



DCHC MPO Board Meeting Agenda

Wednesday, September 9, 2015

6:00 PM

Council Chambers 1st 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**[15-111](#)

Attachments: [2015-09-09 MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. August 12, 2015 Board Meeting Minutes**[15-229](#)

A copy of the August 12, 2015 Board Meeting Minutes are not ready for release. They will be posted as soon as they are available.

Board Action: Approve the minutes of the August 12, 2015 Board Meeting.

7. Amendment #25 to the FY2012-2018 MTIP[15-224](#)**Lindsay Smart, LPA Staff**

Amendment #25 proposed changes to five projects and the addition of two new projects for the FY2012-2018 MTIP. This amendment includes the projects listed below. The proposed changes to these projects are fully described in the attachment for this agenda item.

TIP Project: #TA-4923 GoDurham Replacement Bus: Proposed Change: Add additional STP-DA funding allocation for FY 16.

TIP Project: #U-3308 NC 55 (Alston Avenue): Proposed Change: Delay construction from Prior Year/FY 15 to FY 16 to allow additional time for utility relocation and railroad coordination.

TIP Project: #C-4924 B TJCOG TDM: Proposed Change: Add implementation phases in FY 16 and FY 17, these phases were not previously programmed in the TIP.

TIP Project: #U-4724 Cornwallis Road Bike/Ped Project: Proposed Change: Revise description of project termini to describe termini as from S. Roxboro Street to Chapel Hill Road (instead of University Drive).

TIP Project: #ER-2971 NCDOT Sidewalk Program: Proposed Change: A new TIP number has been created for the City of Durham's STP-DA funding for sidewalks along NC 751 and NC 54. The STP-DA funding is being removed from ER-2971 and applied to new TIP #U-4726 HJ.

TIP Project: #I-5729 I-85 Pavement Rehabilitation: Proposed Change: Add new project to FY12-18 MTIP. Adding the construction phase in 2016 to allow engineering for the project to commence.

TIP Project: #M-0505 Transportation Program Management Unit (TPMU) Oversight: Proposed Change: Add implementation in FY16 through FY18 at request of NCDOT Transportation Program Management Unit.

TC Action: Recommended that the MPO Board approve Amendment #25 to the FY2012-2018 MTIP.

Board Action: Approve Amendment #25 to the FY2012-2018 MTIP.

Attachments:[2015-09-09- Amendment 25 - FY12-18 TIP.pdf](#)[2015-09-09-Resolution - Amendment 25 - 12-18 MTIP.pdf](#)**ACTION ITEMS**

8. Adoption of 2040 MTP Amendment, FY16-25 MTIP, and CDR (20 minutes)[15-219](#)**Lindsay Smart, LPA staff****Andy Henry, LPA staff**

On June 10, 2015, the DCHC MPO Board approved the release of three planning documents, the 2040 Metropolitan Transportation Plan amendment, the FY16-25 Metropolitan Transportation Improvement Program, and the Conformity Determination Report, for public review and comment until July 31, 2015. An advertisement announcing the public comment period for the planning documents was run on June 14, 2015 in the Herald Sun and in the Triangle Tribune. On June 25, 2015, the City of Durham ran a Press Release inviting citizens to review the three planning documents and submit comments. Announcements for the release of the three planning documents were also made in early June 2015 on the DCHC MPO's website, Facebook page, and Twitter feed. Several public comments were received during the comment period.

On August 12, 2015, the DCHC MPO Board held a public hearing to receive public comments on the three planning documents. The DCHC MPO Board also reviewed the written public comments that were received by the MPO during the public comment period. Since August 12th, MPO LPA staff and the MPO Technical Committee have provided a response to all public comments that were received. The attachment, "2015-09-09 FY16-25 MTIP Public Involvement Appendix" includes a compilation of public comments and the MPO's responses. The remaining chapters and appendices of the FY16-25 MTIP are available on the MPO website using this URL:
<http://www.dchcmpo.org/programs/improvement/2025tip/default.asp>

Resolutions for the adoption of the 2040 MTP amendment, the FY16-25 MTIP, and the CDR are also provided as attachments. The MPO Technical Committee (TC) has reviewed the three planning documents, all public comments received, and the three Resolutions and the TC has recommended that the MPO Board adopt the 2040 Metropolitan Transportation Plan amendment, the FY16-25 Metropolitan Transportation Improvement Program, and the Conformity Determination Report.

