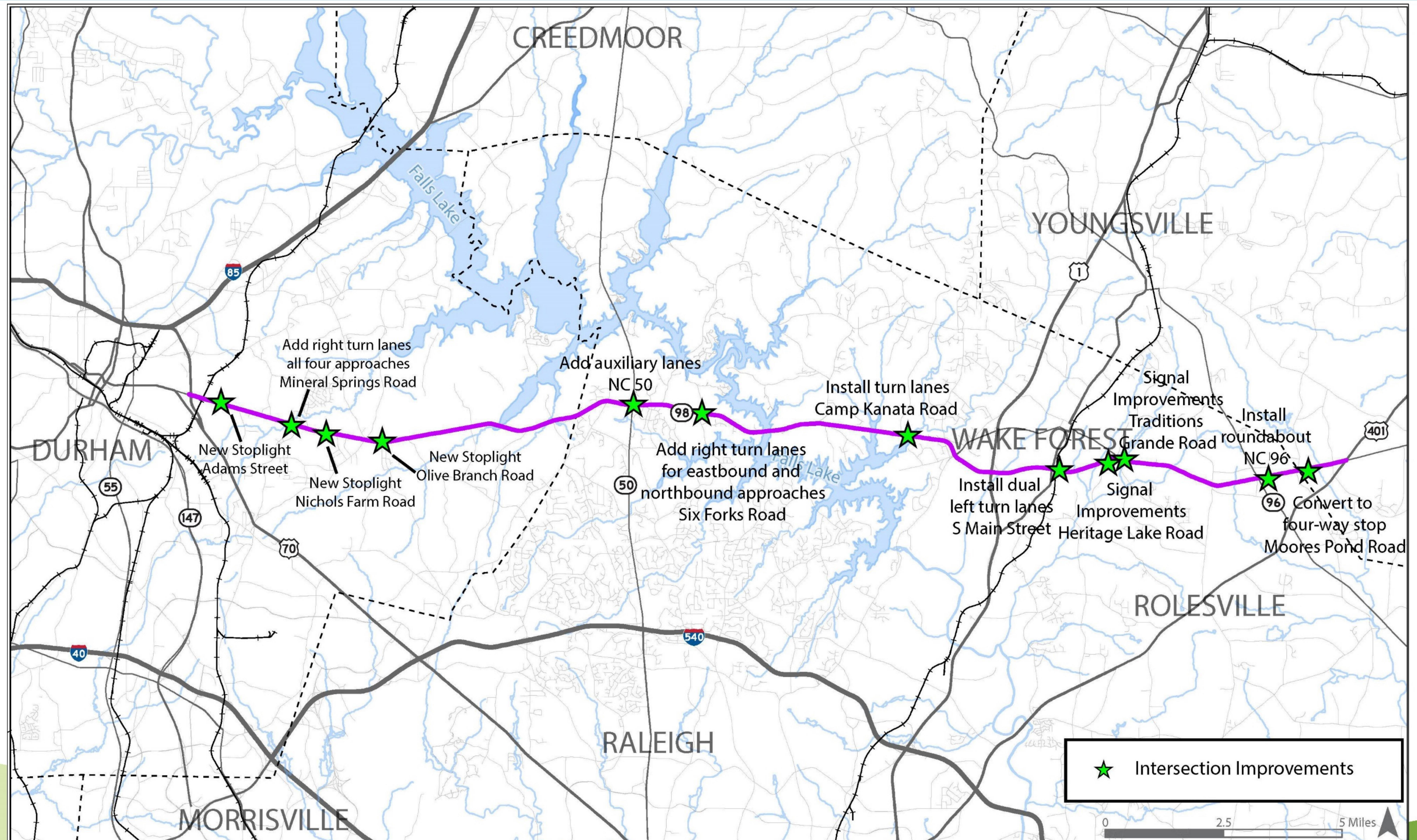


6,496 Users (10.6%  
returning users)

## NC98Corridor.com

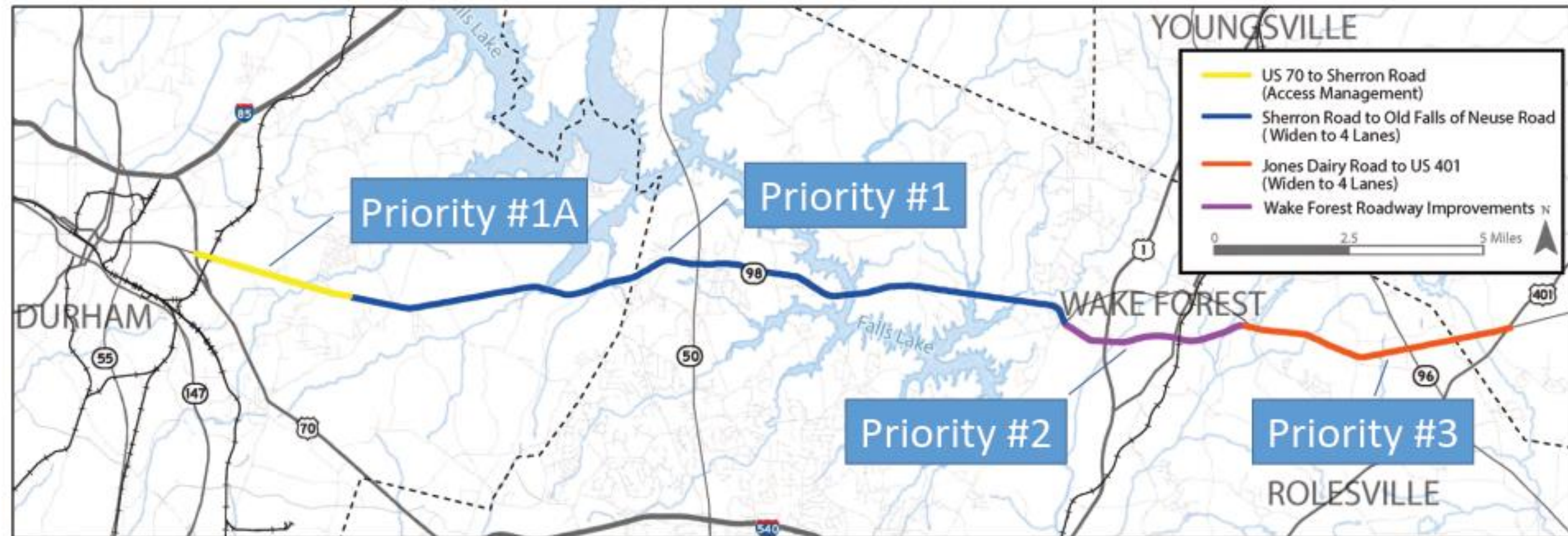


# SHORT-TERM IMPROVEMENTS



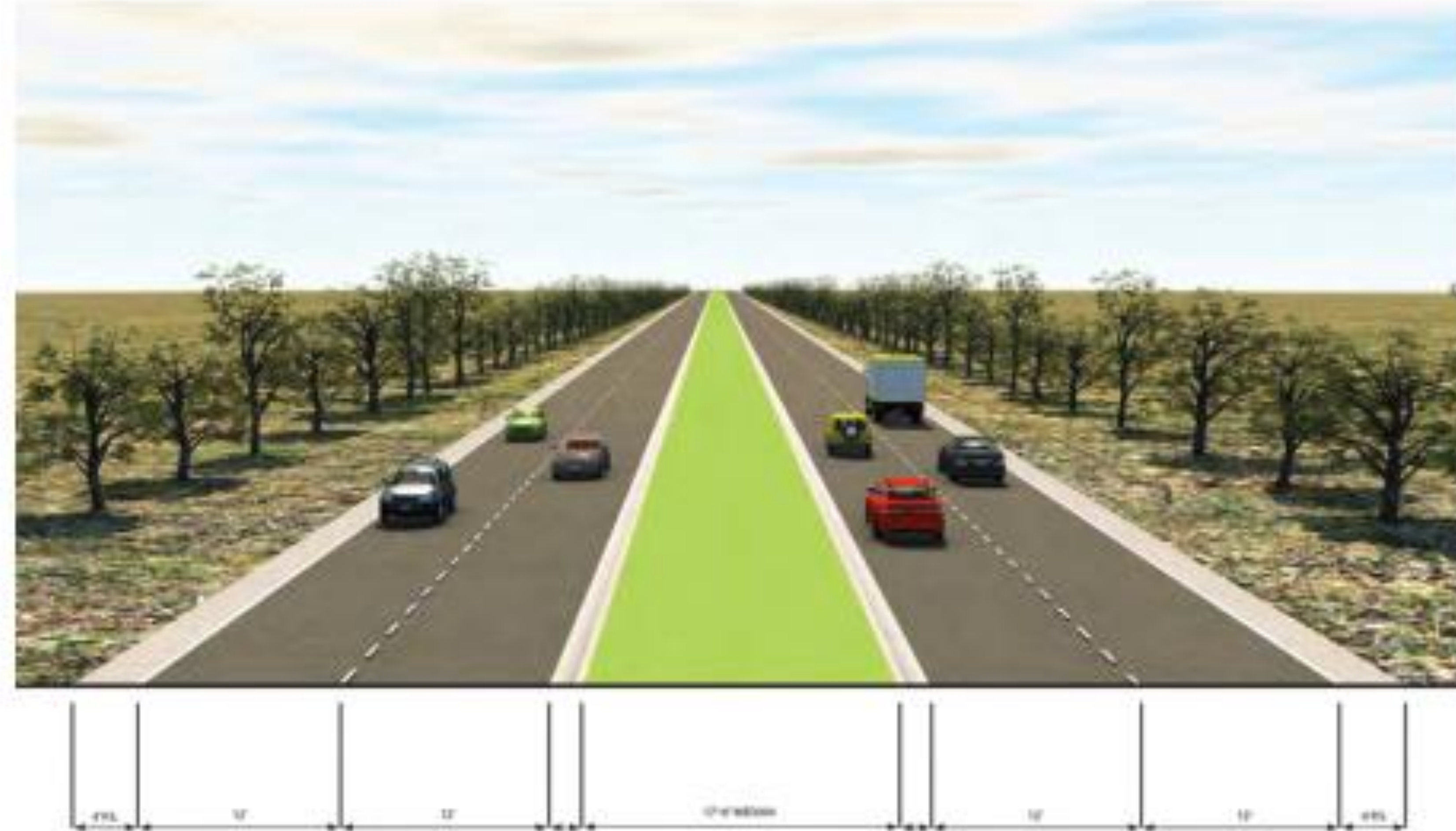


# LONG-TERM IMPROVEMENTS



***Junction to Sherron – Access Management***

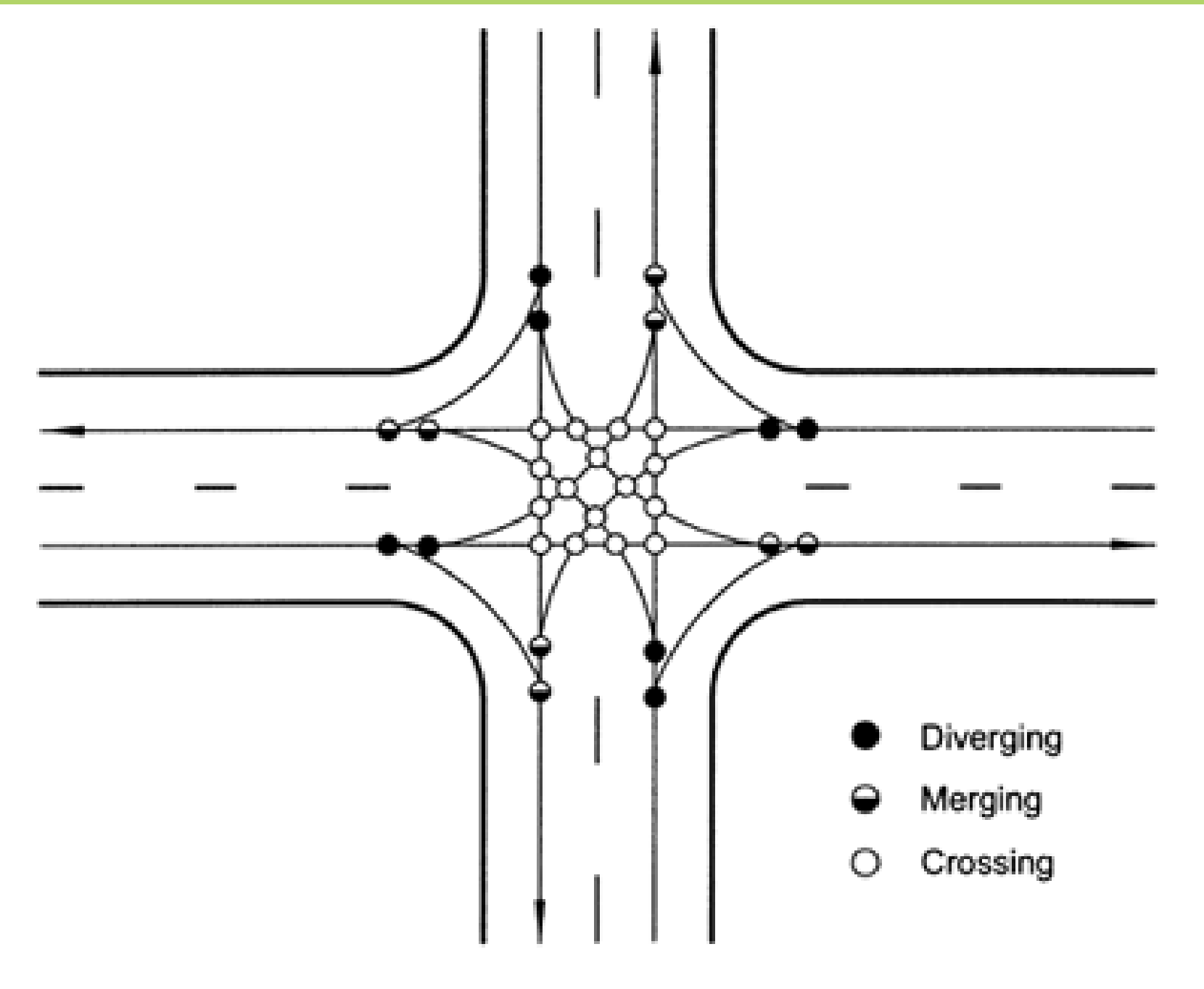
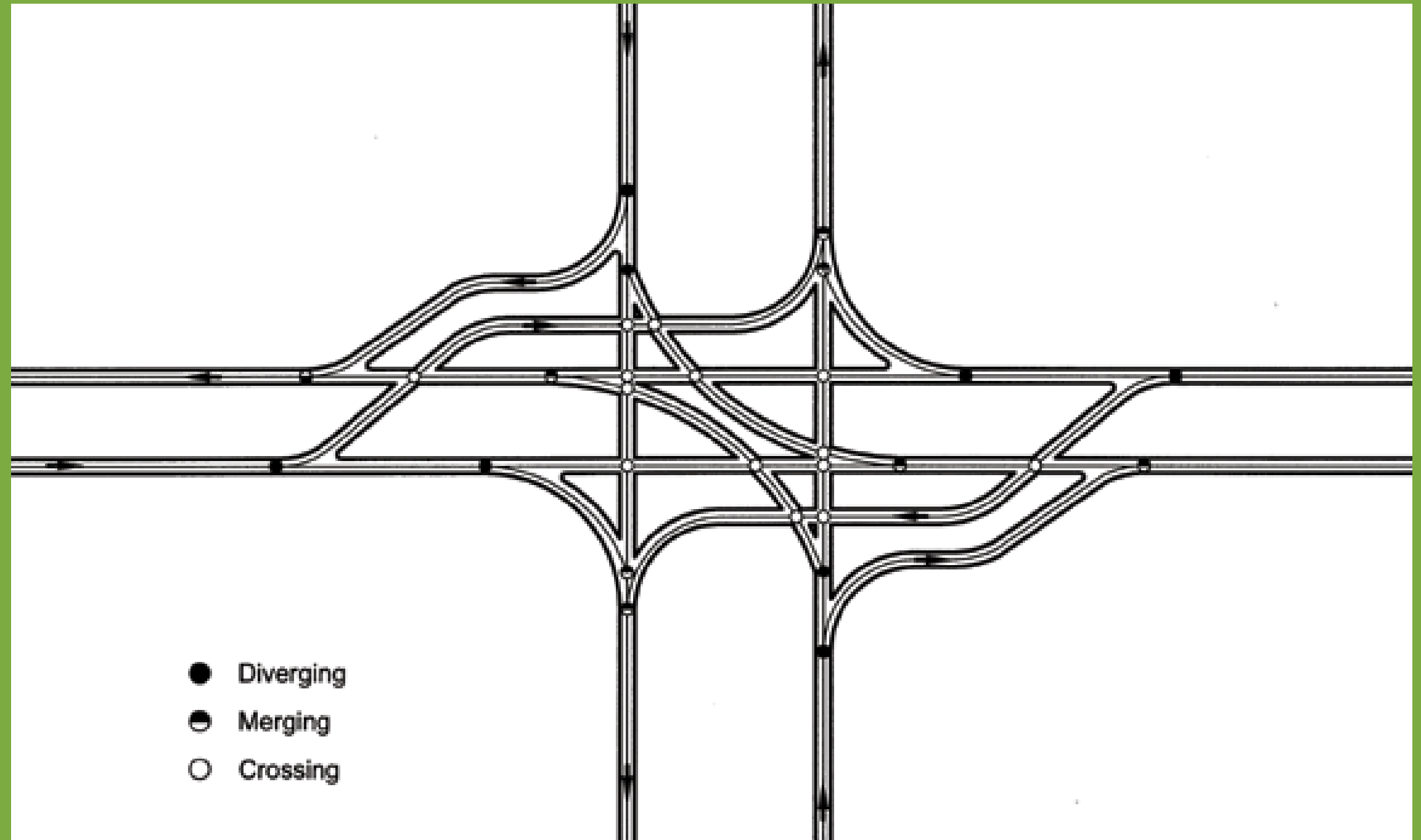
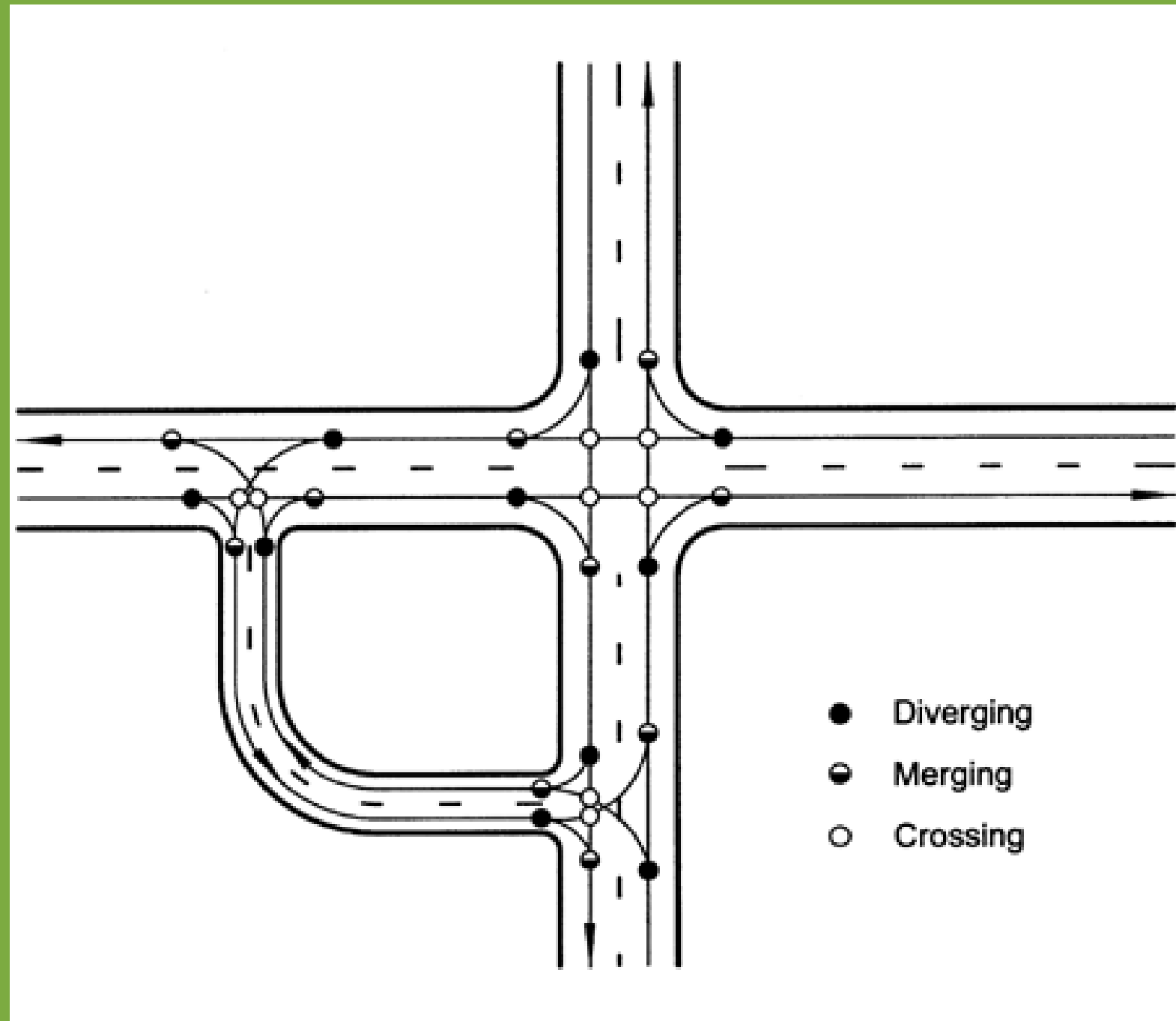
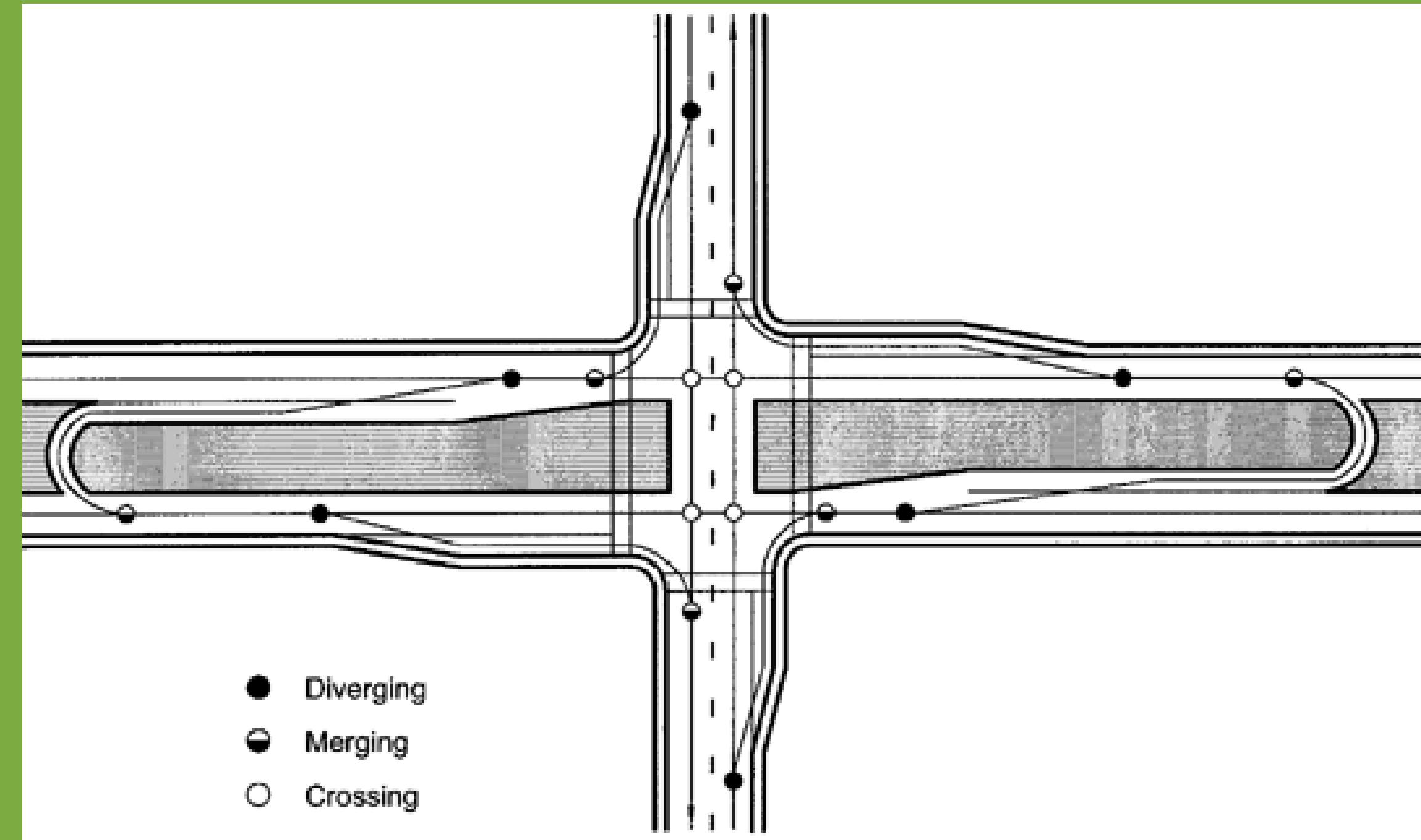
***4 Lane Widening – Potential Cross Section***





# INTERSECTION TREATMENTS

## INTERSECTION CONFLICT POINTS

				
	<b>Traditional Intersection</b>	<b>Continuous Flow Intersection</b>	<b>Quadrant Intersection</b>	<b>Median U-turn</b>
<b>Total Conflict Points</b>	<b>32</b>	<b>30</b>	<b>28</b>	<b>16</b>