TC Action: Recommended that the MPO Board adopt the 2040 Metropolitan Transportation Plan amendment, the FY16-25 Metropolitan Transportation Improvement Program, and the Conformity Determination Report

Board Action: Adopt the 2040 Metropolitan Transportation Plan amendment, the FY16-25 Metropolitan Transportation Improvement Program, and the Conformity Determination Report

Attachments: [2015-09-09 FY16-25 MTIP Public Involvement Appendix.pdf](#)
 [2015-09-09 Resolution for adopting MTIP.pdf](#)
 [2015-09-09 Resolution for CDR.pdf](#)
 [2015-09-09 Resolution for MTP amendment.pdf](#)

9. 2014 Mobility Report Card (20 minutes)[15-221](#)**Andy Henry, LPA Staff****Kosok Chae, LPA Staff**

At the August meeting, the DCHC MPO Board discussed and released the Mobility Report Card (MRC) for a public comment period from August 12 through September 4. No public comments had yet been received at the time of this current agenda's release, i.e., September 2nd. The Board will conduct a public hearing and vote to adopt the MRC. The full report and executive summary for the MRC are available on the iLegislate site or on the MPO website.

TC Action: Conduct a public hearing and adopt the 2014 Mobility Report Card.

REPORTS:**10. Report from the Board Chair**[15-116](#)**Mark Kleinschmidt, Board Chair**

Board Action: Receive the report from the Board Chair.

11. Report from the Technical Committee Chair[15-115](#)**Mark Ahrendsen, TC Chair**

Board Action: Receive the report from the TC Chair.

12. Report from LPA Staff[15-117](#)**Felix Nwoko, LPA Staff**

Board Action: Receive the report from LPA staff.

Attachments: [2015-09-09 LPA staff report.pdf](#)

13. NCDOT Report[15-118](#)**Joey Hopkins (Brandon Jones), Division 5 - NCDOT****Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT****Rob Stone (Darius Sturdivant), Division 8 - NCDOT****Julie Bollinger, Transportation Planning Branch - NCDOT****Kelly Becker, Traffic Operations - NCDOT**

Board Action: Receive the reports from NCDOT.

Attachments: [2015-09-09 NCDOT Progress Report.pdf](#)

14. Presentation on Draft Environmental Impact Statement and Public[15-222](#)**Comments****Patrick McDonough, GoTriangle****Tammy Bouchelle, GoTriangle**

On Friday, August 28, 2015, the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation (DEIS) for the proposed Durham-Orange Light Rail Transit (D-O LRT) Project was made available for public review and comment. The Federal Register released a Notice of Availability for Environmental Impact Statements (<http://www.gpo.gov/fdsys/pkg/FR-2015-08-28/pdf/2015-21379.pdf>) that includes the DEIS for the Durham-Orange Light Rail Transit Project. The DEIS documents the environmental, transportation, social, and economic impacts associated with the transportation improvements in the Durham-Orange (D-O) Corridor, and marks an important milestone in the proposed 17-mile light rail project between Chapel Hill and Durham.

DEIS Review and Comment Opportunities

The release of the DEIS begins GoTriangle's 45-day public review and comment period. The public, project partners, government agencies, and stakeholders can review the document in several ways:

1. The DCHC MPO Board will receive a presentation from GoTriangle on the DEIS and hear public comments at their September 9th meeting. The D-O LRT presentation by GoTriangle will begin at 7PM and will be followed by an opportunity for public comment.
2. Review a copy of the DEIS on the D-O LRT Project web site at www.ourtransitfuture.com.
3. Review a copy of the DEIS at www.gotriangle.org.
4. Review a copy of the DEIS at public libraries in Durham and Orange counties.
5. Review a copy of the DEIS at GoTriangle's Administrative Offices.

There are several ways to comment on the information in the DEIS:

1. By email to info@ourtransitfuture.com.
2. By postal mail to: D-O LRT Project - DEIS, c/o Triangle Transit, P.O. Box 530, Morrisville, NC 27560.
3. By comment card at two public information sessions in September.
4. Through the D-O LRT Project's website at www.ourtransitfuture.com.
5. In person during public hearings held by GoTriangle in Chapel Hill and Durham.