### Indirect Left-Turn Treatments:

- Remove the left-turning vehicles from the flow of traffic without causing them to stop in a through-traffic lane (as a traditional intersection may)
- Improve safety by reducing the number of conflict points as shown above
- Reduce the number of signal phases to provide more green time for traffic
- Increase capacity



# PEDESTRIAN & BICYCLE

## POTENTIAL BICYCLE AND PEDESTRIAN FACILITIES

### Facility Type

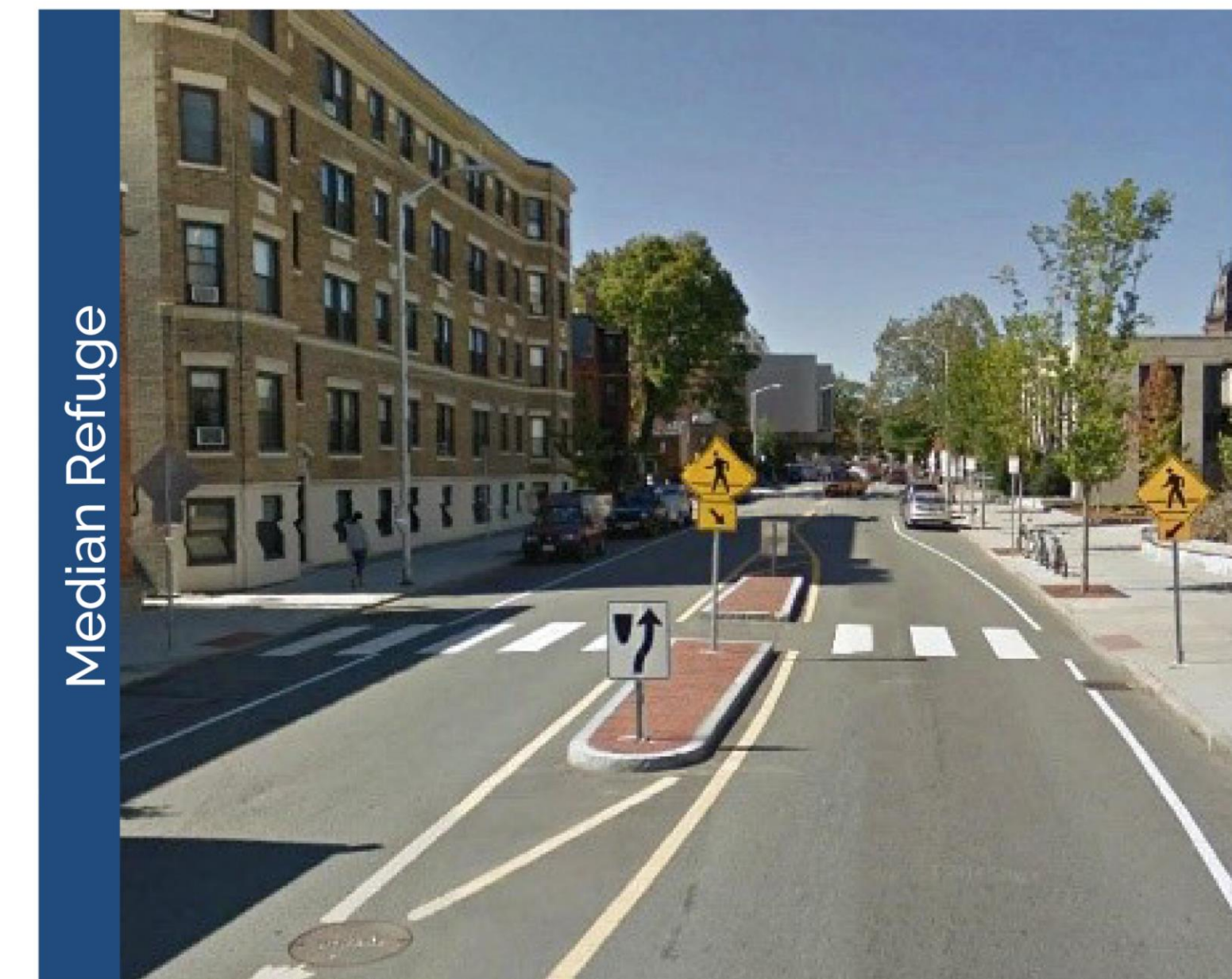


Shared-Use Path

### Description

- A shared-use path is defined as a trail permitting more than one type of user. Paths serve as part of a transportation circulation system and support multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path is physically separated from motor vehicular traffic with an open space or barrier.

### Facility Type



Median Refuge

### Description

- A median refuge or island provides in-street refuge along the route of a pedestrian crossing.
- The refuge width is ideally 7'+ to fit bicycles.
- The approach to vehicle travel lanes must be ADA-compliant.



Bike Lane

- Bike lanes designate an exclusive space for bicyclists through the use of pavement markings, striping, and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street. Benefits include providing obvious space on the road for cyclists and sending a message to other road users to expect cyclists.



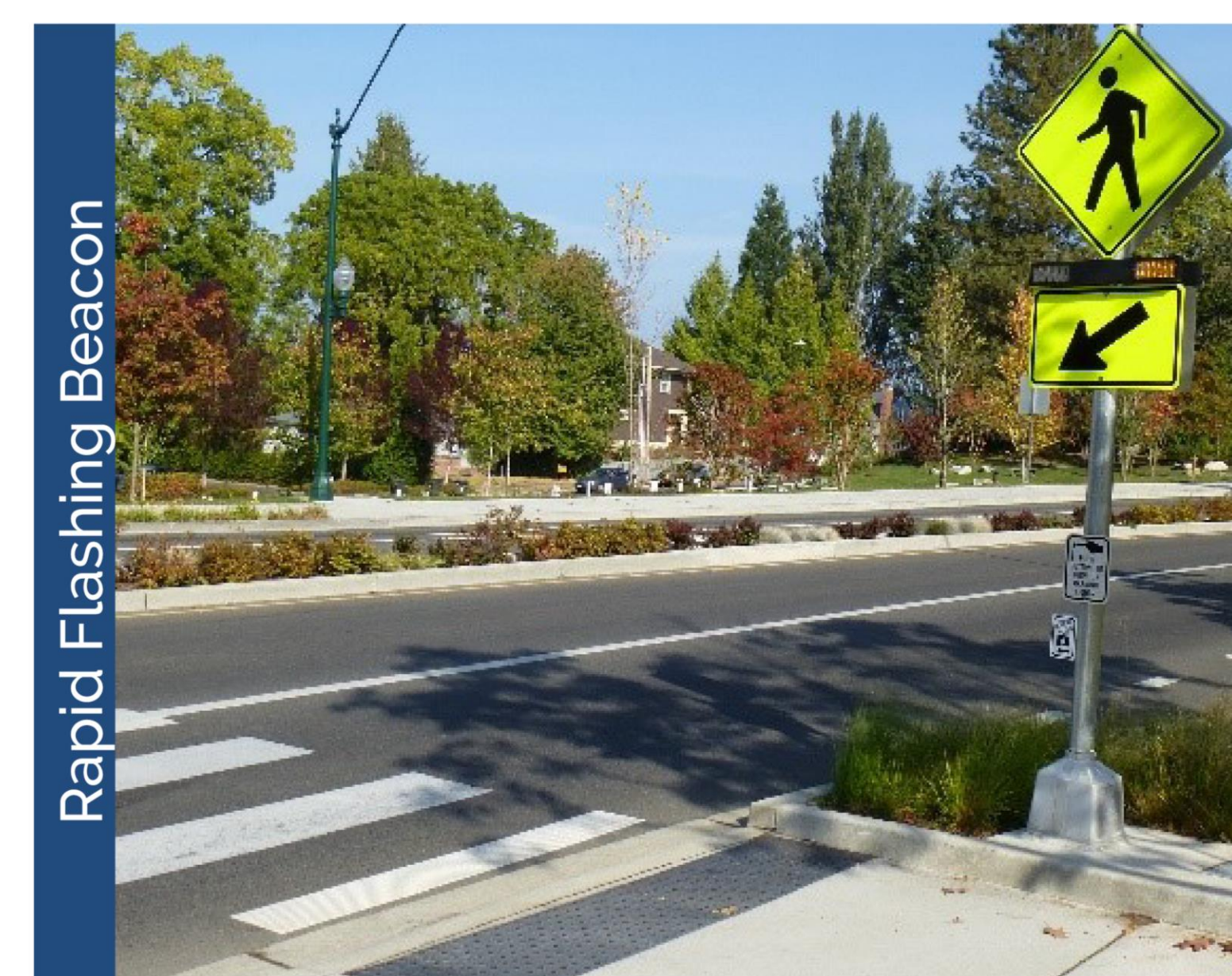
ADA Compliant Crossing

- High visibility striping should be used at crossing areas.
- A 4' minimum width should be used for ADA-accessible curb ramps.
- A push button with audible status should be present at the crossing.
- A pedestrian countdown signal should be present.



Buffered Bike Lane

- A buffered bicycle lane is a bike lane with additional striping or hatching (buffer) adjacent to it.
- The buffer may separate the bicycle lane from motor vehicle travel, parking, or both.
- The buffer width is typically 2'-3'.



Rapid Flashing Beacon

- Rapid flashing beacons are used to increase visibility of pedestrians as they cross the roadway at uncontrolled crosswalks.
- This beacon is pedestrian-activated (i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street).



# Conceptual Designs

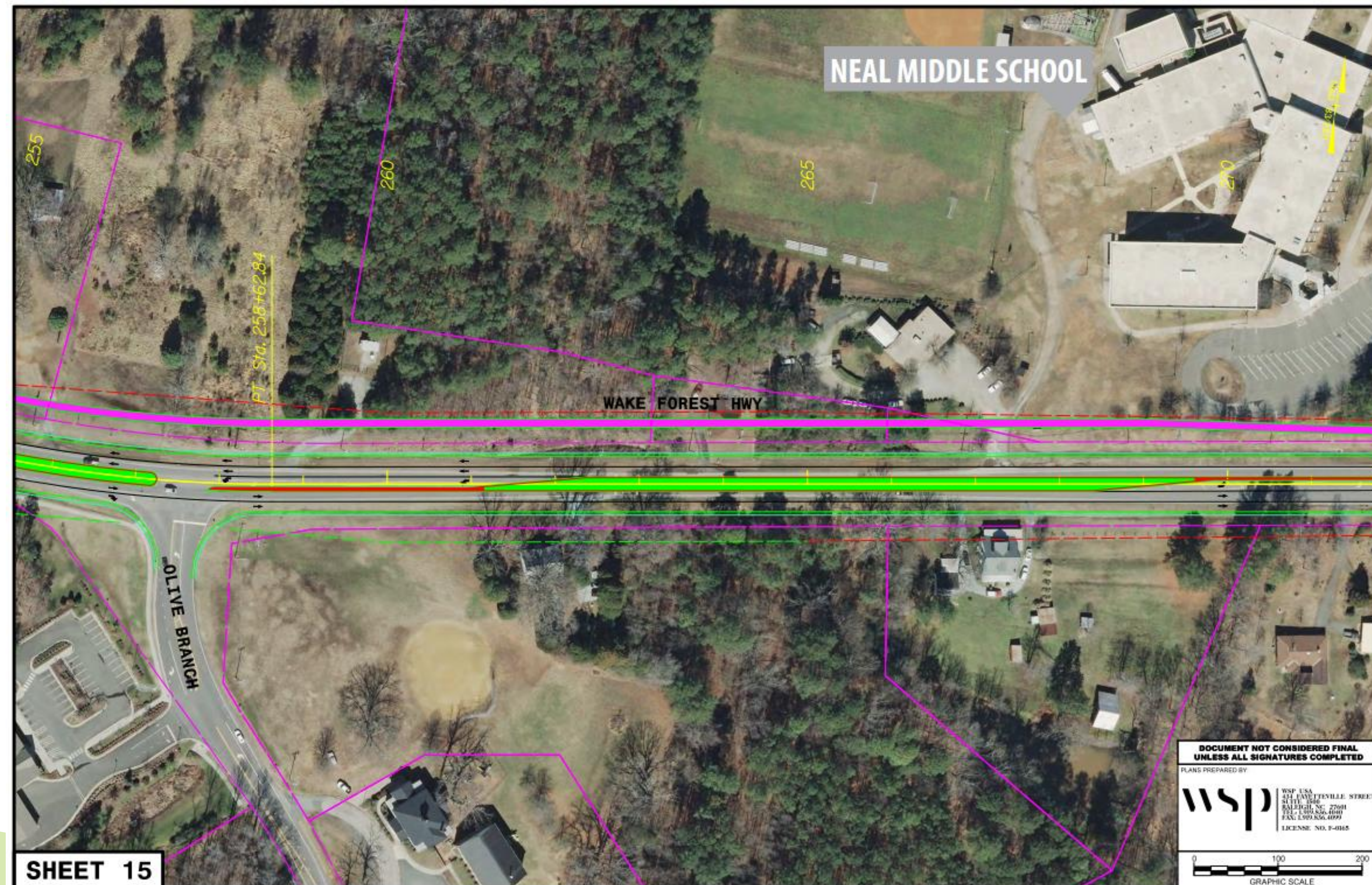








# Conceptual Designs





# POTENTIAL FUNDING SOURCES

NCDOT Transportation Improvement Program	Other NCDOT Funds	MPO Local Project Funds	Municipal Funds	Grants	Developer
<ul style="list-style-type: none"> <li>Sherron Road to Old Falls of Neuse Widening</li> <li>Old Falls of Neuse Road to Jones Dairy Road Intersection Upgrades</li> <li>Jones Dairy Road to US 401 Widening</li> <li>Sherron Road Widening NC 98 to US 70 (needed for road diet)</li> <li>Northern Durham Parkway NC 98 to US 70 (needed for road diet)</li> </ul>	<ul style="list-style-type: none"> <li>Left turn lanes at Camp Kanata</li> <li>Left turn lanes at Six Forks Road</li> <li>Turn lanes at Mineral Springs Road</li> <li>Traffic signal at Adams Street</li> <li>Auxiliary Lanes on NC 98 at NC 50</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalk improvements from US 70 to Sherron Road</li> <li>Sherron Road to Neal Middle School Multi-use Path</li> <li>Intersection improvements at S. Main Street</li> <li>Intersection improvements at Jones Dairy Road and Traditions Grande</li> <li>Intersection improvements at Old Falls of Neuse Road</li> <li>Turn lanes at Six Forks Road</li> </ul>	<ul style="list-style-type: none"> <li>US 70 to Sherron Road road diet option</li> <li>Signal improvements at Heritage Lake Road and Traditions Grande</li> <li>Pedestrian bridge over NC 98</li> <li>Oak Grove Elementary School Sidewalk Gap</li> <li>Transit stop improvements</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian bridge over NC 98</li> <li>Sidewalk improvements from US 70 to Sherron Road</li> <li>Transit stop improvements</li> </ul>	<ul style="list-style-type: none"> <li>Quadrant Roadway at Sherron Road</li> <li>Turn lanes at Camp Kanata Road</li> <li>Intersection improvements from Old Falls of Neuse Road to Jones Dairy Road</li> <li>Friendship Chapel Road extension</li> </ul>

\* Projects may be funded via a variety of sources and/or led by varying agencies

# Questions

Will.Letchworth@WSP.com

[www.NC98corridor.com](http://www.NC98corridor.com)

#NC98study



# **Durham-Orange Light Rail Transit Project**

DCHC MPO Board  
August 8, 2018

# Staying on Track

- We're still on track for a federal investment of over a billion dollars in our region.
- Changes to State law have created new funding challenges
- To stay on track, FFGA critical tasks must be completed by the end of 2018.
- Design, cost, budget, and schedule all play roles in determining FFGA outcome. Third-party coordination creates significant schedule risk.
- Requesting input on two proposed project design changes

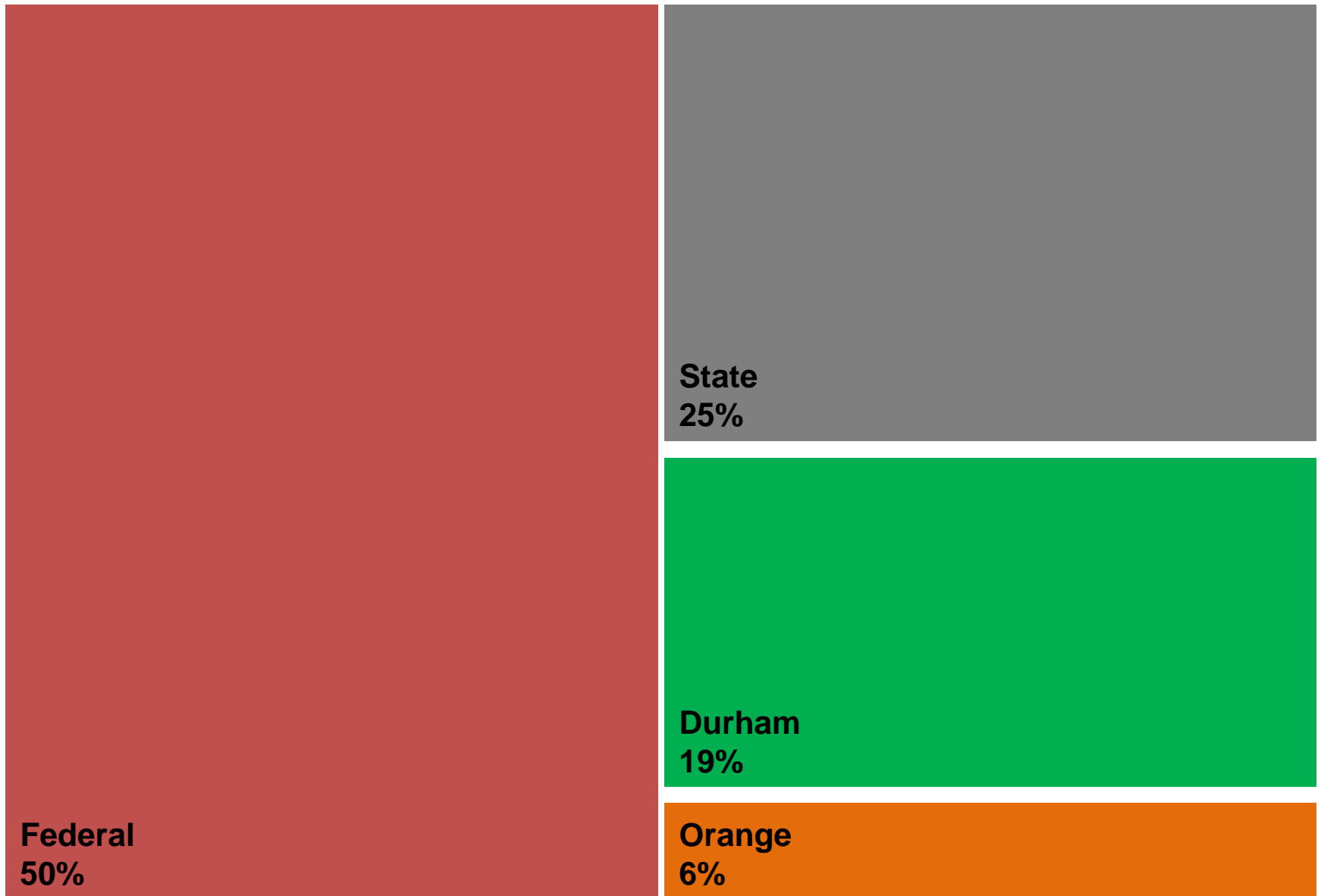


# Funding update

- Fiscal Year 2019 state budget required D-O LRT Project to secure all non-State funds (including federal funds) before entering SPOT process
- Session Law 2018-97 (the FY2019 budget “technical corrections” bill) removed provision but added new restrictions:
  1. \$190 million cap for State funding (down from approx. \$247.6 million)
  2. **April 30, 2019** deadline for securing all non-State and non-Federal funds (e.g. local tax revenues & private)
  3. **November 30, 2019** deadline for securing all non-State funds (e.g. federal FFGA)

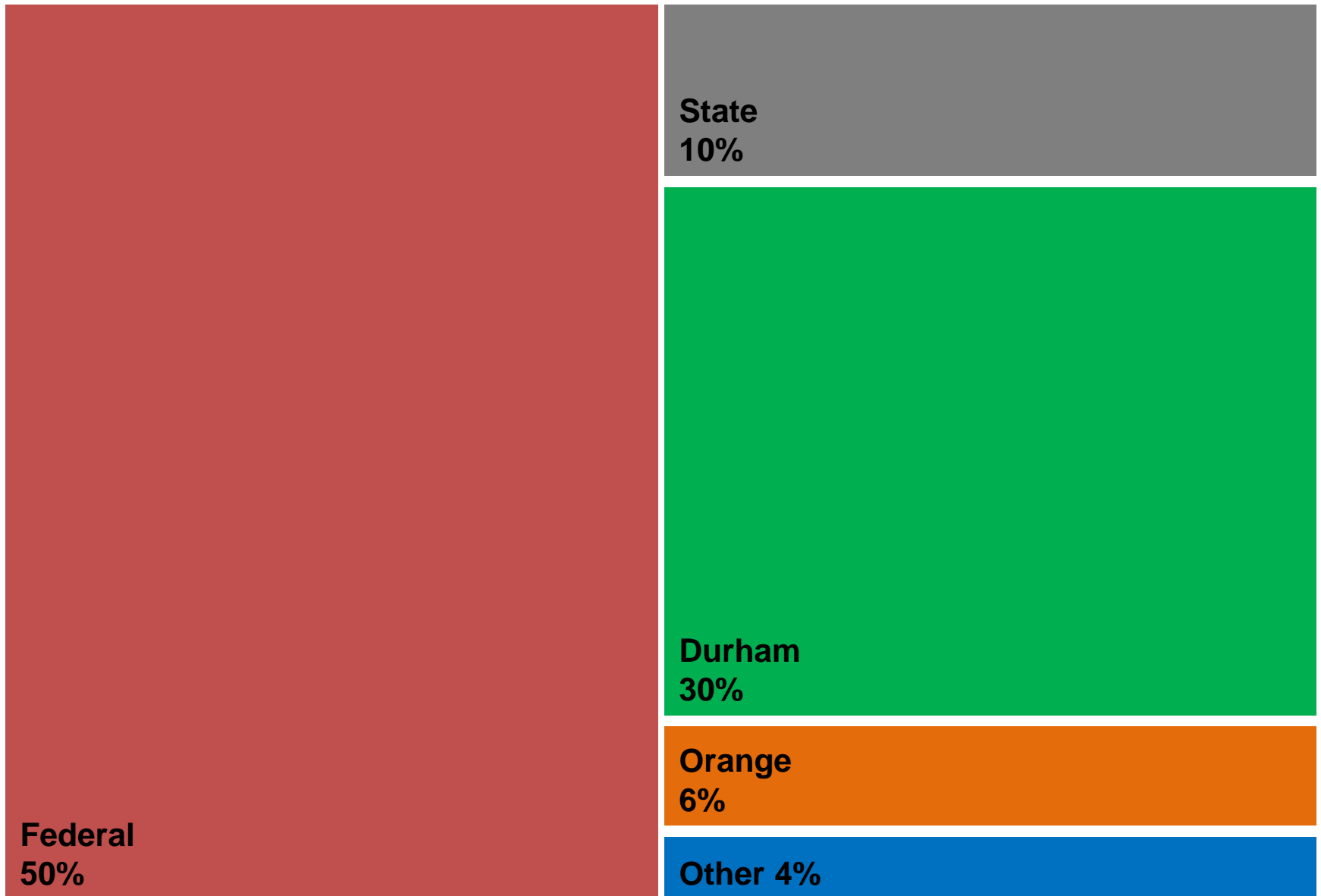
# D-O LRT Project: Original funding plan

MPO Board 8/8/2018 Item 11



# D-O LRT Project: STI 10% cap funding plan

MPO Board 8/8/2018 Item 11



# D-O LRT Project: \$190 million cap funding plan

MPO Board 8/8/2018 Item 11

**State**

**7.7%**

**\$190 million (YOE)**

**Durham**

**30%**

**\$738.4 million (YOE)**

**Orange**

**6%**

**\$149.5 million (YOE)**

**Other**

**6.3%**

**\$102.5 + \$57.6 million (YOE)**

**Federal**

**50%**

**\$1,238 million (YOE)**

# Funding update

- Changes in State law leave a \$57.6 million gap
- GoTriangle is working with its partners on ways to fill that gap
- Also working expeditiously to meet the April and November 2019 deadlines, which are consistent with our existing FFGA application dates

# Critical Agreements

- To remain eligible for FY19 FFGA, all critical commitments and agreements must be obtained by the end of 2018.
- GoTriangle will enter into additional agreements following FFGA application

# Critical Agreements by end of 2018

- **Universities**
  - Duke University
  - NCCU
  - UNC
- **Local government**
  - City of Durham
  - Town of Chapel Hill
- **Railroad**
  - Norfolk Southern
  - NCRR
- **Private utilities**
  - AT&T
  - Duke Energy
  - PSNC Energy
- **Federal**
  - Durham/VA Medical Center

# Pettigrew Street Challenges

- Any costs associated with engineering challenges must be contained within the budget, which is set.
- Coordination with Railroads includes FFGA critical agreements.
- Downtown Durham grade crossings present design/coordination challenges.



# Supp. Environmental Assessment

- GoTriangle is completing a supplemental environmental assessment of proposed engineering updates.
- The assessment is scheduled to be released for public comment this fall.
- GoTriangle will work with the FTA to ensure compliance and address impacts.

# Economic Growth

The light rail project doesn't just belong to Durham and Orange Counties. It shows incredible potential for short and long-term economic growth in the Triangle and across North Carolina. We need to access our networks to get the word out.

# Statewide Impact

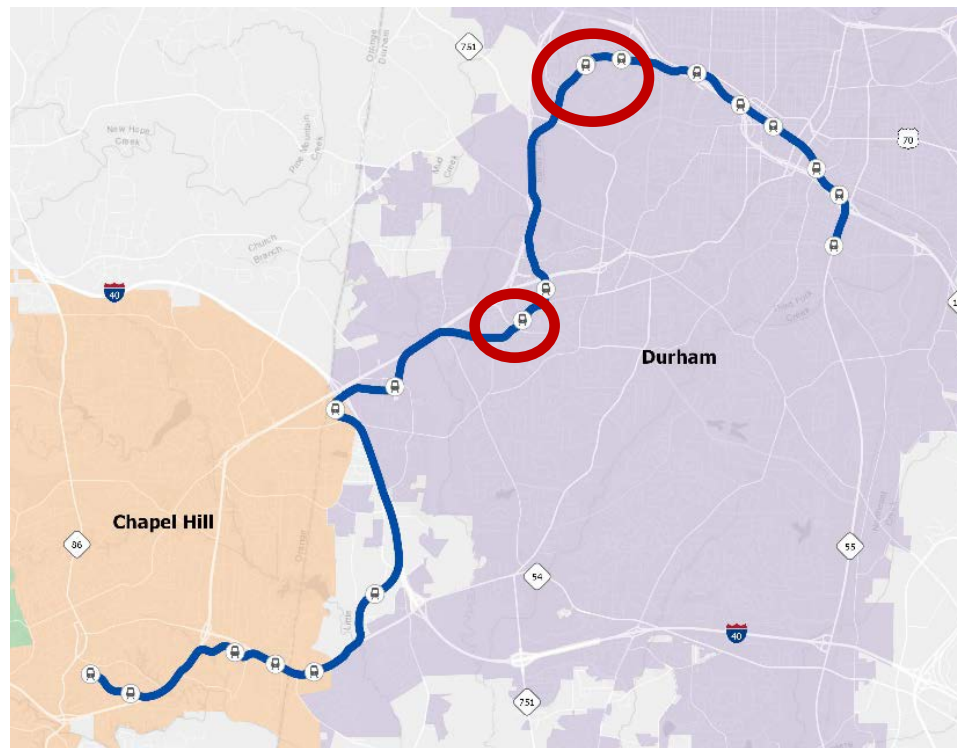
- How have major transit investments benefited Charlotte and Mecklenburg County?
- How will major transit investments benefit Wake County and even Johnston and Alamance Counties?
- How can transit investments statewide promote productivity, efficiency, and sustainable growth?

# Value Chain Analysis

- Currently, there are 27 members of the American Public Transportation Association (APTA) in North Carolina. These are major suppliers, designers, and manufacturers of transportation technology.
- These corporations include ABB in Cary, IMPulse in Mount Olive, Heico in Hickory, Saft America in Valdese, and Huesker in Shelby.
- According to NCDOT, there are over 600 material vendors in North Carolina involved in the transit manufacturing supply chain.

# Input on two design changes

- MLK Jr. Parkway station park-and-ride
- Erwin Road alignment



# MLK Jr. Blvd modifications

- Former vacant commercial development on site now active, increasing acquisition cost
- Reconfigured park-and-ride: Loss of 250 spaces
- **Approximate savings:** \$8-10 million vs baseline
- South Square Station park-and-ride lot being refined to add additional 350 spaces

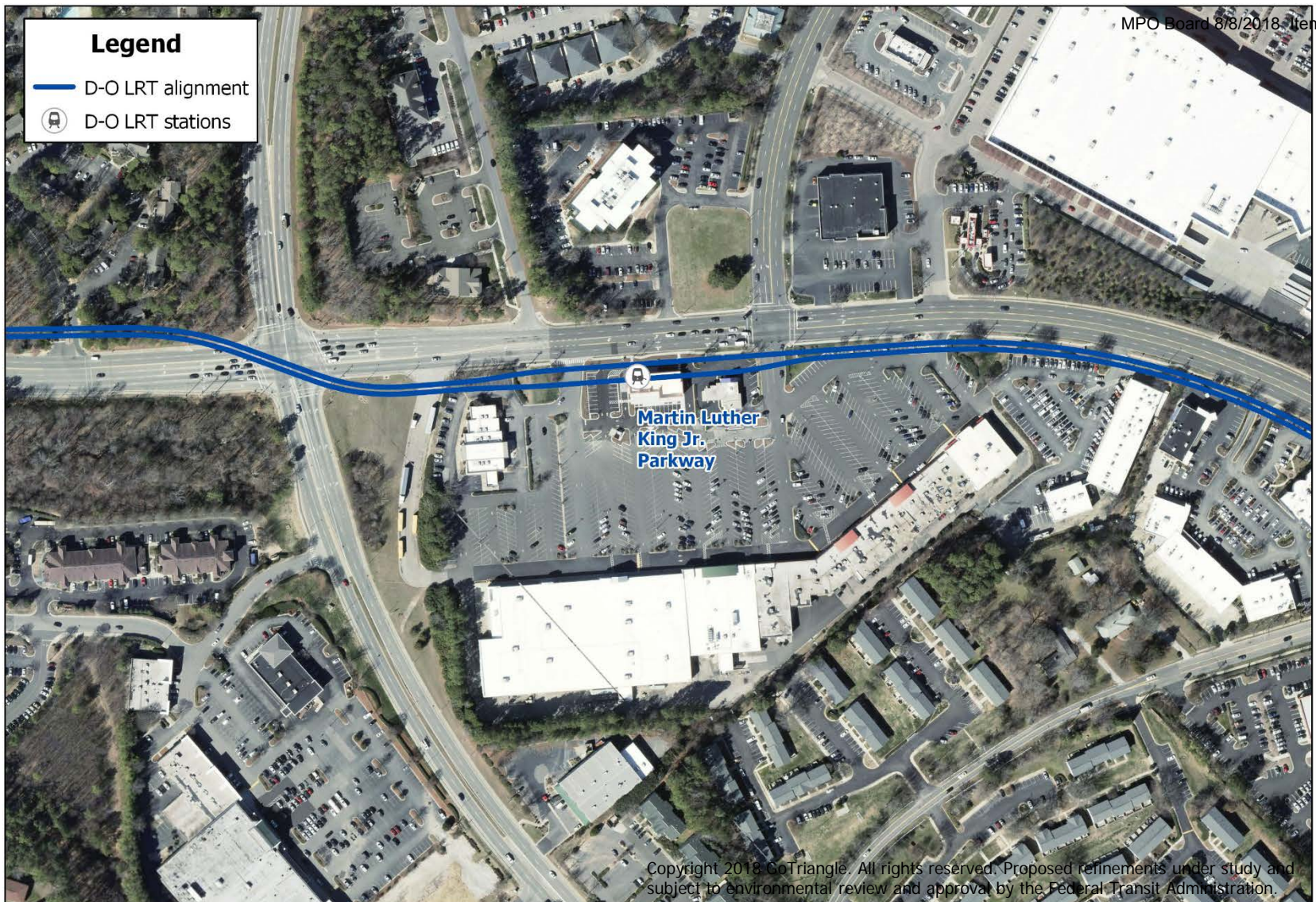


# D-O LRT Project Baseline Scope MLK Jr. Parkway Park-and-Ride

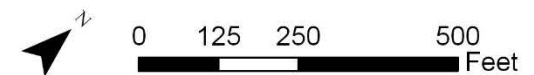


MLK Jr. Parkway station — baseline scenario with removal of At Home store





## D-O LRT Project with Proposed Refinements MLK Jr. Parkway Station



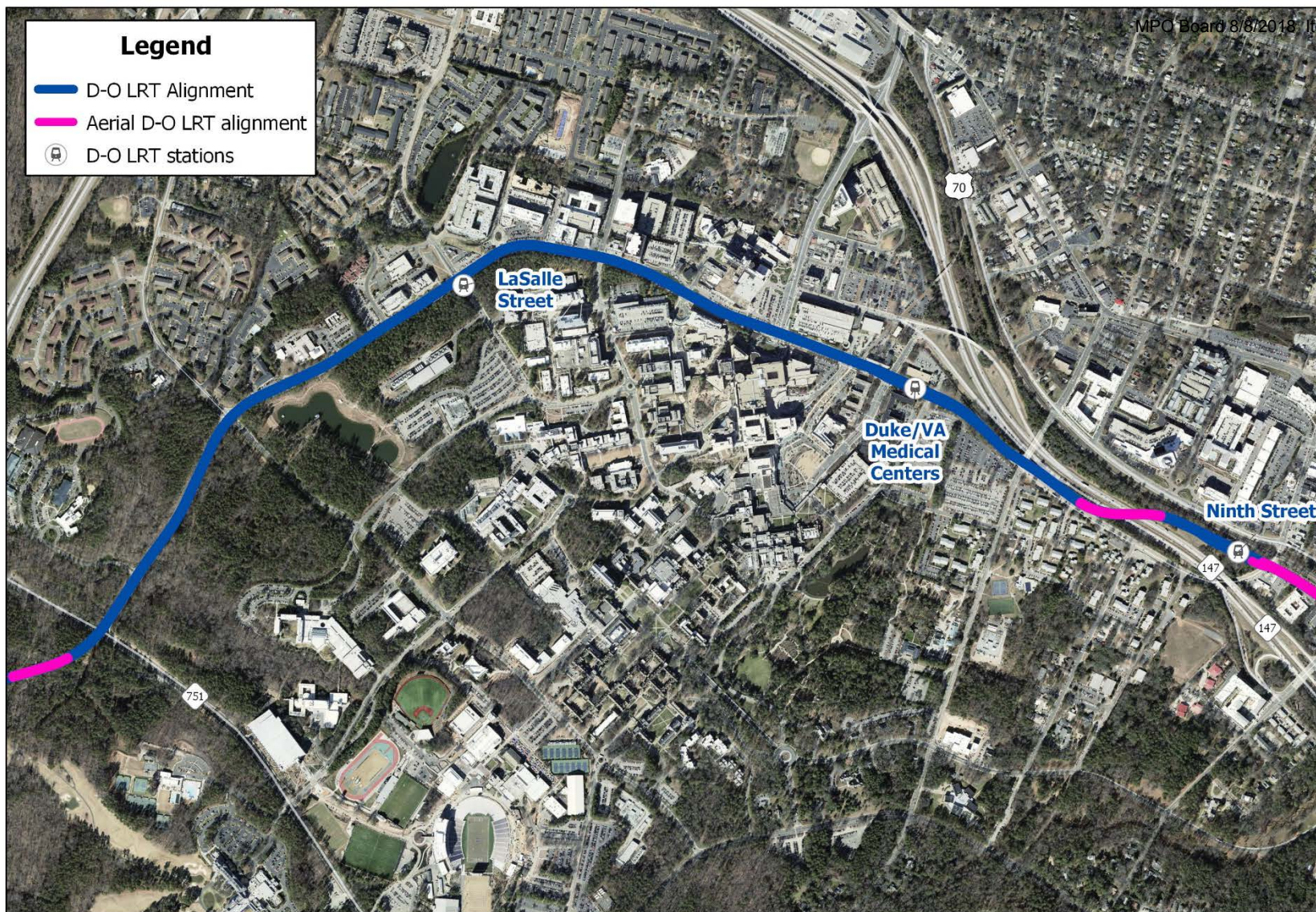
# Erwin Road challenges

- Emergency access to medical centers
- Unique utilities beneath the road
- Impact of required road widening to Duke property
- Traffic impacts

# Erwin Road modifications

- Original alignment along median of Erwin Road, from Cameron Blvd (NC 751) to Anderson St
- Proposed modification
  - South of Erwin Road, at-grade from Cameron Blvd to LaSalle St
  - Transition to elevated and median-running, LaSalle Street to Anderson St
  - Duke/VA Medical Centers station relocated
- **Approximate cost:** \$90 million vs baseline





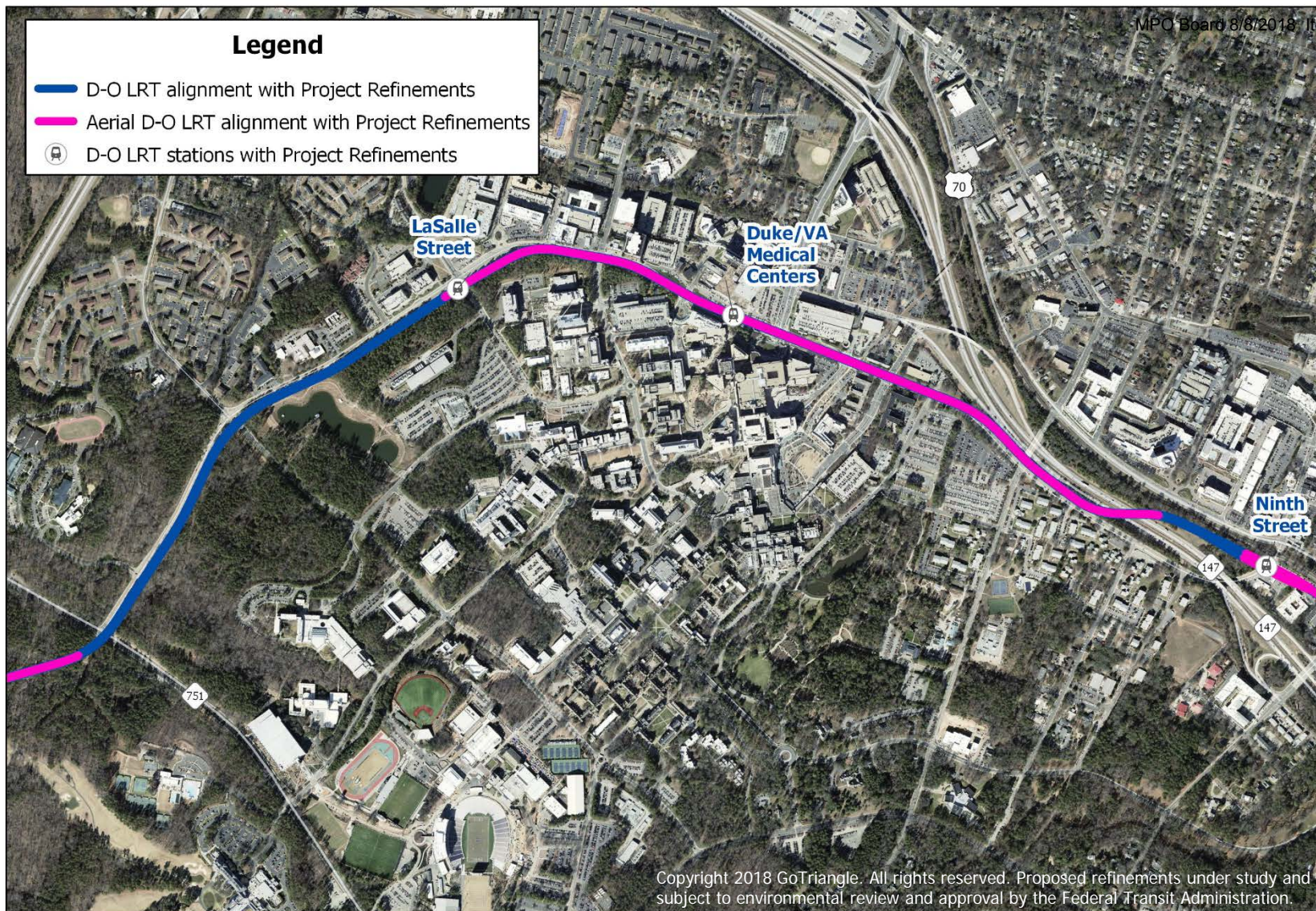
**D-O LRT Project baseline scope  
Erwin Road segment**

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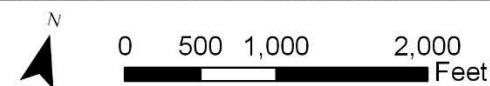


0 500 1,000 2,000  
Feet





**D-O LRT Project with Proposed Refinements  
Erwin Road segment**







DO NOT USE FOR CONSTRUCTION  
DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES ARE COMPLETED



DESIGNED BY:	WJ
DRAWN BY:	BS
CHECKED BY:	ZH
DATE:	2/27/18

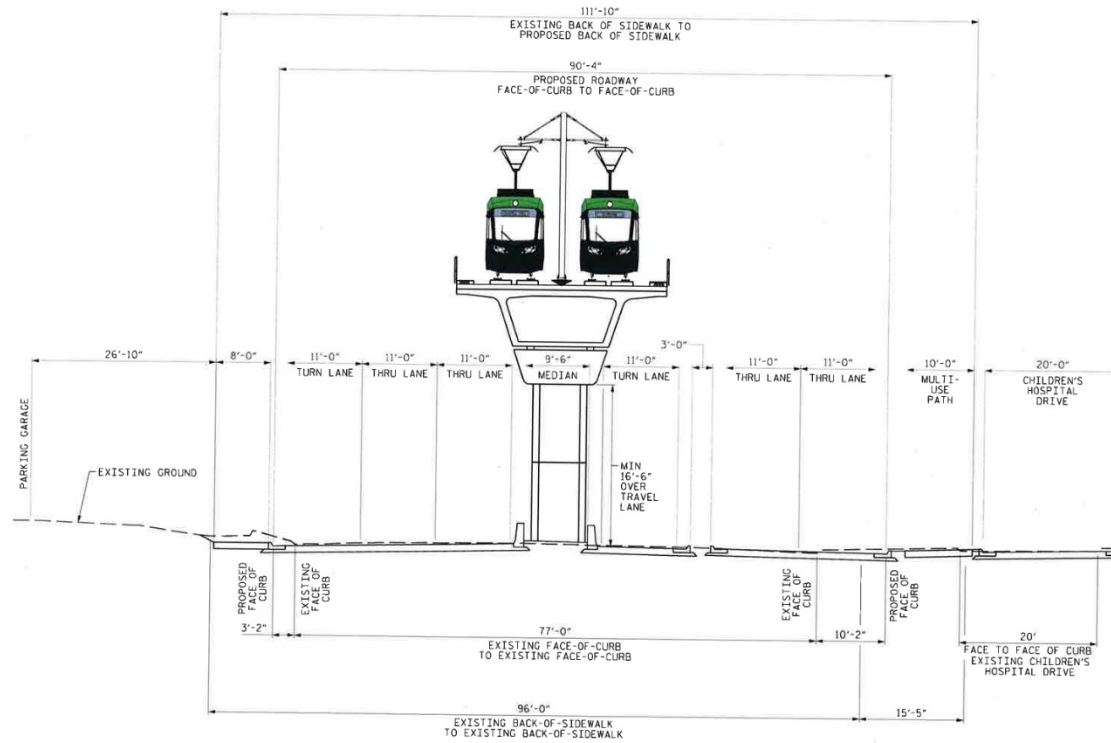


ERWIN ROAD ALTERNATIVE  
DUKE CENTER FOR LIVING TYPICAL SECTION  
ERWIN ROAD PRELIMINARY DESIGN

DRAWING NO.: C03-PSH013

SHEET NO.:

REV



PARKING GARAGE TYPICAL SECTION  
(LOOKING EAST)

**PRELIMINARY PLANS**  
DO NOT USE FOR CONSTRUCTION  
DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES ARE COMPLETED

DESIGNED BY:  
PL  
DRAWN BY:  
BS  
CHECKED BY:  
ZH  
DATE:  
2-27-18



**HDR Engineering, Inc.**  
555 Fayetteville Street, Suite 900  
Raleigh, NC 27601-3034



**DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT**

**ERWIN ROAD ALTERNATIVE  
PARKING GARAGE TYPICAL SECTION  
ERWIN ROAD PRELIMINARY DESIGN**

DRAWING NO.: C013-PSH18

SHEET NO.:

REV.

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# Questions





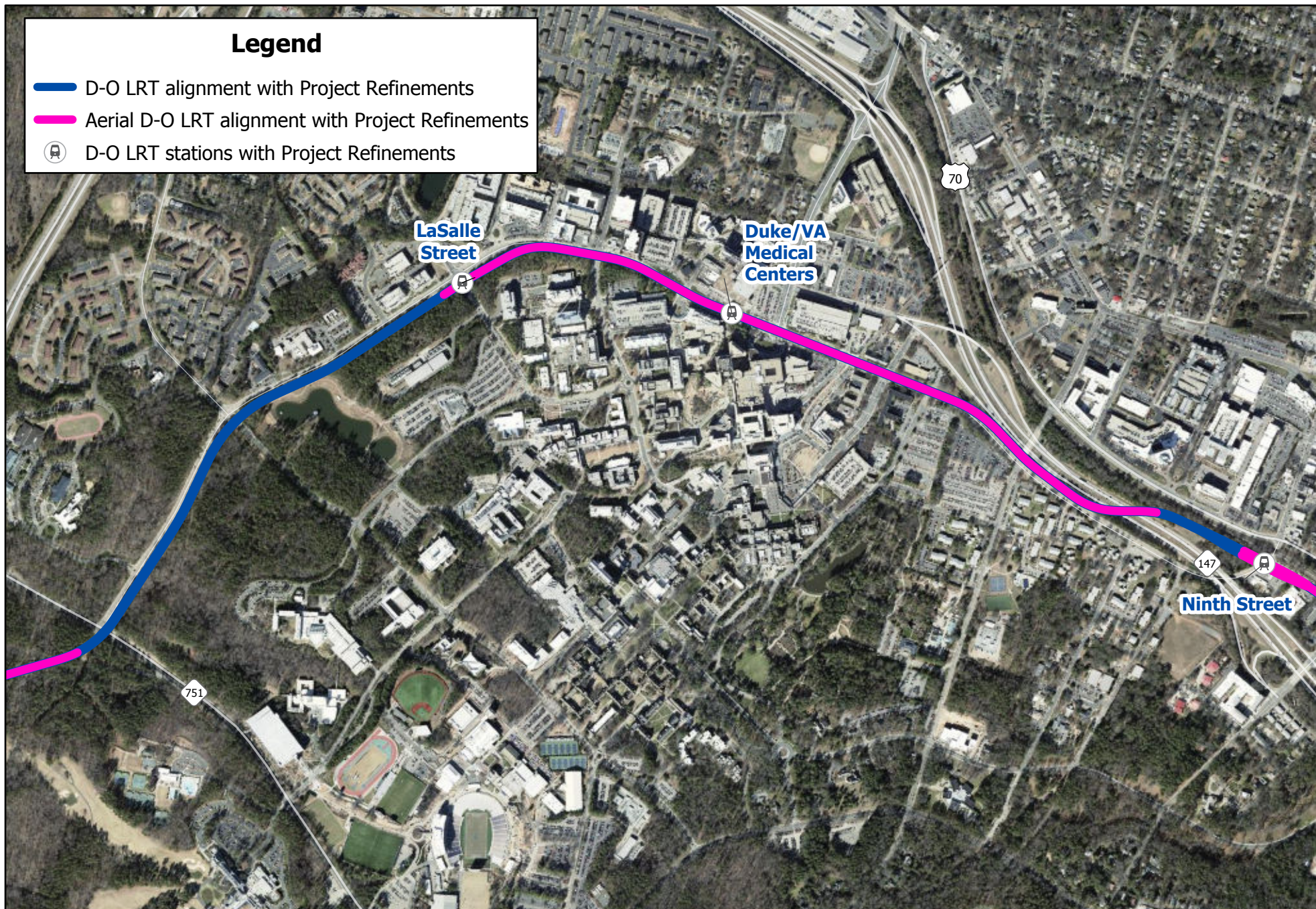
**D-O LRT Project baseline scope  
Erwin Road segment**

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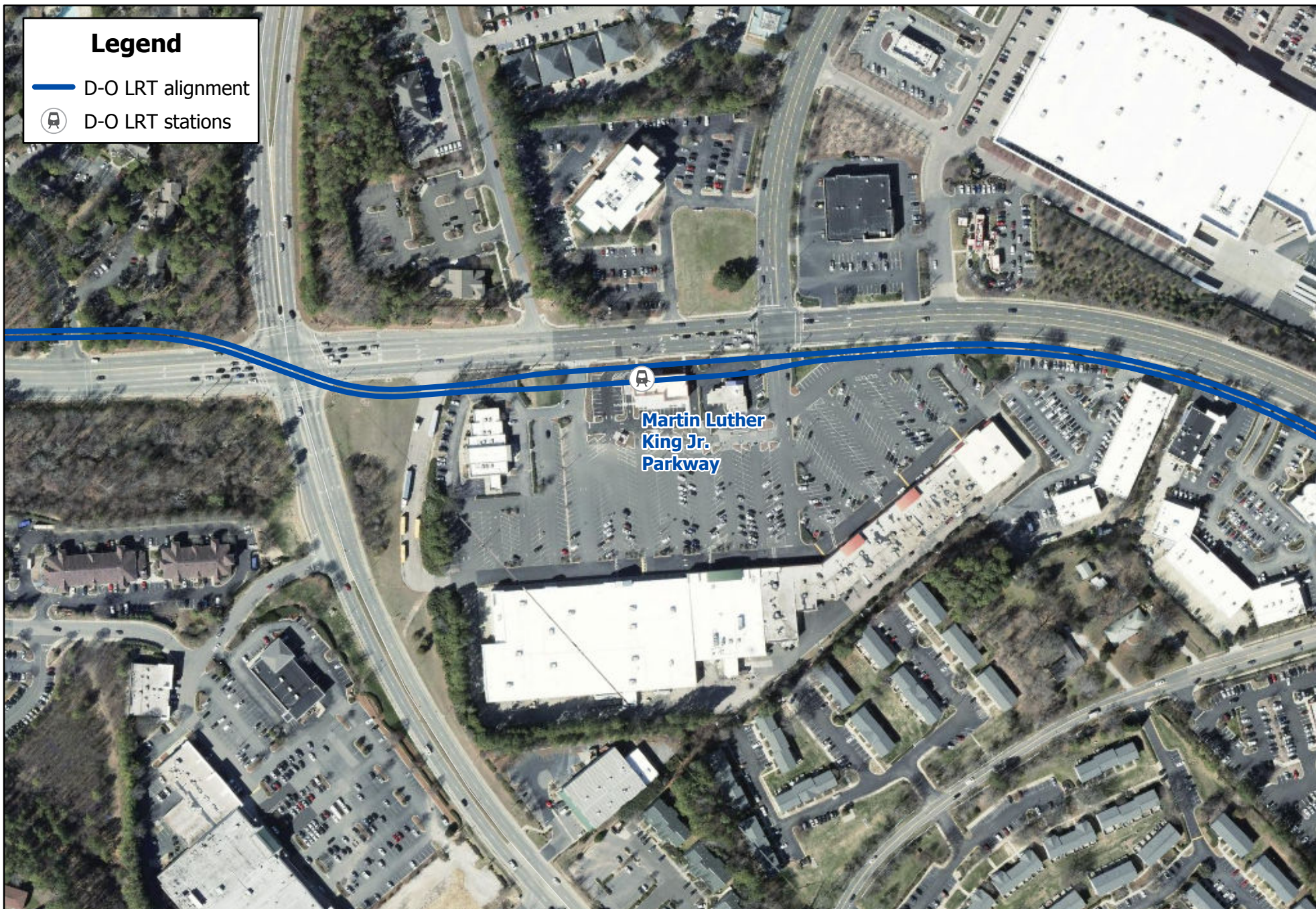
## D-O LRT Project with Proposed Refinements Erwin Road segment