TC Action: Received update on draft Environmental Impact Statement (DEIS).

Board Action: Receive presentation from GoTriangle on draft Environmental Impact Statement (DEIS) and receive public comments.

Attachments:[2015-09-09 D-OLRT DEIS BOT Memo final from GoTriangle.pdf](#)**INFORMATIONAL ITEMS**

15. Recent News Articles and Updates

[15-100](#)

Attachments: [2015-08-12 news_articles_I-16.pdf](#)

Adjourn

Next meeting: October 14, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings: None

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

Meeting Date	Directive	Status
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress:</u> DCHC MPO is now on Facebook and Twitter. New website launched 1/26/2015.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>Completed.</u> Draft TIP #U-5854.
8/13/2014	Letters to Division Engineers, Secretary Tata, etc. RE: SPOT 3.0 Prioritization Process	<u>Completed:</u> Letters sent on 8/18/2014.
9/10/2014	Letters to NCDOT Congestion Management to extend comment period deadline for US 15/501 Corridor Study.	<u>Completed:</u> Letters sent on 9/10/2014.
9/10/2014	Submit memo to NCDOT Congestion Management with formal MPO comments on draft US 15/501 Corridor Study.	<u>Completed:</u> Memo sent on 9/10/2014.
9/10/2014	Resolution to Honor Wally Bowman	<u>Completed:</u> Resolution approved during 10/8/2014 meeting.
9/10/2014	Facilitate Complete Streets Policy presentations from NCDOT and MPO member jurisdictions.	<u>Completed:</u> NCDOT and MPO members have been contacted and presentations have been requested.
9/10/2014	Schedule presentation for the US 15-501 Corridor Study.	<u>Completed:</u> Presentation given at the February 11, 2015 Board meeting.
10/8/2014	Resolution to Honor Alice Gordon	<u>Completed:</u> Resolution approved during 12/10/2014 meeting.
2/11/2015	Request for MPO Board Member Orientation	<u>Completed:</u> Orientation was held on April 8, 2015.
5/13/2015	Letter to NCDOT to follow up on NCDOT's response regarding the request to program the earmark for the Duke Beltline in the 2016-2025 STIP.	<u>Completed:</u> Letter was drafted and sent with Chair Kleinschmidt's signature after June Board meeting.
5/13/2015	Letter to NCDOT reiterating MPO's comments on how the SPOT process could be improved.	<u>Completed:</u> Letter was drafted and sent with Chair Kleinschmidt's signature after June Board meeting.
5/13/2015	Letter of Support for GROW AMERICA transportation legislation.	<u>Completed:</u> Letter was drafted and sent with Chair Kleinschmidt's signature after June Board meeting.



Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Board
September 9, 2015

FY 2012-2018 TIP Amendment #25 Summary Sheet

For adoption by the MPO Board.

- **TIP Project: #TA-4923 GoDurham Replacement Bus:** Proposed Change: Add additional STP-DA funding allocation for FY 16.

Project description: Battery replacement, bus refurbishment, and paratransit vehicles and bus purchases. STP-DA Grant.

- **TIP Project: #U-3308 NC 55 (Alston Avenue):** Proposed Change: Delay construction from Prior Year/FY 15 to FY 16 to allow additional time for utility relocation and railroad coordination.

Project description: From NC 147 (Durham Freeway) to US 70 Business/ NC 98 (Holloway St) in Durham. Widen from four-lane divided facility from NC 147 to Main Street and replace Norfolk Southern railroad bridges. Modernize from Main Street to US 70 Business/ NC 98 (Holloway St) including addition of on-street parking, bicycle lanes, turn lanes, median, and access management. Right of way for this project is in progress.

- **TIP Project: #C-4924 B TJCOG TDM:** Proposed Change: Add implementation phases in FY 16 and FY 17, these phases were not previously programmed in the TIP.

Project description: TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Nonattainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. This project is in progress by the TJCOG.

- **TIP Project: #U-4724 Cornwallis Road Bike/Ped Project:** Proposed Change: Revise description of project termini to describe termini as from S. Roxboro Street to Chapel Hill Road (instead of University Drive).