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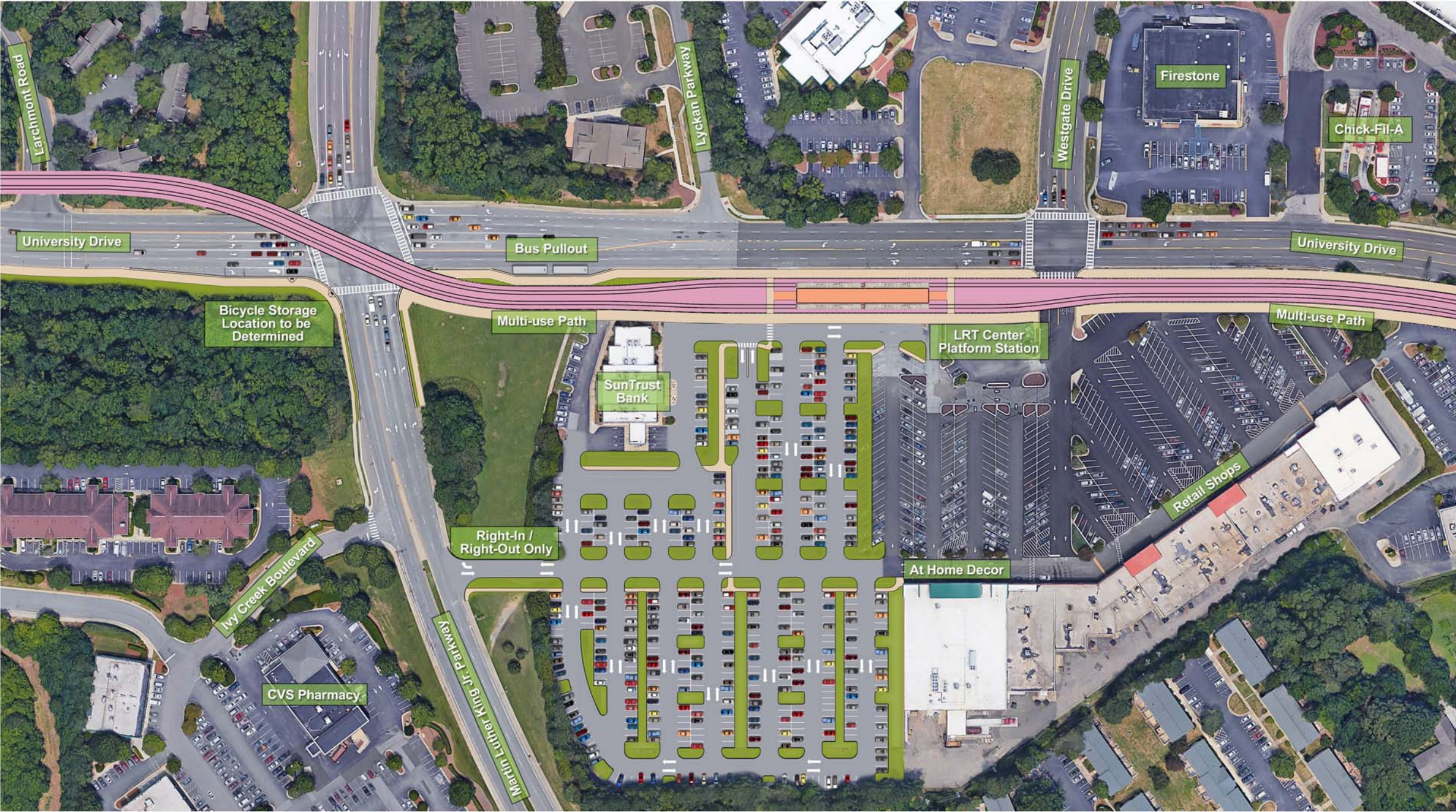
## D-O LRT Project with Proposed Refinements MLK Jr. Parkway Station

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0 125 250 500  
Feet





MLK Jr. Parkway station — baseline scenario with removal of At Home store



*Connecting all points of the Triangle*

## MEMORANDUM

**To** GoTriangle Board of Trustees Planning and Legislative Committee  
**FROM:** Capital Development: D-O LRT Project Team  
**DATE:** June 13, 2018  
**SUBJECT:** **D-O LRT Project Request for Design Change Approval:  
Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride**

### Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

### Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride lot to the GoTriangle Board of Trustees for approval at their July meeting.

### Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1, includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



### **Request to Modify the Martin Luther King Jr. Parkway D-O LRT Station Park-and-Ride.**

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride site requires acquisition of a portion of the Parkway Plaza development including the At Home store. The proposed change would rework the layout of the park-and-ride facility to avoid acquisition of the store.

Because this design change entails modification of right-of-way it falls within Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

#### Why is staff recommending this change?

- When this site was initially selected, the commercial development on the site was vacant.
- With the recent up-fit (including the At Home store) and adjacent active retail businesses, the cost of acquiring the real estate required for the original park-and-ride site is significantly more than the real estate cost for other park-and-ride sites.
- It was determined that a reconfiguration of the park-and-ride site would result in significant real estate cost savings.

The proposed changes to the park-and-ride site would convert several smaller parcels near the station area into parking spaces. One parcel would need to be acquired from the NCDOT, one parcel that includes the SunTrust bank and previously a partial acquisition would need to be fully acquired, and a third parcel that is unoccupied would need to be fully acquired. Currently, the conceptual change results in an approximate loss of 250 spaces from the original design. The park and ride lot at the South Square Station is being refined to increase by approximately 350 spaces.

If the Board approves this refinement, GoTriangle staff will submit an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA will then determine if additional environmental documentation is needed (e.g., NCCU Supplemental Environmental Assessment) or if the existing environmental documentation is sufficient.



### Financial Impact

The cost estimate for the proposed change is approximately \$8-\$10 million less than the original design.

- As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project.

In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

### Attachments

- Map showing the existing park-and-ride site

### Staff Contact

- Danny Rogers, 919-485-7579, [drogers@gotriangle.org](mailto:drogers@gotriangle.org)



*Connecting all points of the Triangle*

## MEMORANDUM

**TO:** GoTriangle Board of Trustees Planning and Legislative Committee  
**FROM:** Capital Development: D-O LRT Project Team  
**DATE:** June 13, 2018  
**SUBJECT:** **D-O LRT Project Request for Design Change Approval:  
Modification of the Erwin Road Alignment**

### Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

### Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Erwin Road alignment to the GoTriangle Board of Trustees for approval at their July meeting.

### Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1 includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.





### **Request to Modify the Erwin Road Alignment.**

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the light rail alignment is median-running at-grade in Erwin Road. The proposed change would shift the alignment to side-running at-grade between Cameron Boulevard and LaSalle Street, and a mix of side-running and median-running aerial alignment between LaSalle Street and NC 147.

Because this design change is substantial, GoTriangle staff recommends that the change be elevated from Category 3 to Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

#### Why is staff recommending this change?

- Unique utilities beneath Erwin Road present challenges for the median at-grade design. In particular, coordination with key 3<sup>rd</sup> party stakeholders has revealed underground 44kv power cables that must be avoided due to their strategic importance to Duke University Hospital. An aerial guideway would significantly minimize the impacts to this critical power source.
- Emergency access to Duke University Hospital is a top priority. An aerial guideway would help ensure that access to Duke's Level 1 Trauma Center remains unimpeded during and after construction.
- Coordination with Duke University, Duke University Health System, and the Durham VA Medical Center revealed concerns regarding impacts related to the magnitude of the road-widening required by an at-grade median alignment along Erwin Road. For instance, with the median at-grade alignment Duke University's John Hope Franklin Building would have to be relocated – that is no longer needed due to the proposed alignment change. An aerial guideway would reduce impacts related to road-widening.
- Coordination with key 3<sup>rd</sup> party stakeholders exhibited concerns with traffic impacts due to an at-grade median alignment along Erwin Road. Elevating the light rail alignment in the median decreases the impacts to traffic. One of the traffic mitigation measures in the initial design included a roundabout at the Elba Street interchange off of NC 147. Due to the aerial structure alignment that mitigation is no longer needed as part of the D-O LRT Project.



- Duke University Health System expressed significant concerns with the impacts to the Global Health Research Building on the south side of Erwin Road due to the magnitude of the road-widening caused by an at-grade median alignment along Erwin Road. This facility is part of Duke University's collaboration with the National Institutes of Health, and is under strict grant requirements. Changing to an aerial structure in the median decreases the required widening of the roadway, minimizing the impacts to this important research facility.

GoTriangle staff has submitted an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA directed GoTriangle to prepare a Supplemental EA including this and other proposed project refinements for public review.

### Financial Impact

The cost estimate for the proposed change is approximately \$90,000,000 more than the baseline design.

As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project. In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

### Attachments

- Map showing the Previous Design
- Map showing the Proposed Project Refinements

### Staff Contact

- Danny Rogers, 919-485-7579, [drogers@gotriangle.org](mailto:drogers@gotriangle.org)



## DCHC MPO Final Regional Points Allocation for P5

Mode	Route/Project	From	To	Description	Jurisdiction	Methodology Points	Cascading Project?	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Follows Methodology?	Reason	Notes
Transit	Durham-Orange Light Rail Transit			Construct a 17.7 mile light rail transit line from North Carolina Central University in Durham to UNC Hospitals in Chapel Hill.	Durham, Chapel Hill	6	N	53.33	100	100	83.33	Y		
Highway	NC 55	I-40	Meridian Drive	Add third SB lane on NC 55 from Meridian to I-40 EB on-ramp and improve ramp terminals. Also add bike/ped facilities.	Durham	2	N	51.65	100	99	81.50	N	Supported by Division; excellent chance for funding	
Rail	NS/NCRR H Line			Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236V) in Durham.	Durham	4	Y	49.33	100	100	79.33	N	Locally identified need; project scores well	
Highway	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	Durham	1	Y	49.32	100	99	79.17	N	Regionally significant project; keep track with other sibling projects	
Highway	US 15, US 501	US 15-501 / NC 54 interchange (Raleigh Road)	SR 1742 (Ephesus Church Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	Chapel Hill	4	Y	47.70	100	100	77.70	N	Regionally significant project; keep track with other sibling projects	
Highway	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	Omega Road	Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements.	Durham	5	N	47.45	100	89	75.80	Y		
Highway	Division 5 Non-Municipal Divisionwide Signal System			Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals.	Division 5	2	N	46.86	14	92	75.66	N	Coordination with Division Engineer	
Highway	US 501 Business (Roxboro Road)	NC 55 (Avondale Drive)	SR 1004 (Old Oxford Road)	Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities.	Durham	5	N	45.93	100	97	75.48	Y		
Highway	NC 98 (Holloway Street)	SR 1838 (Junction Road)	SR 1919 (Lynn Road)	Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed.	Durham	5	N	45.76	100	89	74.11	Y		
Highway	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	Carrboro	2	N	42.92	100	100	72.92	N	Geographic balance	
Highway	US 15, US 501	SR 1919 (Smith Level Rd)	US 64 Pittsboro Bypass	Convert remaining non-synchronized sections of US 15-501 to synchronized between the Orange County Line and the US 64 Pittsboro Bypass	Chatham County	0	N	32.26	47	100	62.26	N	Geographic balance; supported by Division	53 points from TARPO; Division 8 is putting 100 points on project
Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937 / SR 1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	Orange County	0	N	46.80	0	100	61.80	Y		TARPO will not put points (35) on the project

<u>Mode</u>	<u>Route/Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>Methodology</u> <u>Points</u>	<u>Cascading</u> <u>Project?</u>	<u>SPOT</u> <u>Score</u>	<u>DCHC</u> <u>Points</u> <u>Assigned</u>	<u>Division</u> <u>Points</u> <u>Assigned</u>	<u>Final</u> <u>Score</u>	<u>Follows</u> <u>Methodology?</u>	<u>Reason</u>	<u>Notes</u>
Transit	Commuter Rail from Durham to Garner			Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches.	Durham, Wake	6	N	46.67	32	0	61.37	Y		One-third of the project is in DCHC; remainder of points (68) would come from CAMPO
Rail	NS/NCRR H Line			Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	Durham	4	Y	45.78	100	0	60.78	Y		Meets <\$5M threshold for cascading project
Highway	US 501 Business (Roxboro Road)	SR 1443 (Horton Road)		Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.	Durham	4	N	44.75	100	0	59.75	Y		
Rail	NS/NCRR H Line			Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham.	Durham	4	Y	42.13	100	0	57.13	N	Locally identified need; project scores well	
Highway	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	3	N	40.30	100	0	55.30	Y		
Highway	NC 147 (Durham Freeway)	Elba Street/Trent Drive		Improve ramps by tying them into a roundabout with Elba Street and Trent Drive.	Durham	4	Y	37.94	100	0	52.94	Y		Meets <\$5M threshold for cascading project
Highway	NC 86	US 70 Bypass	North of NC 57	Widen to four lanes with a median and Improve intersections at US 70 Bypass and NC 57.	Orange County	1	N	36.02	100	0	51.02	N	Geographic balance	
Highway	I-40	NC 54	NC 751	Construct auxiliary lane between ramps	Durham	0	Y	47.78	0	0	47.78	Y		
Highway	US 15, US 501	NC 751	Pickett Road Overpass	Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes	Durham	0	Y	45.65	0	0	45.65	Y		
Highway	NC 54	US 15-501		Improve Interchange	Chapel Hill	1	N	30.44	100	0	45.44	N	Regionally significant project; keep track with other sibling projects	
Highway	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	Durham	1	Y	45.37	0	0	45.37	Y		
Highway	I-540	I-40	US 1	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	Wake, Durham	1	Y	44.41	0	0	44.41	Y		
Transit	Durham to Raleigh Commuter Rail Service			Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches.	Durham, Wake	6	N	43.89	0	0	43.89	N	Only one viable commuter rail project	
Highway	US 15, US 501	I-40	US 15/501 Business	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway	Durham	2	Y	43.41	0	0	43.41	Y		Project with similar scope is funded through Statewide Mobility tier

<u>Mode</u>	<u>Route/Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>Methodology</u> <u>Points</u>	<u>Cascading</u> <u>Project?</u>	<u>SPOT</u> <u>Score</u>	<u>DCHC</u> <u>Points</u> <u>Assigned</u>	<u>Division</u> <u>Points</u> <u>Assigned</u>	<u>Final</u> <u>Score</u>	<u>Follows</u> <u>Methodology?</u>	<u>Reason</u>	<u>Notes</u>
Highway	I-540	I-40	I-87	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	Wake, Durham	0	Y	42.28	0	0	42.28	Y		All points to be supplied by CAMPO; DCHC would apply two points, which would be donated by CAMPO
Transit	Durham to Wake Forest Commuter Rail			Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches.	Durham, Wake	6	N	40.19	0	0	40.19	N	Only one viable commuter rail project	
Highway	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	3	N	37.11	17	0	39.66	Y		
Transit	Durham to Raleigh to Garner/Wake Forest commuter rail			Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches.	Durham, Wake	6	N	39.45	0	0	39.45	N	Only one viable commuter rail project	
Highway	US 70	Page Road Extension	Alexander Drive in Wake County	Upgrade Roadway to Freeway	Durham, Raleigh	1	Y	38.25	0	0	38.25	Y		
Highway	US 15, US 501	NC 147 (Durham Freeway)	US 70 Business (Hillsborough Road)	Signalize collector-distributor ramp intersections to improve safety.	Durham	3	Y	37.85	0	0	37.85	N	Higher priorities identified in the region	Meets <\$5M threshold for cascading project
Transit	Commuter Rail Transit, West Durham to Garner			Construct commuter-rail transit service adjacent to and/or within the existing North Carolina Railroad Corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide four trains each direction during the morning rush hour, four in the evening rush hour, and one train each direction in the off-peak AM and PM (a total of ten trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am, 7:00 am, 8:00 am, etc.).	Durham, Wake	6	N	34.63	0	0	34.63	N	Only one viable commuter rail project	
Rail	NS/NCRR H Line			Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham.	Durham	4	Y	34.22	0	0	34.22	Y		
Transit	GoTriangle ODX Route bus service expansion FY23			Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.	Hillsborough, Durham	6	N	20.56	90	0	34.06	Y		BGMPO will not put points (10) on this project
Rail	NS/NCRR H Line			Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue.	Hillsborough	4	Y	33.08	0	0	33.08	Y		



<u>Mode</u>	<u>Route/Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>Methodology</u> <u>Points</u>	<u>Cascading</u> <u>Project?</u>	<u>SPOT</u> <u>Score</u>	<u>DCHC</u> <u>Points</u> <u>Assigned</u>	<u>Division</u> <u>Points</u> <u>Assigned</u>	<u>Final</u> <u>Score</u>	<u>Follows</u> <u>Methodology?</u>	<u>Reason</u>	<u>Notes</u>
Highway	NC 751	SR 1740 (Lewter Shop Road)	O'Kelly Chapel Road	Widen road to 4 Lanes with bicycle lanes on existing location.	Chatham County	1	N	32.77	0	0	32.77	Y		
Highway	NC 54	Neville Road		Improve intersection	Orange County	2	N	32.60	0	0	32.60	Y		Could be covered under R-5821A
Rail	NCRR/NS H line			Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.	Orange County	2	Y	31.97	0	0	31.97	N	Higher priorities identified in the region	Meets <\$5M threshold for cascading project
Highway	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	3	N	31.65	0	0	31.65	Y		
Transit	Mebane to Selma Commuter Rail Service			Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches.	Alamance, Durham, Wake, Johnston	5	N	31.48	0	0	31.48	N	Only one viable commuter rail project	
Highway	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	3	N	31.05	0	0	31.05	N	Project can continue forward through planning and NEPA as a sibling	
Transit	GoTriangle DRX Route bus service expansion FY 19			Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.	Durham, Wake	6	N	29.63	0	0	29.63	N	Highly unlikely to be funded due to 4% restriction on non-highway	
Highway	I-540	I-40	US 1	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	Wake, Durham	0	Y	26.60	0	0	26.60	Y		
Highway	NC 751 (Hope Valley Road)	South Roxboro Road	Woodcroft Parkway	Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection.	Durham	3	N	25.62	0	0	25.62	N	Higher priorities identified in the region	
Highway	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	Durham	3	N	25.56	0	0	25.56	N	Higher priorities identified in the region	
Highway	US 70 Business	US 15-501 Business (Roxboro Street)	US 15/501 Business (Roxboro Street)	Convert the Downtown Loop from one-way to two-way traffic	Durham	3	N	19.51	0	0	19.51	Y		
Highway	US 15 Business (Roxboro Street)	Pettigrew Street	East Main Street	Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro.	Durham	3	N	19.07	0	0	19.07	Y		
Rail	NCRR/NS H line			Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	Orange County	2	Y	18.90	0	0	18.90	N	Highly unlikely to be funded; higher priorities identified in the region	Meets <\$5M threshold for cascading project

<u>Mode</u>	<u>Route/Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>Methodology</u> <u>Points</u>	<u>Cascading</u> <u>Project?</u>	<u>SPOT</u> <u>Score</u>	<u>DCHC</u> <u>Points</u> <u>Assigned</u>	<u>Division</u> <u>Points</u> <u>Assigned</u>	<u>Final</u> <u>Score</u>	<u>Follows</u> <u>Methodology?</u>	<u>Reason</u>	<u>Notes</u>
Highway	US 70	US 70 Connector		Reconstruct interchange to an at-grade intersection.	Orange County	1	N	18.43	0	0	18.43	Y		
Rail	NS/NCRR H Line			Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure.	Hillsborough	2	Y	16.56	0	0	16.56	Y		
Rail	NS/NCRR H Line			Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham.	Durham	3	Y	8.21	0	0	8.21	Y		
Rail	I-40 Rail Bridge in Durham County			Construct triple track bridge over I-40 in Durham County.	Durham	4	Y	4.91	0	0	4.91	Y		
<b>TOTAL</b>									1800					

August 8, 2018

## DCHC Local Input Points for Division Needs Projects - Initial List

## Highway Projects

Methodology Criteria															
SPOT ID	Route	From	To	Description	Jurisdiction	MTP Prioritization	Local Tax Revenues	Local Funding	Complements Non-Highway	EJ	Methodology Points	Cascading Project?	SPOT Score	DCHC Points Assigned	Notes
H170312	US 501 Business (Roxboro Road)	SR 1443 (Horton Road)		Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.	Durham	2	0	0	0	1	3	Y	40.51	100	
H170122	SR 1321 (Hillandale Road)	SR 1443 (Horton Road)		Construct roundabout	Durham	2	0	0	0	1	3	N	35.45	100	
H170805	US 15, US 501	NC 147 (Durham Freeway)	US 70 Business (Hillsborough Road)	Signalize collector-distributor ramp intersections to improve safety.	Durham	2	0	0	0	1	3	Y	34.08	100	
H140374-E	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	Carrboro	2	0	0	1	0	3	Y	31.70	0	
H170117	SR 1171 (Riddle Road)	SR 2100 (South Alston Avenue)		Construct roundabout	Durham	2	0	0	0	1	3	N	31.25	0	
H170785	NC 147 (Durham Freeway)	Elba Street/Trent Drive		Improve ramps by tying them into a roundabout with Elba Street and Trent Drive.	Durham	2	0	0	0	1	3	Y	31.17	0	
H111162	SR 1005 (Old Greensboro Road)	SR 1942 (Jones Ferry Rd)	NC 87 in Alamance County	Modernize and add 4-foot Paved Shoulders	Orange County, Alamance County	2	0	0	1	0	3	N	22.36	0	22 points from DCHC; 54 points from TARPO; 24 points from BGMPO
H150280	SR 1148 (Eno Mountain Road), SR 1192 (Mayo Street)	SR 1006 (Orange Grove Road)		Construct new section of SR 1192 (Mayo Street) to align with SR 1148 (Eno Mountain Road) and install signal.	Hillsborough	2	0	1	0	0	3	N	14.36	0	
H170038	SR 1116 (Garrett Road)	NC 751 (Hope Valley Road)	SR 2220 (Old Chapel Hill Road)	Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements.	Durham	1	0	0	1	0	2	N	33.37	0	
H140374-D	NC 54	Neville Road		Improve intersection	Orange County	2	0	0	0	0	2	Y	25.22	0	Could be addressed by R-5821A
H170372	SR 1008 (Farrington Point Road), SR 1726 (Old Farrington Point Road), SR 1109 (Farrington Mill Road)	SR 1110 (Farrington Road)	SR 1717 (Lystra Road)	Modernize roadway to current standards.	Chatham County	2	0	0	0	0	2	N	23.99	0	
H170127	New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct multi-lane roadway on new location.	Durham	0	0	0	0	1	1	N	33.85	0	
H170037	SR 1978 (Hopson Road)	NC 54	Distribution Drive	Widen to a four lane divided roadway with bicycle and pedestrian facilities.	Durham	0	0	0	1	0	1	N	24.40	0	
H170114	SR 1731 (O'Kelly-Chapel Road)	NC 751	Yates Store Road	Widen existing road to four lanes and include bicycle accommodations.	Chatham County	0	0	0	1	0	1	N	20.88	0	

H170399	SR 1009 (Old NC 86)	SR 1777 (Homestead Road)	SR 1107 (Old Fayetteville Road)	Upgrade roadway corridor and intersection with Homestead Road to improve the safety of users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities and sidewalks. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland) for all modes. Intersection improvement could include a roundabout. Design of roadway and facilities may vary along the corridor.	Orange County, Carrboro	0	0	0	1	0	1	N	19.99	0	
H140638	Elliott Road	US 15-501 (Fordham Boulevard)	Ephesus Church Road	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501.	Chapel Hill	0	0	1	0	0	1	N	15.44	0	
H171433	New Route - Northern Durham Parkway	US 70	SR 1811 (Sherron Road)	Construct roadway on new location.	Durham	0	0	0	0	0	0	N	24.65	0	
TOTAL														300	

## Non-Highway Projects

## Methodology Criteria

SPOT ID	Mode	Route	From	To	Description	Jurisdiction	Plan Consistency	Engineering	Local Tax Revenues	Complements Non-Highway	EJ	Methodology Points	Cascading Project?	SPOT Score	DCHC Points Assigned	Notes
T171711	Transit	GoTriangle DRX Route bus service expansion FY 19			Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.	Durham/Raleigh	2	1	1	1	1	6	Y	22.59	40	40 points from DCHC; 60 points from CAMPO
T171722	Transit	GoTriangle ODX Route bus service expansion FY23			Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.	Durham/Hillsborough/Orange County	2	1	1	1	1	6	Y	15.93	90	90 points from DCHC; 10 points from BGMPO
T150453	Transit	Fayetteville St Transit Corridor Improvements			Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805.	Durham	2	0	1	1	1	5	N	41.35	100	
B150607	BikePed	US 15/501 (Fordham Blvd)	Willow Drive	Old Durham Chapel Hill Road	Construct multi-use side paths paralleling US 15/501 (Fordham Blvd) on both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations.	Chapel Hill	2	1	0	1	1	5	N	35.78	100	
T150449	Transit	Village Neighborhood Transit Center			Design and Construction of Village Neighborhood Transit Center.	Durham	2	0	1	1	1	5	N	35.10	100	
R150325	Rail	NS/NCRR H Line			Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	Durham	2	1	0	1	1	5	Y	32.96	100	
B170480	BikePed	NC 54	RTP Trail	American Tobacco Trail	Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road.	Durham	2	1	0	1	0	4	N	39.90	100	



B170481	BikePed	NC 55 (Apex Highway)	American Tobacco Trail Spur	Cornwallis Road	Construct shared use path on one side of roadway and make intersection improvements.	Durham	2	0	0	1	1	4	N	39.80	100	
B170469	BikePed	SR 1183 (University Drive) and Old Chapel Hill Road	SR 1116 (Garrett Road)	Martin Luther King Jr. Parkway	Construct shared use path along one side of the roadway.	Durham	2	0	0	1	1	4	N	39.04	100	
B141106	BikePed	Horton Road	US 501 Business (Roxboro Road)	NC 157 (Guess Road)	Construct a sidewalk on one side of the road, sidepath on the other side.	Durham	2	0	0	1	1	4	N	38.93	100	
B170468	BikePed	SR 1669 (Club Boulevard)	SR 1332 (Broad Street)	Washington Street/Ellerbe Creek Trail	Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings.	Durham	2	0	0	1	1	4	N	38.72	100	
B170479	BikePed	SR 1959 (Miami Boulevard)	SR 1954 (Ellis Road)	Cornwallis Road	Construct a multi-use pathway along east side of Miami Boulevard.	Durham	2	0	0	1	1	4	N	38.22	100	
B170526	BikePed	Warren Creek Trail Phase II	Warren Creek Trail/Horton Road	US 501	Construct a shared use trail through and outside the boundary of West Point on the Eno Park.	Durham	2	0	0	1	1	4	N	37.98	100	
B170466	BikePed	NC 98 (Holloway Street)	US-70 Bypass	Ganyard Farm Way	Construct sidewalks on both sides of the road and include intersection improvements.	Durham	2	0	0	1	1	4	N	35.96	61	
T171420	Transit	Chatham Transit additional vehicles			Purchase three new ramp-equipped minivans	Chatham County	0	1	1	1	1	4	N	33.52	9	9 points from DCHC; 91 points from TARPO
T171696	Transit	GoTriangle Rougemont Park & Ride and service			Construct park-and-ride and additional vehicle to provide new service between Rougemont and central Durham.	Durham	2	0	1	1	0	4	N	32.59	100	
B170402	BikePed	NC 86 (Martin Luther King, Jr. Parkway)	SR 1770 (Estes Drive)	SR 1777 (Homestead Road)	Construct bicycle lanes and upgrade sidewalks along NC 86.	Chapel Hill	2	0	1	1	0	4	N	31.48	0	
B141356	BikePed	Hardee St/SR 1800 (Cheek Road)	NC 98 (Holloway St)	SR 1800 (Cheek Rd/Sherwood Park)	Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road.	Durham	2	0	0	1	1	4	N	30.19	0	
B171963	BikePed	SR 1010 (West Franklin Street)	SR 1010 (East Main Street)	Merritt Mill Street/Brewer Lane	Construct pedestrian improvements, such as crosswalks, improved signage, and pedestrian signals, at the West Franklin/East Main/Merritt Mill/Brewer intersection on the border of Chapel Hill and Carrboro.	Chapel Hill, Carrboro	2	1	0	1	0	4	N	29.45	0	
T150993	Transit	Regional Transit Center			An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.	Durham	2	0	1	1	0	4	N	25.58	100	

B170403	BikePed	SR 1008 (Mt. Carmel Church Road)	US 15/501	SR 1913 (Bennett Road)	Construct a multi-use path on one side of Mt. Carmel Church Road.	Chapel Hill	2	0	0	1	1	4	N	23.01	0	
B140789	BikePed	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	Carrboro	2	0	0	1	0	3	N	40.43	0	
B150143	BikePed	Sandy Creek Trail	Pickett Rd	Al Buehler Trail at Cornwallis Rd	Construct a shared use trail.	Durham	2	0	0	1	0	3	N	40.06	0	
B170470	BikePed	US 501 (Roxboro Road)	SR 1456 (Milton Road)	Fairfield Road	Construct sidewalks on both sides of the road.	Durham	2	0	0	1	0	3	N	38.40	0	
B170467	BikePed	NC 55 (Apex Highway)	NC 54	Carpenter Fletcher Road	Construct pedestrian facilities on both sides of the road.	Durham	2	0	0	1	0	3	N	37.95	0	
B150258	BikePed	Campus to Campus Connector/Tanyard Branch Extension	Broad Street	Village Drive and Tanyard Branch Greenwa	Construct an off-road multi-use path providing bicycle and pedestrian safety.	Chapel Hill	2	0	0	1	0	3	N	30.42	0	
B171175	BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Construct a sidepath along the entire corridor from Estes Drive to Homestead Road.	Chapel Hill, Carrboro	2	0	0	1	0	3	N	29.16	0	
B141103	BikePed	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	Chapel Hill	2	0	0	1	0	3	N	28.60	0	
B171147	BikePed	American Tobacco Trail	American Tobacco Trail	American Tobacco Trail	Construct a tunnel or bridge across O'Kelly Chapel Road.	Chatham County	2	0	0	1	0	3	N	25.63	0	
T171425	Transit	Orange Public Transit additional vehicles			Purchase two light transit vehicles	Orange County	0	1	0	1	1	3	N	24.81	0	49 points from DCHC; 51 from TARPO
B150456	BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Improve bicycle and pedestrian facilities along the entire corridor from Estes Drive to Homestead Road. Construct bike lanes and sidewalks to fill-in gaps.	Chapel Hill, Carrboro	2			1	0	3	N	24.54	0	
B150435	BikePed	Old NC 86 - Hillsborough Road	SR 1777 (Homestead Road)	Farm House Road	Construct bicycle lanes on both sides of roadway	Carrboro, Orange County	2	0	0	1	0	3	N	19.20	0	
B170485	BikePed	American Tobacco Trail	US 70 Business (Ramseur Street)	American Tobacco Trail	Construct tunnel underneath NCRR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail.	Durham	0	0	0	1	1	2	N	40.22	0	
B150405	BikePed	Cook Rd	American Tobacco Trail	Martin Luther King Jr Parkway	Construct buffered bike lanes and sidewalks on both sides of the road.	Durham	0	0	0	1	1	2	N	38.73	0	
B150104	BikePed	NC 751 (Academy Road), Cornwallis Road	Duke University Rd	Chapel Hill Rd	Construct on road bicycle lanes and sidewalks for the entire length of the route.	Durham	0	0	0	1	1	2	N	34.78	0	
B170483	BikePed	NC 54, Alston Avenue	Cornwallis Road	RTP Trail	Construct bicycle lanes and sidewalks.	Durham	0	1	0	1	0	2	N	30.51	0	

B170482	BikePed	US 15/501 Business (University Drive)	Woodridge Drive	US 15/501 Business Lakewood Avenue	Construct sidewalks along entire length and bicycle lanes where needed.	Durham	0	0	0	1	0	1	N	38.78	0	
B170484	BikePed	US 15/501 Business (Durham-Chapel Hill Boulevard)	Nation Avenue	US 15/501 Business (University Drive)	Construct sidewalks, improve bicycle lanes, and install intersection improvements.	Durham	0	0	0	1	0	1	N	37.66	0	
B172002	BikePed	Briar Creek Loop Trail & Connector	Briar Creek Parkway/Lumley Rd	Little Briar Creek	Construct 10' multi-use path along Little Briar Creek to connect to the Briarcreek Loop Trail	Durham/Raleigh	0	0	0	1	0	1	N	35.01	0	10 points from DCHC; 90 points from CAMPO
B170478	BikePed	Old Durham-Chapel Hill Road	SR 1113 (Pope Road)	Mount Moriah Road	Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment.	Durham	0	0	0	1	0	1	N	31.82	0	
B171043	BikePed	US 15-501 (Fordham Boulevard)	Legion Road (future)	Service Road	Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side.	Chapel Hill	0	0	0	1	0	1	N	31.13	0	
B150122	BikePed	SR 1669 (Club Boulevard)	Ambridge St	SR 1666 (Dearborn Dr)	Construct on road bicycle lanes and sidewalks for the entire length of the route.	Durham	0	0	0	1	0	1	N	24.79	0	
R170032	Rail	NCR/NS H line			Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.	Orange County	0	0	0	1	0	1	Y	21.97	0	
R170033	Rail	NCR/NS H line			Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	Orange County	0	0	0	1	0	1	Y	17.16	0	
															1500	

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 6-11-18

Amendment Requested By: Town of Carrboro

### Existing Project Details

Project Name: Estes Road Bike/Ped - Carrboro

STIP/TIP #: EB-5886 A

Jurisdiction/Agency: Carrboro

WBS or Local ID or Federal Aid #:

MUNIS #:

### Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$562,000	\$0	\$141,000	\$703,000
2020	ROW	TAP	\$154,000	\$0	\$38,000	\$192,000
2021	Construction	TAP	\$2,812,000	\$0	\$703,000	\$3,515,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$3,528,000	\$0	\$882,000	\$4,410,000

Total Project  
Cost

### Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$135,655	\$0	\$33,914	\$169,569
2020	ROW	TAP	\$37,114	\$0	\$9,279	\$46,393
2021	Construction	TAP	\$851,042	\$0	\$212,761	\$1,063,803
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,023,811	\$0	\$255,954	\$1,279,765

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable): Previously EB-5886

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

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

New project termini are from North Greensboro Street to south of the railroad tracks in Carrboro.

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

A project split is being created for project EB-5886 to help in project delivery. EB-5886 A is within the town limits of Carrboro and is along Estes Drive from North Greensboro Street to south of the railroad tracks. EB-5886 B is within the town limits of Chapel Hill and will be from south of the railroad tracks to NC 86.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**



## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 6-11-18

Amendment Requested By: Town of Chapel Hill

### Existing Project Details

Project Name: Estes Road Bike/Ped - Chapel Hill

STIP/TIP #: EB-5886 B

Jurisdiction/Agency: Chapel Hill

WBS or Local ID or Federal Aid #:

MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

*Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)*

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$562,000	\$0	\$141,000	\$703,000
2020	ROW	TAP	\$154,000	\$0	\$38,000	\$192,000
2021	Construction	TAP	\$2,812,000	\$0	\$703,000	\$3,515,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$3,528,000	\$0	\$882,000	\$4,410,000

Total Project  
Cost

**Proposed Project Schedule and Funding:** Enter the full proposed project schedule & funding.

*In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.*

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$426,816	\$0	\$106,704	\$533,520
2020	ROW	TAP	\$116,886	\$0	\$29,222	\$146,108
2021	Construction	TAP	\$2,134,081	\$0	\$533,520	\$2,667,601
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,677,783	\$0	\$669,446	\$3,347,229

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable): Previously EB-5886

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

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

New project termini are from NC 86 to south of the railroad tracks in Chapel Hill.

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

A project split is being created for project EB-5886 to help in project delivery. EB-5886 A is within the town limits of Carrboro and is along Estes Drive from North Greensboro Street to south of the railroad tracks. EB-5886 B is within the town limits of Chapel Hill and will be from south of the railroad tracks to NC 86.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



**TIP Amendment**  
(change in funding  
greater than \$1M)



**TIP Modification**  
(change in funding  
less than \$1M)



There are previous  
amendments to  
this project.

Date: 7-5-18

Amendment Requested By: Town of Carrboro

### Existing Project Details

Project Name: Bolin Creek Greenway

STIP/TIP #: U-4726 DE

Jurisdiction/Agency: Carrboro

WBS or Local ID or Federal Aid #:

MUNIS #:

### Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: [bitly.com/mpoprojects](http://bitly.com/mpoprojects)

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$104,388	\$0	\$26,097	\$130,485
2016	Construction	STBGDA	\$723,184	\$0	\$180,796	\$903,980
2017	Construction	STBGDA	\$212,000	\$0	\$53,000	\$265,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,039,572	\$0	\$259,893	\$1,299,465

Total Project  
Cost

### Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$104,388	\$0	\$26,097	\$130,485
2018	PE/Design	STBGDA	\$39,450	\$0	\$9,863	\$49,313
2018	Construction	STBGDA	\$1,051,462	\$0	\$262,866	\$1,314,328
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,195,300	\$0	\$298,826	\$1,494,126

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

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

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Adding STBGDA funds and requisite local match. Project construction moved to FY18 to better match project delivery schedule.

**Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.**

**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* I-5993 DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, US 15 / US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. <b><u>ADD NEW PROJECT BASED ON INTERSTATE MAINTENANCE PRIORITIZATION PROCESS.</u></b>	CONSTRUCTION	FY 2020 -	<u>\$4,900,000</u> \$4,900,000	(NHPIM)
* I-5994 DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, US 15 / US 501 TO EAST OF NC 147. BRIDGE REHABILITATION - MULTIPLE STRUCTURES. <b><u>ADD NEW PROJECT BASED ON INTERSTATE MAINTENANCE PRIORITIZATION PROCESS.</u></b>	CONSTRUCTION	FY 2019 -	<u>\$6,652,000</u> \$6,652,000	(NHPIM)
* I-5995 DURHAM WAKE <b>PROJ.CATEGORY</b> STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION. <b><u>ADD NEW PROJECT BASED ON INTERSTATE MAINTENANCE PRIORITIZATION PROCESS.</u></b>	CONSTRUCTION	FY 2019 -	<u>\$5,272,000</u> \$5,272,000	(NHPIM)
* I-5998 DURHAM WAKE <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	I-540, I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. <b><u>ADD NEW PROJECT BASED ON INTERSTATE MAINTENANCE PRIORITIZATION PROCESS.</u></b>	CONSTRUCTION	FY 2023 -	<u>\$3,800,000</u> \$3,800,000	(NHPIM)

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* I-6000 DURHAM WAKE <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	I-540, I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION / REHABILITATION.  <b><u>ADD NEW PROJECT BASED ON INTERSTATE MAINTENANCE PRIORITIZATION PROCESS.</u></b>	CONSTRUCTION	FY 2022 -	\$4,541,000 \$4,541,000	(NHPIM)
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\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018

**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

* C-5605	- DURHAM-CHAPEL HILL-CARRBORO	VARIOUS, PROJECTS TO IMPROVE CONGESTION AND	ENGINEERING	FY 2018 -	\$119,000	(CMAQ)
CHATHAM	METROPOLITAN PLANNING ORGANIZATION	AIR QUALITY IN THE DURHAM / CHAPEL HILL /		FY 2018 -	\$29,000	(L)
DURHAM		CARRBORO MPO.		FY 2019 -	\$242,000	(CMAQ)
ORANGE		<u><b>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION,</b></u>		FY 2019 -	\$61,000	(L)
<b>PROJ.CATEGORY</b>		<u><b>OPERATIONS AND IMPLEMENTATION IN FY 20 NOT</b></u>		FY 2020 -	\$119,000	(CMAQ)
EXEMPT		<u><b>PREVIOUSLY PROGRAMMED, AT REQUEST OF</b></u>		FY 2020 -	\$30,000	(L)
		<u><b>TRANSPORTATION PLANNING BRANCH.</b></u>	RIGHT-OF-WAY	FY 2018 -	\$119,000	(CMAQ)
				FY 2018 -	\$29,000	(L)
				FY 2019 -	\$242,000	(CMAQ)
				FY 2019 -	\$61,000	(L)
				FY 2020 -	\$119,000	(CMAQ)
				FY 2020 -	\$30,000	(L)
			CONSTRUCTION	FY 2018 -	\$713,000	(CMAQ)
				FY 2018 -	\$178,000	(L)
				FY 2019 -	\$1,453,000	(CMAQ)
				FY 2019 -	\$363,000	(L)
				FY 2020 -	\$714,000	(CMAQ)
				FY 2020 -	\$179,000	(L)
			IMPLEMENTATION	FY 2018 -	\$119,000	(CMAQ)
				FY 2018 -	\$29,000	(L)
				FY 2019 -	\$242,000	(CMAQ)
				FY 2019 -	\$61,000	(L)
				FY 2020 -	\$119,000	(CMAQ)
				FY 2020 -	\$30,000	(L)
			OPERATIONS	FY 2018 -	\$119,000	(CMAQ)
				FY 2018 -	\$29,000	(L)
				FY 2019 -	\$242,000	(CMAQ)
				FY 2019 -	\$61,000	(L)
				FY 2020 -	\$119,000	(CMAQ)
				FY 2020 -	\$30,000	(L)
					<u>\$6,000,000</u>	

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

U-5745	- DURHAM-CHAPEL HILL-CARRBORO	NC 751 (HOPE VALLEY ROAD), SR 1183 (UNIVERSITY	CONSTRUCTION	FY 2019 -	\$1,300,000	(T)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	DRIVE) INTERSECTION IN DURHAM. CONSTRUCT			\$1,300,000	
<b>PROJ.CATEGORY</b>		ROUNDBOUT.				
REGIONAL		<u><b>TO ALLOW ADDITIONAL TIME FOR RIGHT OF WAY</b></u>				
		<u><b>DELAY CONSTRUCTION FROM FY 18 TO FY 19.</b></u>				

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

\* C-5600                      - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
EXEMPT

VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE  
AIR QUALITY WITHIN NONATTAINMENT AND  
MAINTENANCE AREAS.

**ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,  
OPERATIONS AND IMPLEMENTATION IN FY 20 NOT  
PREVIOUSLY PROGRAMMED, AT REQUEST OF  
TRANSPORTATION PLANNING BRANCH.**

ENGINEERING	FY 2018 -	\$817,000	(CMAQ)
	FY 2018 -	\$204,000	(S(M))
	FY 2019 -	\$1,664,000	(CMAQ)
	FY 2019 -	\$416,000	(S(M))
	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
RIGHT-OF-WAY	FY 2018 -	\$817,000	(CMAQ)
	FY 2018 -	\$204,000	(S(M))
	FY 2019 -	\$1,664,000	(CMAQ)
	FY 2019 -	\$416,000	(S(M))
	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
CONSTRUCTION	FY 2018 -	\$4,902,000	(CMAQ)
	FY 2018 -	\$1,225,000	(S(M))
	FY 2019 -	\$9,983,000	(CMAQ)
	FY 2019 -	\$2,496,000	(S(M))
	FY 2020 -	\$4,901,000	(CMAQ)
	FY 2020 -	\$1,226,000	(S(M))
IMPLEMENTATION	FY 2018 -	\$817,000	(CMAQ)
	FY 2018 -	\$204,000	(S(M))
	FY 2019 -	\$1,664,000	(CMAQ)
	FY 2019 -	\$416,000	(S(M))
	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
OPERATIONS	FY 2018 -	\$817,000	(CMAQ)
	FY 2018 -	\$204,000	(S(M))
	FY 2019 -	\$1,664,000	(CMAQ)
	FY 2019 -	\$416,000	(S(M))
	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
		<u>\$41,221,000</u>	

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

* C-5601	- STATEWIDE PROJECT	VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY	ENGINEERING	FY 2018 -	\$117,000	(CMAQ)
STATEWIDE		ACROSS MULTIPLE NONATTAINMENT AND		FY 2018 -	\$30,000	(L)
<b>PROJ.CATEGORY</b>		MAINTENANCE AREAS.		FY 2019 -	\$239,000	(CMAQ)
EXEMPT		<u><b>ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,</b></u>		FY 2019 -	\$60,000	(L)
		<u><b>OPERATIONS AND IMPLEMENTATION IN FY 20 NOT</b></u>		FY 2020 -	\$118,000	(CMAQ)
		<u><b>PREVIOUSLY PROGRAMMED, AT REQUEST OF</b></u>		FY 2020 -	\$29,000	(L)
		<u><b>TRANSPORTATION PLANNING BRANCH.</b></u>	RIGHT-OF-WAY	FY 2018 -	\$117,000	(CMAQ)
				FY 2018 -	\$30,000	(L)
				FY 2019 -	\$239,000	(CMAQ)
				FY 2019 -	\$60,000	(L)
				FY 2020 -	\$118,000	(CMAQ)
				FY 2020 -	\$29,000	(L)
			CONSTRUCTION	FY 2018 -	\$703,000	(CMAQ)
				FY 2018 -	\$176,000	(L)
				FY 2019 -	\$1,433,000	(CMAQ)
				FY 2019 -	\$358,000	(L)
				FY 2020 -	\$704,000	(CMAQ)
				FY 2020 -	\$176,000	(L)
			IMPLEMENTATION	FY 2018 -	\$117,000	(CMAQ)
				FY 2018 -	\$30,000	(L)
				FY 2019 -	\$239,000	(CMAQ)
				FY 2019 -	\$60,000	(L)
				FY 2020 -	\$118,000	(CMAQ)
				FY 2020 -	\$29,000	(L)
			OPERATIONS	FY 2018 -	\$117,000	(CMAQ)
				FY 2018 -	\$30,000	(L)
				FY 2019 -	\$239,000	(CMAQ)
				FY 2019 -	\$60,000	(L)
				FY 2020 -	\$118,000	(CMAQ)
				FY 2020 -	\$29,000	(L)
					\$5,922,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, May 31, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

* B-5674	- DURHAM-CHAPEL HILL-CARRBORO	US 15 / US 501 NORTHBOUND, REPLACE BRIDGE	RIGHT-OF-WAY	FY 2019 -	\$110,000	(NHPB)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	310080 OVER SR 1308 (CORNWALLIS ROAD) IN	CONSTRUCTION	FY 2021 -	\$2,209,000	(NHPB)
<b>PROJ.CATEGORY</b>		DURHAM.			\$2,319,000	
REGIONAL		<u><b>ACCELERATE RIGHT-OF-WAY FROM FY 23 TO FY 19 AND CONSTRUCTION FROM FY 24 TO FY 21 AT REQUEST OF STRUCTURES MANAGEMENT UNIT FOR STRATEGIC LETTING PURPOSES.</b></u>				

\* INDICATES FEDERAL AMENDMENT

Thursday, June 28, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

EB-5886 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1780 (ESTES DRIVE), SR 1772 (NORTH GREENSBORO STREET) IN CARRBORO TO NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) IN CHAPEL HILL. CONSTRUCT MULTIUSE PATH, SIDEWALKS AND BICYCLE LANES.					
		<u>PROJECT SEGMENTED INTO PARTS A AND B; SEE EB- 5886A AND EB-5886B ENTRIES FOR SCHEDULES AND CONSTRUCTION ADMINISTRATION.</u>					
EB-5886A ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1780 (ESTES DRIVE), SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK- SOUTHERN RR TRACKS IN CARRBORO  <u>NEW PROJECT BREAK CREATED AT REQUEST OF MPO. PLANNING / DESIGN / RIGHT OF WAY BY TOWN OF CARRBORO. CONSTRUCTION ADMINISTRATION BY DIV. 7.</u>	ENGINEERING	FY 2018 -	\$136,000	(TAP)	
				FY 2018 -	\$34,000	(L)	
			RIGHT-OF-WAY	FY 2020 -	\$37,000	(TAP)	
				FY 2020 -	\$9,000	(L)	
			CONSTRUCTION	FY 2021 -	\$678,000	(TAP)	
				FY 2021 -	\$170,000	(L)	
					\$1,064,000		
EB-5886B ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1780 (ESTES DRIVE), SOUTH OF NORFOLK- SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL  <u>NEW PROJECT BREAK CREATED AT REQUEST OF MPO. PLANNING / DESIGN / RIGHT OF WAY BY TOWN OF CHAPEL HILL. CONSTRUCTION ADMINISTRATION BY DIV. 7.</u>	ENGINEERING	FY 2018 -	\$427,000	(TAP)	
				FY 2018 -	\$107,000	(L)	
			RIGHT-OF-WAY	FY 2020 -	\$117,000	(TAP)	
				FY 2020 -	\$29,000	(L)	
			CONSTRUCTION	FY 2021 -	\$2,134,000	(TAP)	
				FY 2021 -	\$534,000	(L)	
					\$3,348,000		