Project description: Construct bike and pedestrian features along Cornwallis Road (SR1158) from South Roxboro Street (SR 2295) to Chapel Hill Road (SR 1127) in Durham.

- **TIP Project: #ER-2971 NCDOT Sidewalk Program:** Proposed Change: A new TIP number has been created for the City of Durham's STP-DA funding for sidewalks along NC 751 and NC 54. The STP-DA funding is being removed from ER-2971 and applied to new TIP #U-4726 HJ.

Project description: Construction of sidewalks on NC 751 between Garrett Rd and NC 54, and on NC 54 between NC 751 and Dresden Drive.

- **TIP Project: #I-5729 I-85 Pavement Rehabilitation:** Proposed Change: Add new project to FY12-18 MTIP. Adding the construction phase in FY 16 to allow engineering for the project to commence.

Project description: Pavement rehabilitation along I85 from 0.5 miles west of US 501 to 0.1 miles east of SR 1827 (Midland Terrace Rd) in Durham. (Engineering cost included in construction phase cost in 2016.)

DCHC MPO Board

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- **TIP Project: #M-0505 Transportation Program Management Unit (TPMU) Oversight:** Proposed Change: Add implementation in FY 16 through FY 20 at request of NCDOT Transportation Program Management Unit.

Project description: Transportation Program Management Unit (TPMU) Oversight for locally administered projects including the preparation of agreements and funding authorization requests.

GoDurham Replacement Bus

Project Information

Battery replacement, bus refurbishment, and paratransit vehicles and bus purchases. STP-DA Grant.

TIP #	TA-4923	Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	712,800	0	178,200	891,000
STP-DA	Capital	2016	2,506,000	0	626,000	3,132,000
		Totals:	3,218,800	0	804,200	4,023,000



GoDurham Replacement Bus

Project Information

Battery replacement, bus refurbishment, and paratransit vehicles and bus purchases. STP-DA Grant.

TIP #	TA-4923	Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	712,000	0	179,000	891,000
STP-DA	Capital	2016	3,226,000	0	806,000	4,032,000
		Totals:	3,938,000	0	985,000	4,923,000



NC 55 (Alston Ave)

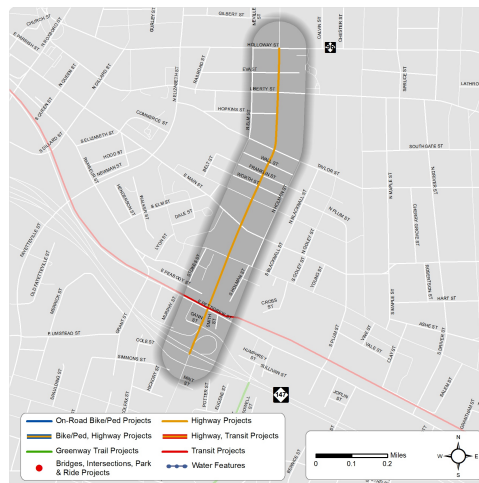
Project Information

From NC 147 (Durham Freeway) to US 70 Business/ NC 98 (Holloway St) in Durham. Widen from four-lane divided facility from NC 147 to Main Street and replace Norfolk Southern railroad bridges. Modernize from Main Street to US 70 Business/ NC 98 (Holloway St) including addition of on-street parking, bicycle lanes, turn lanes, median, and access management. Right of way for this project is in progress.

TIP #	U-3308	Project Types	Landscaping, Upgrade Roadway, Highway, Urban
MTP #	75.1; 75.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	PE/Design	Prior Year	0	0	0	2,596,000
STP	Right of Way	Prior Year	640,000	160,000	0	800,000
STP	Mitigation	Prior Year	22,400	5,600	0	28,000
STP	Utilities	Prior Year	5,728,000	1,432,000	0	7,160,000
STP-DA	Construction	Prior Year	229,000	0	57,000	286,000
STP	Construction	Prior Year	8,240,000	2,060,000	0	10,300,000
STP	Construction	2017	8,240,000	2,060,000	0	10,300,000
STP	Construction	2018	8,240,000	2,060,000	0	10,300,000
		Totals:	31,339,400	7,777,600	57,000	41,770,000



NC 55 (Alston Ave)