\* INDICATES FEDERAL AMENDMENT

Thursday, August 02, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

* P-5719	- CHARLOTTE REGIONAL TRANSPORTATION	NCRR. PURCHASE AND REFURBISH RAILCARS FOR
ALAMANCE	PLANNING ORGANIZATION	PIEDMONT SERVICE EXPANSION.
CABARRUS	- CAPITAL AREA METROPOLITAN PLANNING	<u><i>COST INCREASE EXCEEDING \$2 MILLION AND 25%</i></u>
DAVIDSON	ORGANIZATION	<u><i>THRESHOLDS. UPDATE DESCRIPTION AND CREATE</i></u>
DURHAM	- GREENSBORO URBAN AREA	<u><i>ADDITIONAL PROJECT BREAK AT REQUEST OF RAIL</i></u>
GUILFORD	METROPOLITAN PLANNING ORGANIZATION	<u><i>DIVISION TO REFLECT SEPARATE CONTRACT. SEE P-</i></u>
MECKLENBURG	- BURLINGTON-GRAHAM URBAN AREA	<u><i>5719C ENTRY FOR SCHEDULE.</i></u>
ORANGE	METROPOLITAN PLANNING ORGANIZATION	
RANDOLPH	- DURHAM-CHAPEL HILL-CARRBORO	
ROWAN	METROPOLITAN PLANNING ORGANIZATION	
WAKE	- HIGH POINT URBAN AREA METROPOLITAN	
<b>PROJ.CATEGORY</b>	PLANNING ORGANIZATION	
REGIONAL	- CABARRUS-ROWAN URBAN AREA	
	METROPOLITAN PLANNING ORGANIZATION	

\* INDICATES FEDERAL AMENDMENT

**Thursday, August 02, 2018**



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

P-5719C ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE RANDOLPH ROWAN WAKE PROJ.CATEGORY REGIONAL	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION  - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NCRR. PURCHASE AND REFURBISHMENT OF 8 PASSENGER RAIL CARS.  <u>PROJECT BREAK CREATED AT REQUEST OF RAIL DIVISION.</u>	CONSTRUCTION	FY 2019 -	\$35,640,000 (T) \$35,640,000
* U-4727 CHATHAM DURHAM ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.  <u>ADD PLANNING IN FY 19 NOT PREVIOUSLY PROGRAMMED, AT REQUEST OF MPO.</u>	PLANNING	FY 2018 - FY 2018 - FY 2019 -	\$1,873,000 (STBGDA) \$472,000 (L) \$2,025,000 (STBGDA) \$4,370,000

\* INDICATES FEDERAL AMENDMENT

Thursday, August 02, 2018



**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

U-5847	- DURHAM-CHAPEL HILL-CARRBORO	SR 1010 (WEST FRANKLIN STREET / EAST MAIN	RIGHT-OF-WAY	FY 2019 -	\$150,000	(T)
ORANGE	METROPOLITAN PLANNING ORGANIZATION	STREET), SR 1771 / SR 1927 (MERRITT MILL ROAD) /	CONSTRUCTION	FY 2019 -	\$625,000	(T)
<b>PROJ.CATEGORY</b>		BREWER LANE INTERSECTION IN CHAPEL HILL AND			\$775,000	
<b>DIVISION</b>		CARRBORO. INTERSECTION IMPROVEMENTS.				
		<u><i>TO ALLOW ADDITIONAL TIME TO ADJUST SCOPE OF</i></u>				
		<u><i>WORK, DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19.</i></u>				

\* INDICATES FEDERAL AMENDMENT

Thursday, August 02, 2018





Durham - Chapel Hill - Carrboro  
Metropolitan Planning Organization Board  
August 8, 2018

#### **FY 2018-2027 TIP Amendment #4 Summary Sheet**

*See full report for additional information on each project.*

- **B-5674 US 15/501 Bridge:** Accelerate ROW from FY23 to FY19 and Construction from FY24 to FY21.
- **C-5600 Statewide CMAQ:** Add funding not previously programmed.
- **C-5601 Statewide CMAQ:** Add funding not previously programmed.
- **C-5605 DCHC CMAQ:** Add funding not previously programmed.
- **EB-5886 Estes Drive Bike/Ped:** Split project into Breaks A & B at the town line to better meet municipal schedules.
- **I-5993 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5994 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5995 I-40 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-5998 I-540 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **I-6000 I-540 Pavement Rehabilitation:** Add new project based on interstate maintenance prioritization process.
- **P-5719 Piedmont Service Expansion.** Create project break (P-5719C) for purchase and refurbishment of rail cars.
- **U-4726 DE Bolin Creek Greenway:** Add STBGDA funds and delay construction to FY18.
- **U-4727 DCHC UPWP.** Add planning in FY19.
- **U-5745 NC 751 (Hope Valley Road):** Delay construction from FY18 to FY19 to allow additional time for ROW.
- **U-5847 West Franklin/Merritt Mill Intersection Improvements.** Delay ROW from FY18 to FY19 to allow additional time to complete work.



**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING AREA**

**AMENDMENT #4  
August 8, 2018**

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, Fixing America's Surface Transportation (FAST) 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 both the TIP and 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 2018-2027 Transportation Improvement Program as described in the attached sheets; and

**WHEREAS**, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; 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

**WHEREAS**, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #4 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on August 8, 2018, and as described in the "FY 2018-2027 TIP Amendment #4 Summary Sheet" on this, the 8<sup>th</sup> day of August, 2018.



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Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: August 8, 2018

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Frederick Brian Rhodes, Notary Public  
My commission expires: May 10, 2020



## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** August 8, 2018

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

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This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

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

### **Major UPWP – Projects**

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

- ✓ Completed
- Minor update is proposed to address Farrington Road

#### **2045 Metropolitan Transportation Plan (MTP)**

- 2045 MTP to be amended for Air Quality Conformity Determination – September-November 2018

#### **MPO Community Viz. Scenarios Planning and Visualization -2.0 (Connect 2025)**

- ✓ Field verification – Complete
- ✓ Focus Groups/Delphi Process – FY 2015
- ✓ Model update and testing – September 2016
- ✓ Model/Scenario Building – May 2017
- ✓ Adopted SE Data – December 2017

#### **2016/2017 MPO Data Collection & Surveillance of Change (Traffic/Travel Time/Crash/Transit)**

- ✓ Data collection (Volume/Trucks/Travel Time/Speed/Bike/Ped) – ongoing –continuous data collection
- ✓ Data collection (AirSage, INRIX, HERE data)
- ✓ Transit data collection – ongoing –continuous data collection

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

- ✓ MPO Interactive GIS/Mapping – Continuous/On-going
- ✓ Development of public portals for MPO applications – Continuous/On-going
- ✓ Maintenance and updates – Continuous/On-going
- ✓ Development of open data – Continuous/On-going



**MPO Website Update and Maintenance**

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

**Triangle Regional Model Update**

- ✓ Completed
- Work Commences on the Rolling Household Survey

**Prioritization 5.0/STI/FY 2020-2029 TIP Development**

- ✓ Summarize MPO P4 projects not funded (“Holding Tank” for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 – May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) – July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 – September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT – September 29, 2017
- ✓ LPA updates local ranking methodology – December 2017
- ✓ TCC makes recommendation on local ranking methodology – January 2018
- ✓ Board approves local ranking methodology – March 2018
- ✓ MPO applies local ranking methodology for Regional projects – April 2018
- ✓ Board releases MPO initial Regional points list for local input/public comments – May 9, 2018
- LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2018
- Approval of Regional Impact points – June-July 2018
- Submission of Regional Impact points to NCDOT – July 2018
- MPO applies local ranking methodology for Division projects – August 2018
- Board releases MPO initial Division points list for local input/public comments – September 12, 2018
- LPA addresses public comments and makes draft recommendation on local points for Division category – October 2018
- Approval of Division Impact points – November 14, 2018
- Submission of Regional Impact points to NCDOT – November 2018
- Draft STIP Released – January 2019

**Regional Freight Plan**

- ✓ Consultant Selection/Contract Approval Complete
- ✓ Kick-Off Meeting – Conducted in July 2015
- ✓ Stakeholder outreach and engagement – October 2015
- ✓ Formation of the freight advisory committee – October 2015
- ✓ Data collection, analysis and assessment – November 2015
- ✓ Freight goals & objectives and performance measures – February 2016
- ✓ Analysis of freight existing conditions and trends – TBD
- ✓ Forecasts of future demands (2035 and 2045) – TBD
- ✓ Evaluation of future conditions – TBD
- ✓ Strategic freight corridors and zones – TBD



- ✓ Recommendation & implementation strategies – TBD
- Final report and presentation – September 2018
- Approve formal report – October 2018

#### **MPO ADA Transition Plan**

- ✓ Update self-assessment – Underway
- ✓ Draft MPO Transition Plan – August 2015
- ✓ Local reviews – September 2015
- ✓ FHWA review – September 2015
- ✓ Public comments – October-December 2015
- ✓ Stakeholder outreach – February 2017
- ✓ Roundtable discussion – May 11, 2017
- ✓ Self-assessment Data Analysis – July 2017-December 2017
- ✓ FHWA/NCDOT Final Review – February 2018
- ✓ Final approval – December 2017
- Implementation and self-evaluation – Ongoing

#### **NC 98 Corridor Study**

- ✓ Project kick-off and initial public engagement – February 2017
- ✓ Transportation analysis (and public engagement) – June 2017
- ✓ Conceptual designs and options (and public engagement) – September/October 2017
- ✓ Draft Final plan – February 2018
- ✓ Recommendation/Public workshop – Underway
- Release final report for comment – August 2018
- Approve formal report – September 2018

#### **NC 54 West Corridor Study**

- ✓ Select consultant – February 2017
- ✓ Project kick-off and initial public engagement – September 2017
- ✓ Inventory and Existing Conditions – November 2017
- ✓ Transportation analysis (and public engagement) – January 2018
- ✓ Conceptual designs and options (and public engagement) – May 2018
- Final plan – September 2018

#### **US 15-501 Corridor Study**

- ✓ Funding approved by NCDOT
- ✓ Project Management Plan
- ✓ Public engagement plan
- ✓ Technical Kick-off meeting
- Development of corridor vision goals and performance measures
- Development of corridor profile
- Prepare summary of existing plans
- Prepare community profile report
- Develop and forecast travel profile/multi modal analysis
- ITS Screening
- Accessibility evaluation
- Evaluation of alternative strategies
- Implementation plan and final report
- Plan adoption



- SPOT submittal

### **Regional Intelligent Transportation System**

- ✓ Project management plan
- Development of public involvement strategy and communication plan
- Conduct stakeholder workshops
- Analysis of existing conditions
- Assessment of need and gaps
- Review existing deployments and evaluate technologies
- Identification of ITS strategies
- Update Triangle Regional Architecture
- Develop Regional Architecture Use and maintenance
- Develop project prioritization methodology
- Prepare Regional ITS Deployment Plan and Recommendation
- 

### **Regional Toll Study**

- ✓ Prepare project management and coordination plan
- ✓ Project initiation
- ✓ Survey and questionnaire/education
- ✓ Data preparation /data collection/screening
- ✓ Review state of the practice
- ✓ Analysis of market characteristics
- Screening
- Tolling and managed lane strategies
- Recommendations
- Project prioritization

### **Project Development/NEPA**

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction
- I-85
- I-40

### **DOLRT-Engineering**

- Administration of the Staff Working Group
- Review of engineering plans
- Stakeholder participation

### **Safety Performance Measures Target Setting**

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures



Up Coming Projects

- Mobility Report Card
- Congestion Management Process (CMP)
- State of Systems Report



<b>Contract Number:</b> C203394		<b>Route:</b> I-885, NC-147, NC-98 US-70	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> U-0071			
<b>Length:</b> 4.009 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM.			
<b>Contractor Name:</b> DRAGADOS USA INC			
<b>Contract Amount:</b> \$141,949,500.00		<b>Cost Overrun/Underrun:</b> 8.53%	
<b>Work Began:</b> 02/26/2015		<b>Letting Date:</b> 11/18/2014	
<b>Original Completion Date:</b> 05/10/2020		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 07/22/2018		<b>Scheduled Progress:</b> 67.57%	
<b>Latest Payment Date:</b>		<b>Actual Progress:</b> 68.61%	

<b>Contract Number:</b> C203492		<b>Route:</b> SR-2220	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> EB-4707B			
<b>Length:</b> 1.756 miles		<b>Federal Aid Number:</b> STPDA-0505(64)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).			
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY			
<b>Contract Amount:</b> \$7,295,544.75		<b>Cost Overrun/Underrun:</b> 4.12%	
<b>Work Began:</b> 06/26/2017		<b>Letting Date:</b> 05/16/2017	
<b>Original Completion Date:</b> 05/14/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 06/30/2018		<b>Scheduled Progress:</b> 59.3%	
<b>Latest Payment Date:</b> 07/12/2018		<b>Actual Progress:</b> 52.03%	

<b>Contract Number:</b> C203567		<b>Route:</b> NC-55	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> U-3308			
<b>Length:</b> 1.134 miles		<b>Federal Aid Number:</b> STP-55(20)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST).			
<b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION			
<b>Contract Amount:</b> \$39,756,916.81		<b>Cost Overrun/Underrun:</b> 3.35%	
<b>Work Began:</b> 10/05/2016		<b>Letting Date:</b> 07/19/2016	
<b>Original Completion Date:</b> 03/30/2020		<b>Revised Completion Date:</b> 07/16/2020	
<b>Latest Payment Thru:</b> 07/15/2018		<b>Scheduled Progress:</b> 35.1%	
<b>Latest Payment Date:</b> 07/25/2018		<b>Actual Progress:</b> 29.74%	

<b>Contract Number:</b> C203987		<b>Route:</b> SR-1616	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> B-4943			
<b>Length:</b> 0.18 miles		<b>Federal Aid Number:</b> BRZ-1616(10)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> BRIDGE #20 OVER DIAL CREEK ON SR-1616.			
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY			
<b>Contract Amount:</b> \$1,475,475.00		<b>Cost Overrun/Underrun:</b> 0%	
<b>Work Began:</b> 05/07/2018		<b>Letting Date:</b> 01/16/2018	
<b>Original Completion Date:</b> 04/30/2019		<b>Revised Completion Date:</b> 05/14/2019	
<b>Latest Payment Thru:</b> 06/30/2018		<b>Scheduled Progress:</b> 15%	
<b>Latest Payment Date:</b> 07/10/2018		<b>Actual Progress:</b> 17.72%	

<b>Contract Number:</b> C204087		<b>Route:</b> US-70	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 44.124 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> 1 SECTION OF US-70 AND 106 SECTIONS OF SECONDARY ROADS.			
<b>Contractor Name:</b> CAROLINA SUNROCK LLC			
<b>Contract Amount:</b> \$7,054,264.20		<b>Cost Overrun/Underrun:</b> 0.21%	
<b>Work Began:</b> 01/16/2018		<b>Letting Date:</b> 09/19/2017	
<b>Original Completion Date:</b> 11/15/2018		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 04/30/2018		<b>Scheduled Progress:</b> 26%	
<b>Latest Payment Date:</b> 05/08/2018		<b>Actual Progress:</b> 23.67%	



<b>Contract Number:</b> C204167		<b>Route:</b> -, SR-1118, SR-1407 SR-1811, SR-1966	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 24.77 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> 51 SECTIONS OF SECONDARY ROADS.			
<b>Contractor Name:</b> CAROLINA SUNROCK LLC			
<b>Contract Amount:</b> \$0.00		<b>Cost Overrun/Underrun:</b> 0%	
<b>Work Began:</b> 08/01/2018		<b>Letting Date:</b> 05/15/2018	
<b>Original Completion Date:</b> 11/30/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b>		<b>Scheduled Progress:</b> 0%	
<b>Latest Payment Date:</b>		<b>Actual Progress:</b> 0%	

<b>Contract Number:</b> C204168		<b>Route:</b> -	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 15.188 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> 14 SECTIONS OF SECONDARY ROADS.			
<b>Contractor Name:</b> CAROLINA SUNROCK LLC			
<b>Contract Amount:</b> \$0.00		<b>Cost Overrun/Underrun:</b> 0%	
<b>Work Began:</b> 07/02/2018		<b>Letting Date:</b> 05/15/2018	
<b>Original Completion Date:</b> 11/30/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b>		<b>Scheduled Progress:</b> 0%	
<b>Latest Payment Date:</b>		<b>Actual Progress:</b> 0%	

<b>Contract Number:</b> DE00173		<b>Route:</b> SR-1104	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> W-5205V			
<b>Length:</b> 0 miles		<b>Federal Aid Number:</b> HSIP-1104(19)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> SR 1104/SR 1105 (HERNDON RD) AT SR 1106 (MASSEY CHAPEL/ BARBEE RD) IN DURHAM COUNTY			
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING INC			
<b>Contract Amount:</b> \$1,046,988.75		<b>Cost Overrun/Underrun:</b> 17.47%	
<b>Work Began:</b> 05/01/2017		<b>Letting Date:</b> 11/09/2016	
<b>Original Completion Date:</b> 08/18/2017		<b>Revised Completion Date:</b> 11/05/2017	
<b>Latest Payment Thru:</b> 07/15/2018		<b>Scheduled Progress:</b> 100%	
<b>Latest Payment Date:</b> 07/24/2018		<b>Actual Progress:</b> 81.8%	

<b>Contract Number:</b> DE00206		<b>Route:</b> SR-1308	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 0.23 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> BRIDGE #117 OVER MUD CREEK SR 1308 (CORNWALLIS ROAD)			
<b>Contractor Name:</b> DANE CONSTRUCTION INC			
<b>Contract Amount:</b> \$919,328.69		<b>Cost Overrun/Underrun:</b> 1.43%	
<b>Work Began:</b> 05/09/2018		<b>Letting Date:</b> 12/13/2017	
<b>Original Completion Date:</b> 02/24/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 07/15/2018		<b>Scheduled Progress:</b> 28.75%	
<b>Latest Payment Date:</b> 07/25/2018		<b>Actual Progress:</b> 49.85%	

<b>Contract Number:</b> DE00214		<b>Route:</b> SR-XXX	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 0 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> VARIOUS SECONDARY ROUTES IN DURHAM AND PERSON COUNTIES			
<b>Contractor Name:</b> WHITEHURST PAVING CO INC			
<b>Contract Amount:</b> \$539,698.48		<b>Cost Overrun/Underrun:</b> 0%	
<b>Work Began:</b> 06/06/2018		<b>Letting Date:</b> 06/14/2017	
<b>Original Completion Date:</b> 07/01/2018		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 06/30/2018		<b>Scheduled Progress:</b> 85%	
<b>Latest Payment Date:</b> 07/16/2018		<b>Actual Progress:</b> 86.24%	

<b>Contract Number:</b> DE00228		<b>Route:</b> I-85	
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<b>Division:</b> 5 <b>TIP Number:</b> I-5729 <b>Length:</b> 5.61 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM <b>Contractor Name:</b> INTERSTATE IMPROVEMENT INC <b>Contract Amount:</b> \$4,168,265.78 <b>Work Began:</b> 03/13/2018 <b>Original Completion Date:</b> 11/01/2018 <b>Latest Payment Thru:</b> 07/22/2018 <b>Latest Payment Date:</b> 07/30/2018		<b>County:</b> Durham <b>Federal Aid Number:</b> NHPP-0085(013) <b>NCDOT Contact No:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> 56.23% <b>Letting Date:</b> 10/11/2017 <b>Revised Completion Date:</b> <b>Scheduled Progress:</b> 100% <b>Actual Progress:</b> 75.04%	
<b>Contract Number:</b> DE00248 <b>Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 0.18 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> BRIDGE #72 IN DURHAM COUNTY <b>Contractor Name:</b> DANE CONSTRUCTION INC <b>Contract Amount:</b> \$1,123,051.10 <b>Work Began:</b> 06/14/2018 <b>Original Completion Date:</b> 03/21/2019 <b>Latest Payment Thru:</b> 07/07/2018 <b>Latest Payment Date:</b> 07/16/2018		<b>Route:</b> SR-1637 <b>County:</b> Durham <b>Federal Aid Number:</b> 15005.1032011 <b>NCDOT Contact No:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> 0.01% <b>Letting Date:</b> 05/23/2018 <b>Revised Completion Date:</b> <b>Scheduled Progress:</b> 5% <b>Actual Progress:</b> 5.84%	
<b>Contract Number:</b> DE00255 <b>Division:</b> 5 <b>TIP Number:</b> W-5705C <b>Length:</b> 0 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR <b>Contractor Name:</b> ALS OF NORTH CAROLINA LLC <b>Contract Amount:</b> \$0.00 <b>Work Began:</b> <b>Original Completion Date:</b> 12/21/2018 <b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>		<b>Route:</b> US-501 <b>County:</b> Durham <b>Federal Aid Number:</b> HSIP-0501(046) <b>NCDOT Contact No:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> 0% <b>Letting Date:</b> 05/23/2018 <b>Revised Completion Date:</b> <b>Scheduled Progress:</b> 0% <b>Actual Progress:</b> 0%	



## NCDOT Division 5 Contract Status

<u>Let Est</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Division Project Manager</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
05/18	W-5705M	On Call Contract (OCC)	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		JOHN EDWARD SANDOR	\$80,000		
06/18	W-5705K	Division POC Let (DPOC)	SR 1327(GREGSON STREET)AT LAMOND AVENUE(MP:0.386-0.386); AND SR 1445(DUKE STREET)AT WEST CORPORATION STREET (MP:1.230-1.230) SAFETY IMPROVEMENTS		JOHN EDWARD SANDOR	\$65,000	\$5,000	
07/18	EB-5514	NON - DOT LET (LAP)	NC 751 / SR 1183 (UNIVERSITY DRIVE) / SR 2220 (CHAPEL HILL ROAD) / NON-SYSTEM (UNIVERSITY DRIVE) FROM SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.		RAYMOND JOSEPH HAYES	\$1,025,000		
08/18	EB-4707A	Division POC Let (DPOC)	SR 1838/ SR 2220 FROM US 15/501 IN ORANGE COUNTY TO SR 1113(POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	08/15	BENJAMIN J. UPSHAW	\$2,844,000	\$1,534,000	
09/18	U-5745	Division POC Let (DPOC)	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	07/17	STEPHEN REID DAVIDSON	\$1,300,000	\$150,000	Utilities in progress
12/18	C-5605E	NON - DOT LET (LAP)	CITY OF DURHAM BICYCLE LANE STRIPING: 8 MILE OF BIKE LANES.		RAYMOND JOSEPH HAYES	\$504,000		
12/18	W-5601EM	Division POC Let (DPOC)	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.		JOHN EDWARD SANDOR	\$14,000		
01/19	I-5994	Division Design Raleigh Let (DDRL)	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.		DOUGLAS R. MCNEAL	\$6,652,000		
01/19	I-5995	Division Design Raleigh Let (DDRL)	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015(AIRPORT BOULEVARD). PAVEMENT REHABILITATION. PROJECT CREATED PER THE DRAFT 2020-2029 STIP.		DOUGLAS R. MCNEAL	\$5,272,000		
01/19	W-5705U	Division POC Let (DPOC)	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		MICHAEL KNEIS	\$20,000		
01/19	W-5705V	Division POC Let (DPOC)	NC 54 AT HUNTINGRIDGE ROAD		MICHAEL KNEIS	\$80,000		
03/19	C-5605I	NON - DOT LET (LAP)	DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.	08/18	RAYMOND JOSEPH HAYES	\$540,883		
04/19	U-5968	Raleigh Letting (LET)	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM			\$21,865,000	\$750,000	
06/19	U-4726HO	NON - DOT LET (LAP)	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED ) TO ALSTON AVENUE (SR 1945).	06/18	RAYMOND JOSEPH HAYES			
07/19	C-5183B	NON - DOT LET (LAP)	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		RAYMOND JOSEPH HAYES	\$706,000	\$99,000	
07/19	C-5605H	NON - DOT LET (LAP)	DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.	09/18	RAYMOND JOSEPH HAYES	\$605,000		



## NCDOT Division 5 Contract Status

<u>Let Est</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Division Project Manager</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
09/19	EB-5703	NON - DOT LET (LAP)	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.		RAYMOND JOSEPH HAYES	\$578,000		
09/19	EB-5704	NON - DOT LET (LAP)	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET		RAYMOND JOSEPH HAYES	\$250,000		
09/19	EB-5708	NON - DOT LET (LAP)	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE		RAYMOND JOSEPH HAYES	\$275,000		
09/19	EB-5715	NON - DOT LET (LAP)	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS		RAYMOND JOSEPH HAYES	\$1,269,000		
01/20	I-5993	Division POC Let (DPOC)	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994. PROJECT CREATED PER THE DRAFT 2020-2029 STIP.		DOUGLAS R. MCNEAL	\$4,900,000		
01/20	U-4726HN	NON - DOT LET (LAP)	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	10/18	RAYMOND JOSEPH HAYES			
02/20	C-4928	NON - DOT LET (LAP)	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	11/18	RAYMOND JOSEPH HAYES	\$5,783,000	\$7,000	
04/20	U-5717	Division Design Raleigh Let (DDRL)	US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT-GRADE INTERSECTION TO INTERCHANGE	04/19	BENJAMIN J. UPSHAW	\$26,300,000	\$53,500,000	25% plans
05/20	U-5516	Division Design Raleigh Let (DDRL)	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	05/19	BENJAMIN J. UPSHAW	\$5,500,000	\$6,341,000	Public meeting Summer 2018
06/20	I-5707	Raleigh Letting (LET)	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/19		\$3,550,000	\$323,000	
06/20	P-5717	Raleigh Letting (LET)	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	06/19		\$10,000,000	\$2,500,000	
06/20	U-4724	NON - DOT LET (LAP)	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.		RAYMOND JOSEPH HAYES	\$4,978,000		
09/20	EB-5904	NON - DOT LET (LAP)	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	09/18	RAYMOND JOSEPH HAYES	\$3,750,000	\$7,100,000	
09/20	W-5705S	Division POC Let (DPOC)	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP		JOHN EDWARD SANDOR	\$460,000		
12/20	B-5674	Raleigh Letting (LET)	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/19		\$2,209,000	\$110,000	
04/21	W-5705T	Division POC Let (DPOC)	SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT	04/20	JOHN EDWARD SANDOR	\$800,000	\$85,000	



## NCDOT Division 5 Contract Status

<u>Let Est</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Division Project Manager</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
06/21	EB-5837	NON - DOT LET (LAP)	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH ANDSIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS RD.) CROSSING.	06/20	RAYMOND JOSEPH HAYES	\$2,546,000	\$161,000	
08/21	U-5823	NON - DOT LET (LAP)	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	01/20	RAYMOND JOSEPH HAYES	\$1,798,000	\$421,000	
09/21	EB-5720	NON - DOT LET (LAP)	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	09/20	RAYMOND JOSEPH HAYES	\$4,432,000	\$14,000	
01/22	I-6000	Division POC Let (DPOC)	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		DOUGLAS R. MCNEAL	\$4,541,000		
02/22	U-5934	Design Build Let (DBL)	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT	02/22		\$177,100,000	\$2,148,000	
03/22	U-5720A	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	03/22		\$57,000,000	\$35,800,000	
03/22	U-5720B	Design Build Let (DBL)	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION	03/22		\$25,300,000	\$17,321,000	
03/22	U-5720C	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TOCONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	03/22		\$110,800,000	\$40,400,000	
09/22	EB-5834	NON - DOT LET (LAP)	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.	06/21	RAYMOND JOSEPH HAYES	\$589,000	\$204,000	
01/23	I-5998	Division POC Let (DPOC)	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.		DOUGLAS R. MCNEAL	\$3,800,000		
02/23	U-6021	Division Design Raleigh Let (DDRL)	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	02/21	BENJAMIN J. UPSHAW	\$13,770,000	\$5,769,000	Early planning phase
03/23	U-5937	Raleigh Letting (LET)	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1445(SOUTH DUKE STREET)TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AULILIARY LANES AND OPERATIONAL IMPROVEMENTS.	03/21		\$47,001,000	\$10,202,000	



## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907BS 44894.2.1 44894.3.1	Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of <b>Mebane</b> .	5/31/2017	Dec. 2018	\$40,500 R/W \$43,200 CON	Utility relocations complete, R/W acquisition pending, right of entry complete	Dawn McPherson
W-5707A 44853.1.1	Curb ramp improvements at the following intersections: SR 2048 (South Road) at Raleigh Street; SR 2048 (South Road) at Country Club Road, SR 1902 (Manning Drive) at Paul Hardin Drive, and SR 1902 (Manning Drive) at Ridge Road / Skipper Bowles Road in <b>Chapel Hill</b>	6/21/2018	Aug. 2018	\$80,000	Signal pedestrian improvements complete. Re-let and awarded to Little Mountain Builders of Catawba County, Inc.	Chad Reimakoski
R-5821B 47093.1.3 47093.2.3 47093.3.3	Intersection improvements at NC54 and SR 1006 (Orange Grove Road)	6/21/18	FY2019	\$820,000	Utilities complete, ROW certified, Project let and awarded to Fred Smith Company	Brian Ketner
U-5846 50236.1.1 50236.2.1 50236.3.1	Construct a roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in <b>Carrboro</b> .	6/28/2018	FY 2020	\$775,000	Utility coordination underway, R/W certified with delay of entries, Project let and received no bids, Re-let TBD	Chad Reimakoski
U-5854 46382.1.1 46328.2.1 46382.3.1	Construct a roundabout at SR 1008 (Mt. Carmel Church Road) and SR 1913 (Bennett Road) in <b>Chapel Hill</b>	6/28/2018	FY 2020	\$775,000	Utility coordination underway, R/W certified, Project let and awarded to Carolina Sunrock, LLC	Chad Reimakoski
47798	Increase length of existing turn lane / slip ramp and improve existing radius in the SE quadrant of US 70 Business/ NC 86 at US 70 Bypass in <b>Hillsborough</b>	Dec. 2018	Jun. 2019	\$189,000	Planning and design activities underway - 25% plans under review	Chad Reimakoski
I-5822 50465.1.1 50465.3.1	Pavement Rehabilitation on I-40 from I-85 to East of SR 1734 (Erwin Road)	1/15/2019	FY 2020	\$12,450,000	Planning activities pending	Chris Smitherman
U-5847 50238.1.1 50238.2.1 50238.3.1	Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in <b>Chapel Hill / Carrboro</b> .	1/17/2019	FY 2020	\$775,000	Planning and design activities underway	Chris Smitherman



## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
B-4962 40174.1.1 40174.2.1 40174.3.1	Replace Bridge #46 over Eno river on US 70 Bypass	4/16/2019	FY 2021	\$5,826,000	Planning and Design activities underway, ROW acquisition underway	Kevin Fischer
W-5707C 44853.1.3 44853.3.3 47490	Revise pavement markings and overhead lane use signs for removal of inside lane drop configuration on I-40 Westbound in vicinity of US 15-501 interchange. Resurfacing I-40 WB by use of contingency funds	6/30/2019	Aug. 2019	\$395,000	Planning and design activities underway, re-let due to bids exceeded engineers estimate, new let date pending - tentative June 2019	Chad Reimakoski
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in <b>Hillsborough</b>	6/30/2021	FY2022	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/21/2022	FY2024	\$3,924,000	Planning and design activities underway, coordinating with NC54 West Corridor Study	Jennifer Evans
U-5848 50237.1.1 50237.2.1 50237.3.1	Extend SR 1006 (Orange Grove Road) on new location with Sidewalks and bike lanes from existing SR 1006 (Orange Grove Road) to US 70 Business in <b>Hillsborough</b> .	3/21/2023	FY 2025	\$5,326,000	Planning and Design activities underway, Coordinate with P-5701 and U-5845	Laura Sutton
I-3306AC 34178.1.6 34178.2.5 434178.3.9	Interchange improvements at I-40 and NC86 in <b>Chapel Hill</b>	3/21/2023	FY 2025	\$16,500,000	Planning and Design activities underway	Laura Sutton
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/21/2023	FY 2025	\$11,155,000	Funding approved 10/10/17	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in <b>Hillsborough</b>	1/16/2024	FY 2027	\$20,700,000	Planning and Design activities underway	Laura Sutton



## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in <b>Hillsborough</b>	1/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway, Coordinate with U-5848 and I-5984	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in <b>Hillsborough</b>	11/18/2025	FY 2027	\$16,488,000	Funding approved 10/10/17, Coordinate with U-5845 and I-5959	Laura Sutton
U-6071 47496.1.1 47496.2.1 47496.3.1	Intersection improvements at NC 54 and SR 1007 (Old Fayetteville Rd) in <b>Carrboro</b>	1/15/2026	FY 2027	\$1,216,000	Planning and design activities underway	Jennifer Evans





# North Carolina Department of Transportation

## Active Projects Under Construction - Orange Co.

<u>Contract Number</u>	<u>TIP Number</u>	<u>Location Description</u>	<u>Contractor Name</u>	<u>Resident Engineer</u>	<u>Contract Bid Amount</u>	<u>Availability Date</u>	<u>Completion Date</u>	<u>Work Start Date</u>	<u>Estimated Completion</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
C203640		REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.	HAYMES BROTHERS, INC.	Lorenz, PE, Kris	\$3,124,500.00	06/01/2015	11/01/2017	09/02/2015	11/01/2017	93.20	86.93
C203641		REPLACEMENT OF 5 BRIDGES IN GUILFORD COUNTY AND 5 BRIDGES IN ORANGE COUNTY.	R.E. BURNS & SONS CO., INC.	Kirkman, PE, Christopher D	\$5,940,323.00	06/01/2015	11/01/2018	06/01/2015	08/31/2018	100.00	99.40
C203946	B-5348	REPLACE BRIDGE #85 OVER PHILS CRK ON SR-1005(OLD G'BORO RD)	DANE CONSTRUCTION INC	Kirkman, PE, Christopher D	\$984,596.98	02/01/2018	12/27/2018	02/01/2018	01/30/2019	72.00	75.40
C204025	I-5954	PAVEMENT REHAB ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE CO.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Kirkman, PE, Christopher D	\$9,699,053.68						
DG00302	P-4405K	EXTEND BRYDSVILLE ROAD TO NC 86 AND REMOVE RAIL CROSSING	TRIANGLE GRADING & PAVING INC	Kirkman, PE, Christopher D	\$1,683,900.00	07/01/2016	12/30/2017	09/29/2016	10/31/2018	100.00	89.87
DG00321		SR 1004 (EFLAND-CEDAR GROVE RD)	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,711,133.05	04/02/2018	04/02/2019	04/02/2018	04/02/2019	25.00	49.86
DG00332	W-5601 IF	I-85 GUARDRAIL END TERMINAL UPGRADES	NICKELSTON INDUSTRIES INC	Kirkman, PE, Christopher D	\$494,243.00	12/05/2016	09/05/2017	05/01/2017	09/05/2018	100.00	100.00
DG00371		RESURFACE 9 SECONDARY ROADS	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,688,750.33	07/05/2017	11/01/2018	08/30/2017	11/01/2018	42.40	92.43
DG00372	R-5787B	ADA CURB RAMPS IN BURLINGTON, GIBSONVILLE, GRAHAM, MEBANE IN ALAMANCE CO., CARRBORO & CHAPEL HILL IN ORANGE CO.	ATLANTIC CONTRACTING COMPANY, INC.	Kirkman, PE, Christopher D	\$128,910.00	07/24/2017	03/28/2019	02/26/2018	03/28/2019	40.95	54.52
DG00391		REPLACE BRIDGE # 104 OVER STONEY CREEK ON SR 1712 (UNIVERSITY STATION RD)	R.E. BURNS & SONS CO., INC.	Kirkman, PE, Christopher D	\$561,562.02	01/30/2018	10/26/2018	03/01/2018	05/02/2019	49.28	60.02
DG00393		RESURFACE SR 1101, SR 1118, SR 1119, SR 1124, SR 1125, SR 1127, SR 1128 SR 1130, SR 1134, SR 1135, SR 1137, SR 1141, SR 1143, ETC.	RILEY PAVING INC	Kirkman, PE, Christopher D	\$1,084,520.40	04/02/2018	10/12/2018	06/18/2018	10/12/2018	24.00	25.98
DG00395		REPLACE BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK	ST WOOTEN CORPORATION	Kirkman, PE, Christopher D	\$723,924.13	04/01/2018	01/01/2019	05/07/2018	02/07/2019	45.00	26.46
DG00413		RESURFACE US 70 BUS, SR 1009, SR 1102, SR 1129, SR 1239, SR 1352, SR 1716 AND SR 1841	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$3,562,232.66	05/28/2018	11/01/2019	05/29/2018	11/01/2019	23.00	24.53
DG00419		RESURFACE NC 86 AND 17 SECONDARY ROADS	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$3,764,001.64	05/14/2018	11/01/2019	05/14/2018	11/01/2019	26.00	7.32
DG00427		BRIDGE #51 ON SR 1534 (MCKEE ROAD) OVER BUFFALO CREEK	NATIONAL BRIDGE BUILDERS LLC	Kirkman, PE, Christopher D	\$521,443.82	05/07/2018	03/04/2019				
DG00435		AST RETREATMENT ON 22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Kirkman, PE, Christopher D	\$846,340.66	04/01/2019	10/11/2019				
DG00445	R-5787BB	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Kirkman, PE, Christopher D	\$319,319.80	06/25/2018	02/15/2020				





## North Carolina Department of Transportation

### Active Projects Under Construction - Orange Co.

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<u>Contract Number</u>	<u>TIP Number</u>	<u>Location Description</u>	<u>Contractor Name</u>	<u>Resident Engineer</u>	<u>Contract Bid Amount</u>	<u>Availability Date</u>	<u>Completion Date</u>	<u>Work Start Date</u>	<u>Estimated Completion</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
DG00445	W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Kirkman, PE, Christopher D	\$319,319.80	06/25/2018	02/15/2020				



Chatham County - DCHC MPO - Upcoming Projects - Division 8--July 2018								
Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	Project Cost	Notes
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	1/22/2019	TBD	TBD	Greg Davis (910) 944-2344	TBD	Right of Way in progress



## Does GoTriangle need a bigger bus? It's testing a cushier coach on longer express routes.

The News and Observer By Richard Stradling July 31, 2018

RALEIGH – GoTriangle says some of its long-distance express routes between Triangle cities have gotten so crowded that it might buy bigger buses.

GoTriangle is now test driving a 45-foot-long coach bus that seats 54 people, nearly 20 more than the traditional 40-foot city buses that make up the fleet now. The regional transit agency is using the bus on express routes between Chapel Hill and Raleigh and Durham and Raleigh, and getting feedback from riders.

"If you look at our longer runs between Durham and Raleigh and Chapel Hill and Raleigh, in some cases people are standing today, which can be uncomfortable for that distance," Pat Stephens, GoTriangle's director of transit operations, said in a statement. "If we have a bus that allows more people to have a seat on I-40, it might encourage more people to get out of their cars and try the bus on some of our most congested corridors."

The bus, a prototype made by [Motor Coach Industries or MCI](#) of Des Plaines, Ill., looks more like a Greyhound or a tour bus than a traditional city bus. It has bigger, cushier seats, overhead storage bins for bags and easier access for wheelchairs.

Bob Spaziano of Raleigh has ridden the MCI coach twice during his daily commute from Raleigh to downtown Durham, where he works for Duke Clinical Research Institute. Spaziano says the bus has a quieter, smoother ride than traditional ones, making it nicer to work on his laptop during his commute. And he finds the cushioned, contoured seats more comfortable, too, though he said not all of his fellow passengers thought so.

"One larger woman in the group mentioned that for people with larger posteriors the old bus might be better," he said.

Rider comfort will be just one factor in GoTriangle's decision whether to go with a coach bus. The MCI coach costs more — between \$600,000 and \$650,000, depending on features, compared to about \$470,000 for a 40-foot bus. But the larger bus is expected to last 14 to 16 years, two to four years longer than the traditional bus, and could allow GoTriangle to use fewer buses on some routes.

"The key question is whether the use of higher-capacity coaches on our routes is something that brings about value for our customers as well as whether it could save us money in the long term," Stephens said.

The larger coaches would make sense only on GoTriangle's express routes, which make few stops and spend little time on crowded, narrow city streets.

GoTriangle will be testing the coach through Aug. 20. About 2,000 passengers have ridden it so far, and more than 100 have filled out surveys either on the bus or at [publicinput.com/demobus](http://publicinput.com/demobus).

## Can't find a parking space in downtown Durham? Here's what the city might do next

The Herald-Sun By Dawn Baumgartner Vaughan July 30, 2018

DURHAM – Looking for a parking space in downtown Durham? There are 19,000 of them, but less than half are public. (CONTINUED...)



A yearlong study of downtown parking has come up with new ideas as more people continue moving to and working in the city.

Shuttles, grace periods, public valet parking and parking for driverless cars are all things city leaders will consider to handle your future trips downtown. Satellite parking with shuttles were the highest priority for those surveyed at a downtown parking open house this year.

If you're out to dinner and parked at a 2-hour meter, would you pay a higher rate to stay a third hour? That's one option shared by Iain Banks of Nelson Nygaard, the San Francisco-based consultants who studied downtown Durham parking.

Parking meters could change their rates by the number of hours or location. Downtown meters are limited to 2-hour maximums now, and end at 7 p.m. One recommendation is to end 2-hour time limits at 4 p.m., because people who park downtown in the evenings stay longer.

Banks said a 15-minute grace period is ideal for parking enforcement, letting someone grab a coffee or run a quick errand without getting ticketed.

Banks also said the city should prepare for autonomous vehicles in the next 10 to 15 years and figure out how they will park curbside.

Dockless scooter systems could arrive even sooner, he added. Those have already arrived in Raleigh, and Durham could be next.

### **How much parking is there?**

The city's 2,024 on-street parking spaces downtown are busiest in the afternoon. Here is the breakdown:

**8 a.m. to noon:** 1,369 vacant parking spaces and 655 occupied spaces.

**Noon to 4 p.m.:** 1,046 vacant parking spaces and 978 occupied spaces.

**4 to 8 p.m.:** 1,315 vacant parking spaces and 709 occupied spaces.

Parking analyst Robert Williams said that system-wide, there's roughly 5,700 public spaces overall downtown.

"We don't recommend that every space should be full," he said, with 90 percent considered "functionally full."

That number will change when [all the current construction projects, including the new city-owned mixed-use parking garage at Morgan and Mangum streets](#), are done.

It's estimated those projects will add 3,700 spaces, according to the study.

And then there are two surface parking lots owned by the county at 300 and 500 E. Main St., where redevelopment plans just in the discussion phase call for housing and [parking garages](#).

Among the study's key findings:

- Business owners think the current pricing hurts small-business employees who work less than a traditional work week at lower wages.
- Residents believe there is a shortage of short-term parking, particularly to run errands, as well as a lack of dedicated longterm spaces for residents. Community groups say it is difficult to find parking at and near high-demand locations. (CONTINUED...)



A number of off-street parking spaces fill up by early weekday afternoons, including the Chapel Hill Street garage and surface lot, the Corcoran Street garage and surface lot, the YMCA, West Village, Durham Center for Senior Life, Heritage Square Shopping Center and three city and county owned lots.

- Employee parking utilizes prime parking spaces with daylong occupancy downtown, which limits the availability of convenient visitor and customer parking.

While the study focused on parking cars, it did suggest ways to decrease demand: public transit and bicycle facilities improvements and better pedestrian safety and access.

The last parking study was done in 2012. There will be more public input sessions about downtown parking before the final recommendations are presented to the City Council.

“What’s the most urgent thing that we need to be thinking about?” City Manager Tom Bonfield asked. Banks said talking with private developers and owners is the place to start, and that some have already expressed interest in working with the city on making more parking available.

#### **What’s next**

The transportation study isn’t done yet, with more public input sessions being planned. Read an overview of the parking study here: [parkdurham.org](http://parkdurham.org).

## **Record office construction and rising rates in Triangle**

The Triangle Business Journal By Ben Graham July 26, 2018

With cranes dotting the skylines above downtown Raleigh and Durham, it should come as no surprise that construction is booming. But the latest numbers show just how much activity is taking place in the Triangle’s urban cores.

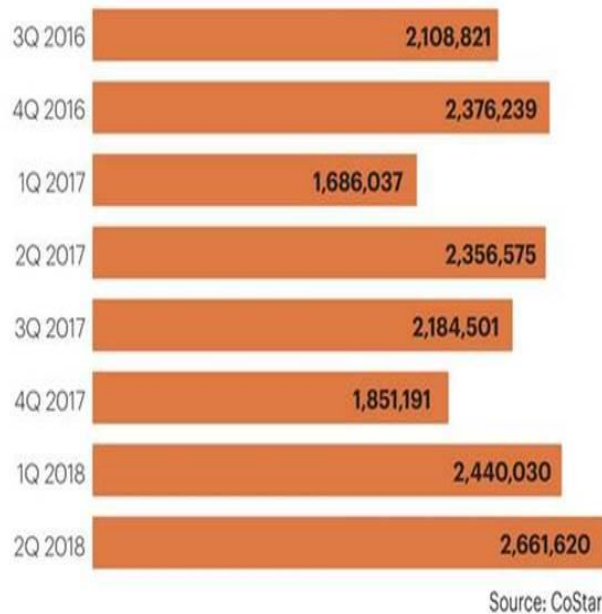
A new report from CBRE puts total office space under construction in the second quarter at a “record-setting” 2.66 million square feet. That is up from 2.44 million square feet in the first quarter and 2.35 million square feet in the second quarter of last year, according to the report, which uses data from CoStar. JLL released slightly different numbers earlier this year that show a similar trend.

Much of that growth is driven by buildings underway in downtown Durham, including the 27-story One City Center, the 350,000-square-foot Durham Innovation District buildings, also known as Durham.ID, and the 11-story 555 Mangum tower.

Combined, downtown Durham construction accounts for 36 percent of all office activity in the Triangle, the reports states. (CONTINUED...)



## OFFICE CONSTRUCTION BY QUARTER BY SQ. FT.



[Enlarge](#)

Office construction hit a new high in the second quarter of 2018.

While new towers continue to rise around the Triangle, absorption remains strong at a positive 524,906 square feet. “We’re absorbing it as we’re building it, nothing is being over-built,” says Brad Corsemeier, CBRE executive vice president.

Office rates have responded accordingly, continuing to climb to new heights. A report earlier this month by JLL found average office lease rates surpassing \$25 per square foot across the Triangle, and around \$32 per square foot in downtown Raleigh and Durham. CBRE’s latest report shows rents reaching similar heights, calculating that the average rent for available Class A office space in downtown Raleigh is \$32.08, an 8 percent increase over last year.

Given the low vacancy rates and continued job and population growth taking place across the Triangle, Corsemeier doesn’t expect the upward pressures on office lease pricing to slow any time soon.

“We are not far off from seeing \$40 rents in office space,” he says. “You can quote me on that.”

Even as prices rise here, the Triangle will remain a value deal for companies looking to move from more expensive markets in places like California and the Northeast, Corsemeier says.

Vacancy was just under 10 percent for the quarter, down from more than 14 percent as recently as the third quarter of 2016.



## The new highway in Durham: What it looks like and when it will open

The Herald-Sun By Dawn Baumgartner Vaughan July 18, 2018

DURHAM—If you drive between Durham and Raleigh, you should have a new, faster route late next year.

It's a highway 60 years in the making.

The East End Connector will link two major roads in Durham: N.C. 147 and U.S. 70. It will bring a faster route between Interstates 40 and 85, too.

Commuters on N.C. 147, known as the Durham Freeway, and U.S. 70 in East Durham have watched the construction for three years. The 3.9-mile connector will have 16 new bridges, a flyover and three roundabouts.

[The East End Connector](#) is scheduled to open in November 2019 at a cost of \$150 million, said N.C. Department of Transportation engineer Cameron Richards.

By 2035, the average daily traffic on the connector will be 116,100 vehicles. In 2015, daily traffic in the area was 65,700, according to NCDOT.

If it stays on schedule, the East End Connector will open 60 years after it was pitched. And it'll have a new name: Interstate 885.

### History of the project

In 1959, Dwight D. Eisenhower was president. The Research Triangle Park was founded. The Disney movie "Sleeping Beauty" came out.

And the city of Durham introduced the East End Connector to its thoroughfare plan.

So why has it taken so long? Other priorities and money. Sometimes money went to N.C. 147 instead.

The Freeway was funded by a 1962 bond referendum, with the first part finishing in 1970. More exits were added into the 1990s.

In the late 1990s, interest in the connector resurfaced, and NCDOT studied it again. But still, no money. It showed up again in project lists in 2003 and 2005. Then NCDOT put it in the 2009-15 Transportation Improvement Plan, and this time it stuck. Ground broke in 2015.

### Roundabouts and a flyover

The three roundabouts will be part of a new interchange off of U.S. 70, said Richards, the NCDOT engineer. They will connect U.S. 70 with South Miami Boulevard and East End Avenue, which had previously connected with U.S. 70 before construction began.

The flyover bridge will be from southbound N.C. 147 onto the connector, with an exit ramp on the northbound side. The connector will meet N.C. 147 between the Briggs Avenue and Ellis Road exits.

Once the new highway opens in late 2019, another six months of work will be spent on growing grass on the slopes and medians around the roadway.

Richards said a big plus of the project is that there has not been a good connection from N.C. 147 to Interstate 85. The connector will meet U.S. 70 within about a mile of Interstate 85.

"They're trying to connect the interstate system a little better," he said.



## **Downtown Durham parking lots near light-rail stop could become 400 new apartments**

The Herald-Sun By Dawn Baumgartner Vaughan July 18, 2018

DURHAM—More apartments in downtown Durham — including affordable housing — are planned within a few blocks of a proposed light rail station.

Two development plans for county-owned land call for more than 400 new apartments on the 300 and 500 block of East Main Street. Both sites are now parking lots. And the plans call for more parking, with a garage on each site, too.

With help from the UNC-Chapel Hill School of Government, Durham County leaders have devised two plans, and are asking for the public to tell them what they think. The first of three public input sessions was held Tuesday night at the county's Health and Human Services building on East Main Street, across Dillard Street from the 500 block parking lot.

About 30 people attended, with several praising the amount of affordable housing, but questioning the need for so much parking planned for both sites. Parking will serve both county employees and residents of the new buildings. The land is a few blocks from the planned light rail station at Dillard and Pettigrew streets.

### **The two plans**

In both development proposals, the plan for the 500 block of East Main Street is the same: 160 market rate apartments ranging from studios to three-bedrooms in one building, 180 units of affordable housing in another building, and a parking garage in the middle of it. The affordable housing units will be aimed at people earning from 30 percent of the area median income, which means public housing vouchers could be used, to 80 percent of the area median income.

Durham Congregations, Neighborhoods and Associations calls the land a “powerful opportunity to transform publicly owned land to develop affordable housing in downtown Durham.” Durham CAN has successfully lobbied for affordable housing on two city-owned properties downtown. Now it's focused on the county-owned properties.

The median household income in Durham from 2012-16, [according to the U.S. Census, is \\$54,093](#). For a three-person household, 80 percent of the area median income, or AMI, in the Durham-Chapel Hill Metro Area is \$50,900 a year. At 50 percent AMI, the income is \$31,850, and at 30 percent, that household income is \$20,160.

Where the two development plans split are in what to do with the surface parking lot on the 300 block of East Main Street. Plan A calls for 152 market-rate units including 400-square foot “micro units” to studios and one-bedrooms. The “assumed market rate” rents in plans for those apartments range from \$1,000 to \$1,420 per month. That plan also has space for a daycare or pre-K and commercial space, but no affordable housing.

Plan B for the 300 block does have affordable housing — 97 units of it for households at 80 percent AMI for one-, two- and three-bedroom apartments. It also has commercial space. Both plans for the 300 block include a parking garage with more than 1,500 spaces for county employees and some greenspace.

Households are considered housing “cost-burdened” if they pay more than 30 percent of gross household income on housing-related expenses, which includes rent, mortgage, utilities, insurance and taxes.

County commissioners told Durham CAN they supported their proposal to include affordable housing on the downtown land.

Casey Stanton of Durham CAN said Tuesday that she credits the county, and Commissioner Ellen Reckhow in particular, for wanting to be part of the solution to affordable housing in downtown Durham and not keep the land just for parking lots. (CONTINUED...)



### **‘Happy with both options’**

“We’re pretty happy with both options. We like the second option better,” Stanton said, because it calls for affordable housing at both sites.

“Guaranteed long-term affordability is really our hope,” she said.

At the other end of downtown, another CAN-supported affordable housing project is planned for city-owned land at the corner of Jackson and Pettigrew streets, and the city will sell the old Durham Police Department headquarters on West Chapel Hill Street contingent on developers creating affordable housing on that land, too.

The county’s “guiding public interests” for the land call for:

- Parking for Durham County Health and Human Services employees and customers.
- Incorporating options for multiple modes of transportation because it’s near a future light rail station.
- Increasing affordable housing downtown for households earning 80 percent Area Median Income (AMI) and below in a mixed income and multi-generational setting.
- Providing ground-floor commercial and service offerings for tenants and workers in and around the sites and increasing activity along East Main Street.
- Maximizing public benefits and attract private investment.
- Focusing on pedestrian-scale design that creates a vibrant, urban streetscape along East Main Street.

No county commissioners attended the public input session this week, but they will get a report of all the sessions before deciding on which plan to pursue.

### **What’s next**

There will be two more community input sessions about the parking lots on the 300 and 500 blocks of East Main Street:

- Saturday, July 28: 10 a.m. to noon at the Criminal Justice Resource Center, 326 E. Main St.
- Thursday, Aug. 2: 5:30 to 7:30 p.m. at Nehemiah Christian Center, 514 N. Mangum St.

## **Riding one of those new electric scooters in Raleigh? You better read the fine print.**

The News and Observer By Anna Johnson July 13, 2018

Raleigh — If you’ve been to downtown Raleigh this week, chances are you’ve seen them. Maybe you’ve even taken one for a spin.

Electric scooters have made their way to downtown and other parts of Raleigh. Here’s what you need to know about the scooters and why you should read the fine print before hopping on.

### **What are they?**

Bird — a California-based company that’s less than a year old — arrived in Raleigh this week with more than 150 electric scooters. The scooters can reach a speed of 15 miles per hour and are dockless, meaning they can be picked up and left in any public spaces. It’s a concept similar to the bright green Lime bikes (CONTINUED...)



you see on N.C. State University's campus. People use an app to find the scooters, then pay and unlock them for short rides through downtown Raleigh, Oberlin and Cameron Village.

The only other North Carolina city to have the scooters is Charlotte, according to the [company's website](#).

### **How do they work?**

First things first, download the Bird app (called "Bird — Enjoy The Ride") from the app store. Then use the map function to find a nearby scooter. The app also shows the battery percentage for each of the scooters in the map area. You can also report a bird lost or make it "chirp" to set off a little beep to help find it.

Once you find a scooter you want to ride, you click "ride" and scan the barcode at the top of the scooter. If it's your first time riding, you'll have to take a photo of your license, front and back, and put in your credit or debit card information. A promo code that gives \$5 off your first ride is "BirdRaleigh," and it worked as of this Friday, July 13. It costs \$1 to start the ride, then 15 cents per minute.

You'll also have to sign a waiver that says you're at least 18 years old, wearing a helmet, not riding downhill, obeying all traffic laws and riding at your own risk. The entire terms of service is worth the read at least the first time to get all of the rules and regulations.

To get the scooter going, you've got to kick-start it three times and then push the throttle button down. The brake is on the left-hand side. You ride to your destination on the street or in bike lanes. You are not supposed to ride on the sidewalks. You park the scooter by putting down the kickstand. They're encouraged to be parked close to the curb and near a bike or scooter rack. The app will ask you to take a photo of your parking job to encourage good behavior.

Bird says it will expand beyond the downtown, Cameron Village and Oberlin areas if they're successful.

The rules say you're not supposed to ride a scooter intoxicated, with more than one person, taking a phone call, texting or with a backpack or suitcase if that will distract you. There's also a weight limit of 200 pounds.

### **So they get left everywhere?**

Sorta. The rules that riders agree to in the beginning state that the vehicle can't be parked on private property, in a locked area or in another non-public space. You're asked to keep the scooters out of walkways, driveways, access ramps and fire hydrants.

But does that stop one from ending up on the sidewalk in front of your house or near your front yard? Not really. Ultimately, it's up to the riders to decide where to put them.

If you're riding the scooter, don't forget to lock the vehicle at the end of your trip. If you don't lock it you will still be charged, and the max charge for a single trip is \$100 per 24 hours. And if a scooter is reported missing or stolen, the last person to ride it could be charged unless you can prove it was parked.

The rules also state the vehicle can only be operated in metropolitan areas such as downtown. A few have been spotted on N.C. State's campus. University spokesman Mick Kulikowski said any scooters left on campus will be picked up and held for Bird to pick up to "keep the campus clean and make sure they're not an impediment."

After 7 p.m., people designated as chargers come and pick them up. So if you rode them out to a late dinner, they might not be there when you finish up.

### **What happens to them at night?**

Enter the chargers.

The scooters are electric, which means they have to be charged just like a cellphone or computer. Just like popular ride-sharing companies such as Uber and Lyft, the people who charge the scooters are regular people who get paid for picking up the scooters. (CONTINUED...)



Brian Moriarty, who just moved to the area from New York, signed up to be a local charger for the company. After attending a brief in-person orientation, he received three charging stations. He and other chargers can start picking up the scooters after 7 p.m., and they have to be put back out in populated areas before 7 a.m., at 100 percent battery charge.

If all goes well, he'll be able to add more chargers to his collection and earn more money. Though people get just a few dollars per scooter charged, they can get up to 20 chargers worth \$6 per scooter. That's \$120 per night or \$840 per week. [On the West Coast, the "Bird hunters" have become a full-time job, for some.](#)

### **What happens if I get hurt on one?**

Riders are responsible for any injuries or medical costs that occur while riding the scooters, according to the waiver riders agree to at the beginning. The rider is also responsible for seeing if weather conditions are bad enough to prevent riding. And while the terms of service don't specifically mention what happens if the scooter is hit by another vehicle or a scooter hits a vehicle, Bird says all damages to the scooter, person and other property is the responsibility of the rider and not the company.

Though the rules say you're required to wear a helmet, we haven't seen many people following this rule. North Carolina law states only that people under the age of 16 are required to wear a helmet. The company does offer riders a "free" helmet, but you have to cover the cost of shipping. And you have to have taken your first ride to qualify. Details are under the "safety" tab on the Bird app.

### **Why are they debated?**

Bird and other electric scooter companies have a habit of appearing in cities without warning and for not always following the permitting or approval process. Earlier this summer, San Francisco banned Bird and two other electric scooter companies because they were operating without the proper permitting.

The city of Santa Monica, Calif., sued the company for operating without the proper licensing. Bird agreed to pay \$300,000 in fines and other fees.

There's also a concern about whether the scooters are dangerous or prone to accidents. During the first week after they were launched in Nashville, Tenn., two women were critically injured while riding the scooters.

A woman in Dallas rode the scooters for the first time this week before crashing on trolley tracks. Her \$1.35 trip resulted in [two black eyes, stitches](#) and possibly thousands of dollars in medical bills.

### **Is Raleigh going to regulate them?**

The short answer? It's up in the air for now.

Raleigh's Transportation Planning Manager Eric Lamb said the city is still investigating whether all rules and procedures have been followed by Bird. There was no coordination with the city on the launch and no permitting or approvals through the city, he said.

But this isn't the first time dockless scooters and bicycles have come across the city's radar. Raleigh's Bicycle and Pedestrian Advisory Commission — a group made up of residents who make recommendations to the City Council — have discussed dockless bicycles and scooters as recently as June. The group's next meeting is at 6 p.m. Monday at the Raleigh Municipal Building downtown. It's no surprise that dockless bikes will be on the list of items to discuss.

Other cities, including Durham, require business owners to [obtain a permit](#) before operating a dockless bicycle program within city limits. Bird and other electric scooters have already been in touch with the Bull City to add electric scooters to the three bike-share programs already in operation. (CONTINUED...)



The citizen advisory group in Raleigh didn't want to pursue that method because it would be cumbersome for staff and businesses, said BPAC chairman Paul Nevill. Instead they want to look at the rules around encroachment, but that hasn't been given the go ahead from Raleigh City Council.

When Raleigh leaders discussed the city-sponsored, dock-based bicycle program, which launches later this year, several council members expressed concern with having a dockless system in or around downtown.

## **I-40 revamping projects underway near RDU**

WRAL.com Traffic By Brian Shrader July 11, 2018

The good news is that officials with the North Carolina Department of Transportation have some ideas to relieve many of those backups.

Crews have been clearing trees at I-40 and Aviation Parkway as part of a new loop exit at the interchange. Right now, all the westbound traffic on I-40 takes the same exit, stopping at the top of the ramp and turning onto Aviation Parkway, but the new exit will carry westbound drivers onto the southbound side of Aviation.

NCDOT engineer Cameron Richards says the work should help drivers get through the interchange a little faster.

Once the clearing finishes, crews will have to relocate utilities before the grading can start. Officials said they are not exactly sure when that will happen, but all lanes of Aviation will remain open during the project.

The project will be complete in about two years.

The other big airport exit -- Airport Boulevard -- is also getting a makeover. Engineers are currently deciding exactly what to do there but say it's likely that interchange will get one of the new diverging-diamond designs.

Once the DOT decides what to build there, expect construction to start next year.

## **Raleigh and three other NC cities are listed among the 'best cities' for drivers**

The Herald-Sun By Mark Price July 10, 2018

Four North Carolina cities won Top 10 spots on a list of the 100 "Best and Worst Cities to Drive in."

Raleigh topped the list for best cities, [which was compiled by WalletHub](#) using such things as Bureau of Transportation statistics.

The other three North Carolina communities are Greensboro at No. 4, Winston-Salem at No. 6 and Durham at No. 7.

A quick look at similar surveys in the past year shows Greensboro is a common denominator.

One recent survey by WAZE, the "world's largest community-based traffic and navigation app," put Greensboro [in the No. 1 spot last November and Raleigh didn't make the Top 5](#). Another survey, by [DriveShare](#), put Greensboro at No. 3 and Corpus Christi, Texas, at No. 1. Raleigh didn't make the Top 5 on that one, either.

Charlotte did not make the Top 10 of the WalletHub survey or any other survey. It came in at No. 19.



Detroit was named the worst city for driving, followed by San Francisco, Oakland, Philadelphia and Seattle.

WalletHub says it used 29 "key indicators of driver friendliness" to make the list, including gas prices, car thefts, average time spent stuck in traffic, and roadway infrastructure.

"Drivers annually spend an average of more than 290 hours on the road. For a full-time worker, that's the equivalent of a seven-week vacation," [said the survey overview](#).

"Add the costs of wasted time and fuel due to traffic congestions, and our collective tab comes to about \$124 billion annually, or \$1,700 per household."

To see if your city made the list of "100 Best and Worst Cities" for driving, check out [wallethub.com/edu/best-worst-cities-to-drive-in](http://wallethub.com/edu/best-worst-cities-to-drive-in).

## **Bike lanes are coming to this Durham street. Why some cyclists aren't happy about it**

The Herald-Sun By Joe Johnson June 28, 2018

**DURHAM** – Bicycles and cars will have their own lanes on Broad Street later this summer when the street is resurfaced.

But local cyclists will not be getting all they want.

City transportation officials considered three options for the bike lanes before settling on the type most people already know: a lane for cyclists next to vehicular traffic.

The other two options — buffered or protected lanes that separate bikes from cars — were not good fits for Broad Street, they said.

City Manager Tom Bonfield said heavy traffic and the many driveways and intersections along the street played into the final decision.

"The more appropriate and safe option is to have cars [parked] along the curb and bicyclists in a visible position between the parking lane and motor vehicle lane," he said.

Bike Durham and other cycling advocates wanted the protected or buffered bike lanes, in which cyclists ride in a lane between the curb and a lane of parked cars. They provided examples of these bike lanes from other cities, including Burlington, Vermont, and San Francisco.

"We know that people on bikes are safer between parked cars and sidewalks than between parked cars and moving vehicles," Bike Durham said in a response to the city.

But Durham transportation officials pointed out problems with putting such lanes on Broad Street.

Bicyclists would be less visible to drivers at driveways and intersections. They would also face difficulty making left turns off Broad Street, according to the city analysis.

The street also is not wide enough under state standards to provide the recommended 3-foot buffer between the parking lane and the bike lane. (CONTINUED...)



Bike Durham offered rebuttals to these points that Durham City Councilman Charlie Reece found compelling. In an email exchange with Bonfield, he suggested protected bike lanes should be considered.

"I believe the benefits are worth the costs," Reece said. "There will be a learning curve, but this is an opportunity to make this important cycling corridor safer for our cyclists. If we need increased public education about how cyclists, pedestrians and drivers can more safely navigate this type of configuration, we should talk about how best to do that."

Bonfield said there may be other places in town where buffered bike lanes can be created.

"We believe that on the appropriate corridor and with good design, parking away from the curb is a viable option," he said. "This is why it was proposed as an option for comment and further analysis."

The city also considered not putting in the bike lanes and encouraging cyclists to use Iredell Street. But it was decided that Broad Street provides greater direct access to shops and businesses along the route than having cyclists traverse between the streets.

More than 300 people sent comments to the city regarding the bike lanes. Many called for installing the protected bike lanes. Some said standard bike lanes would be an improvement. A few decried the high number bicycles now found on sidewalks since the arrival of bike-sharing services Limebike and Spin.

Broad Street, which currently is not marked with bike lanes, will lose about half its street parking to accommodate the bike lanes.

Parking will be allowed on one side of the street for about half the stretch, and then it will be shifted to the other side for the remaining portion, according to the plan. Between Perry and Knox streets, the available parking will be on the west side of the street. Parking will be on the east side between Knox Street and Guess Road. Where there is no parking, the bike lane will be next to the curb. In areas with parking, the bike lane will run next to traffic.

## **Group wants better looking Durham-Orange light-rail stations with more shade**

The Herald-Sun By Tammy Grubb July 24, 2018

DURHAM – A local urban design group wants tobacco barns, factories and warehouses to inspire the look of the planned Durham-Orange light rail stations.

"It appears architecture and art have taken a back seat to engineering aspects of the project," Dan Jewell, president of the Durham Area Designers, told the GoTriangle Board of Trustees and officials in Durham and Orange counties in a July 19 letter.

The letter was written in response to preliminary concept plans presented at an April workshop. GoTriangle hasn't released any updated or final station designs.

The 17.7-mile Durham-Orange light-rail line could have 19 stations linking UNC Hospitals in Chapel Hill to Duke and N.C. Central universities in Durham. The project is more than halfway through the final, engineering stage and could be submitted later this year to the Federal Transit Administration for possible federal funding. (CONTINUED...)





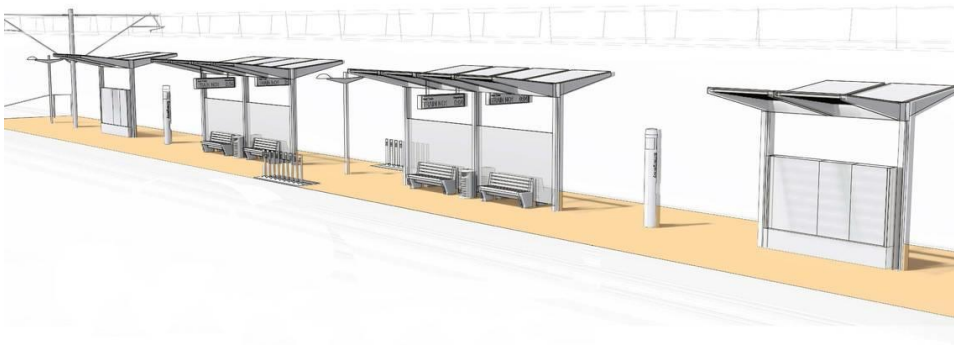
The Durham Area Designers group proposed this light-rail station design as an example of how GoTriangle could better represent the history and culture of Durham and Orange counties and also protect light-rail riders from the elements.

**Elizabeth Wilcox** Durham Area Designers

The Durham Area Designers, a group that advocates for “good urban design,” thinks the draft designs could better reflect Durham and Orange counties, while offering better protection from the weather, Jewell said.

“To be clear, the experience of riders begins and ends at the station, and if that experience is not comfortable and enjoyable, ridership will suffer over time,” he said. “Multiple transit studies have suggested that the architectural quality of stations should be as high a priority as more conventional planning metrics, including cost and travel time.”

Jewell also asked for more opportunities for the public to offer written feedback.



A conceptual design presented at an April 2018 workshop featured multiple, short gull wing-type canopies over the platform of a Durham-Orange light-rail train station. The Durham Area Designers group called the designs “basic” and offered several suggestions in July.

**GoTriangle** Contributed

GoTriangle officials responded with an emailed statement. (CONTINUED...)



"The light-rail project currently has funding for basic station design elements, but no designs have been finalized at this point," spokeswoman Burgetta Wheeler said. "GoTriangle welcomes input and sponsorships to help fund and shape the final light-rail station designs."

Orange County Commissioner Barry Jacobs also responded to the group's letter, thanking them in an email for their comments. The project's cost — now \$3.3 billion, including the anticipated interest on loans — is a "major consideration" for Orange County, he said.

"The Orange County commissioners also have repeatedly expressed concerns about the planning process and, as is often the case with GoTriangle, have been met with a genial smile and a deaf ear," Jacobs said.

The commissioners have asked GoTriangle officials multiple times to be included with Durham and Chapel Hill in the station-planning process. A meeting involving Orange County, Chapel Hill, and Durham city and county officials was held in June but focused on land design and the economic potential of light-rail station area development.

GoTriangle held four planning workshops this year to get ideas for how the system should look and feel to riders and passersby.

Durham Area Designers members attended those workshops, Jewell said, and think the "gull wing" canopy designs presented at the April workshops would be "ineffective in providing actual shade and protection from the elements."

The concepts feature small geometric and plant motifs etched into glass and concrete — in muted pinks, blues, gray and black. Those ideas do not reflect local history, culture, materials or public input, Jewell said.

His group offered several recommendations:

- Reflect the local architecture, design and materials found in tobacco barns, factories and warehouses
- Extend the canopies from the platform to the train and cover at least 75 percent of the platform
- Use brick and metal with patina, a gloss that forms over time and exposure, instead of applied patterns
- Avoid stainless steel, aluminum and forced, repetitive patterns
- Make sure there is room for art — now or in the future

## **Durham-Orange light-rail 'in rare company,' planner says. But \$57M gap remains.**

The Herald-Sun By Tammy Grubb June 22, 2018

DURHAM – Elected officials learned more Thursday about the financial challenges facing the Durham-Orange light-rail project, but also about the benefits it could deliver.

Scott Polikov, a consultant and founder of Gateway Planning, sought to reassure Durham and Orange county commissioners about the federal funding prospects. The planning for walkable light-rail station development and maximum community benefits already is paid with a \$2.1 million Federal Transit Administration grant, he said.

"Doesn't it say something that this FTA grant [for station development] was awarded under a prior administration, and you all moved into final engineering under this administration?" Polikov said. "You're in rare company. You've been basically endorsed by both recent presidential administrations and the FTA. That's a big deal."

Thursday's meeting came as GoTriangle and the Durham and Orange county commissioners await Gov. Roy Cooper's signature on a state "technical corrections" bill, which will change the language of a state budget bill passed earlier this month. (CONTINUED...)



The budget bill required the project to have federal funding before it could get state funds, although federal rules require the project first to have state funding. The Catch-22 risked ending the light rail project, which is now in the final engineering phase.

The 17.7-mile line would cost \$2.47 billion to build and connect UNC Hospitals in Chapel Hill with Duke and N.C. Central universities in Durham. Another \$890 million in local money would pay the interest on debt.

While the technical corrections bill lets the project continue, it also limits state funding to \$190 million, instead of the anticipated \$247 million. It also requires local partners to show they have roughly \$1 billion in local and private money by April 2019 and \$1.24 billion in federal money by November 2019.

### **Funding gap**

The FTA grant application could be submitted by the end of the year, GoTriangle General Manager Jeff Mann said, with a decision by September 2019.

Until then, it's important to keep going, Mann said, and for the boards to figure out how to fill the roughly \$57 million gap in state funding. The commissioners are expected to meet in July and need a financial plan by August, he said.

"We are looking at a range of options to fill that gap through cost-cutting or value engineering, or raising additional funds," Mann said. "We want to work very closely with Orange County and Durham County to evaluate what those options are and bring you potential solutions to plug that funding gap."

At this time, Mann said, GoTriangle is spending roughly \$4.8 million a month on project engineering. That puts the project on track to spend roughly \$97 million by the end of June, including the \$33 million spent on its first, environmental phase.

If the light-rail project falls apart, Mann said, the partners would draft new transit plans. They could get out of consultant contracts, which total \$114.8 million, but would have to pay for any work already completed.

### **Station planning**

The commissioners spent the bulk of their meeting learning more about the light-rail station planning and economics, particularly at the future Gateway and Patterson Place stations, which hug both sides of Interstate 40 and the Chapel Hill-Durham border.

Data shows that drivers spend an extra minute each year traveling the U.S. 15-501 corridor between Chapel Hill and Durham, said Patrick McDonough, GoTriangle's manager of planning and transit-oriented development. That also affects bus routes, making the commute longer and more expensive for taxpayers, he said.

Light rail would be part of a wide-ranging transit network that gives people multiple ways to cross the Triangle, he said. It will be especially important as jobs along the light-rail corridor grow from roughly 106,000 today to 150,000 in 20 years, he added.

Polikov noted that a successful transit-oriented station development would spur a dense, compact, pedestrian friendly mix of residential and commercial uses, with limited but managed parking lot and decks. Rail just gives more people access, he said.

It also is possible for stations to have new and existing affordable housing, added Brandon Palanker, with Gateway Planning, but it will take cooperation, clear development processes, and public and private partnerships.

(CONTINUED...)



Polikov directed the commissioners' attention to a draft plan for Gateway Station, pointing out the 10- to 15-story buildings at the core, four- and five-story residential and mixed-use buildings farther back from the highway, and townhomes closer to Old Durham Road.

"It's not just putting uses together," he said. "It's also relating them in a way that when you walk out the front door of any of the buildings, you feel like you want to walk around, you feel like you want to hang out, you feel like you're part of the neighborhood as a whole."

That's also what drives the economics of the light-rail stations, he said.

Estimates show the Gateway and Patterson Place stations could generate over \$3 billion in investments and \$44.6 million a year in property tax revenues for Orange and Durham counties, Polikov said. That would support a broader tax base, new jobs and more opportunities for residents, he said.

Those stations also will bring benefits to the existing neighborhoods, whether it's entertainment or jobs, Durham County Commissioners Chairwoman Wendy Jacobs added. It's good for Durham and Orange counties to talk about the Gateway Station, because it's "the single-most important site in terms of the new economic development impact," she said.

"Our region's projected to have a million more people," Jacobs added. "We have to make decisions about where are we going to put these people to protect the quality of life we want, how are we going to connect people to jobs. I'm excited for us to do that work together."

## **Could this proposed state bill keep the Durham-Orange light-rail plan on track?**

The Herald-Sun By Tammy Grubb and Lauren Horsch June 13, 2018

RALEIGH – A bill passed Wednesday by the state Senate could remove the roadblock recently put in front of the Durham-Orange light-rail project.

However, the bill's new, \$190 million cap on state funding appears to still limit the possibility of the light-rail project moving forward.

Durham Sen. Floyd McKissick Jr. spoke Wednesday about working with Republican Senate Leader Phil Berger for over a week to reach consensus, including through a conference call that also included state and federal transportation officials, and GoTriangle General Manager Jeff Mann. It was important to provide solid data about mass transit projects, he said.

"You're dealing with several issues," he said. "First, you have people who are skeptical of mass transit, don't believe the light rail system is needed, and are afraid that it would soak up more money than is currently allocated for it. They would rather see some of those funds spent on other transportation infrastructure projects — road projects."

Durham Sen. Mike Woodard also noted the work that GoTriangle officials, as well as local and business leaders, put in to lobbying lawmakers and sharing information.

"I appreciate the Senate leadership hearing our arguments in favor of light rail, listening to the business case for this, and understanding the unique opportunity to provide this funding for critical transportation needs in the growing Triangle region," he said.

Woodard said a House vote has not been scheduled yet, but he also expects that chamber to approve the bill.

(CONTINUED...)



The state's budget [that won final approval Tuesday](#) would have required Durham and Orange counties to get all local, private and federal funding before asking the state for light-rail money. It created a Catch-22, because the Federal Transit Administration already requires agencies to get a commitment for all the other money before applying for federal funds.

But part of the 28-page [technical corrections bill](#) would repeal that clause. The change would let local governments seek state funding for light-rail projects, but they couldn't spend the money until they showed in writing that all other money for a project was secured.

If the state doesn't get written notice by April 30, 2019, the N.C. Department of Transportation would stop funding for the project.

The bill also limits funding for regional commuter rail and light rail projects to 10 percent of the regional transportation allocation or estimated project costs, whichever is less. It specifically caps state funding for the Durham-Orange light-rail project at \$190 million.

That means the regional partners would have to fill a \$57 million shortfall in the state's expected contribution of \$247 million.

Light-rail construction is expected to cost \$2.47 billion, plus roughly \$830 million in interest on debt payments. The 17.7-mile Durham-Orange light-rail project would connect UNC Hospitals in Chapel Hill with Duke and N.C. Central universities in Durham.