PROPOSED VERSION

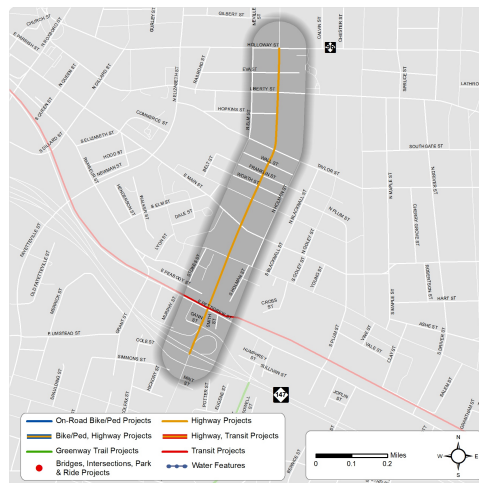
Project Information

From NC 147 (Durham Freeway) to US 70 Business/ NC 98 (Holloway St) in Durham. Widen from four-lane divided facility from NC 147 to Main Street and replace Norfolk Southern railroad bridges. Modernize from Main Street to US 70 Business/ NC 98 (Holloway St) including addition of on-street parking, bicycle lanes, turn lanes, median, and access management. Right of way for this project is in progress.

TIP #	U-3308	Project Types	Landscaping, Upgrade Roadway, Highway, Urban
MTP #	75.1; 75.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	PE/Design	Prior Year	0	0	0	2,596,000
STP	Right of Way	Prior Year	640,000	160,000	0	800,000
STP	Mitigation	Prior Year	22,400	5,600	0	28,000
STP	Utilities	Prior Year	5,728,000	1,432,000	0	7,160,000
STP-DA	Construction	2016	229,000	0	57,000	286,000
STP	Construction	2016	8,240,000	2,060,000	0	10,300,000
STP	Construction	2017	8,240,000	2,060,000	0	10,300,000
STP	Construction	2018	8,240,000	2,060,000	0	10,300,000
Totals:			31,339,400	7,777,600	57,000	41,770,000



Project Information

TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.

TIP #	C-4924 B	Project Types	TDM, Congestion Mitigation, Highway, Break
MTP #		Jurisdictions / Agencies	Triangle J Council of Government, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Implementation	Prior Year	385,000	0	430,000	815,000
CMAQ (L)	Implementation	Prior Year	458,000	0	496,000	954,000
		Totals:	843,000	0	926,000	1,769,000



TRIANGLE J COUNCIL OF GOVERNMENTS

Project Information

TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.

TIP #	C-4924 B	Project Types	TDM, Congestion Mitigation, Highway, Break
MTP #		Jurisdictions / Agencies	Triangle J Council of Government, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Implementation	Prior Year	385,000	0	430,000	815,000
CMAQ (L)	Implementation	Prior Year	458,000	0	496,000	954,000
CMAQ (L)	Implementation	2016	505,000	0	829,000	1,334,000
CMAQ (L)	Implementation	2017	523,000	0	858,000	1,381,000
		Totals:	1,871,000	0	2,613,000	4,484,000



TRIANGLE J COUNCIL OF GOVERNMENTS

SR 1158 (Cornwallis Road)

CURRENT VERSION

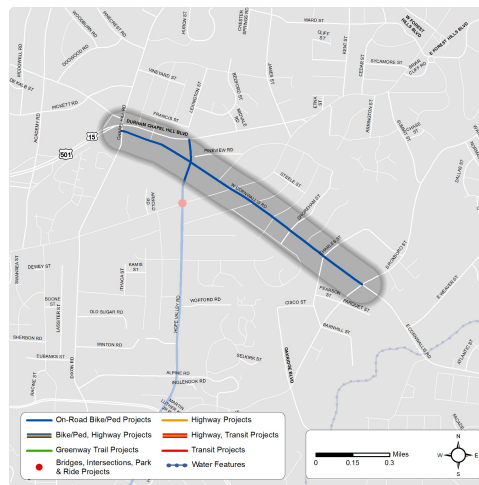
Project Information

Construct bike and pedestrian features along Cornwallis Road from South Roxboro Road to University Drive in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	U-4724	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	363,000	0	91,000	454,000
STP-DA	Construction	2018	3,854,000	0	1,124,000	4,978,000
		Totals:	4,217,000	0	1,215,000	5,432,000



SR 1158 (Cornwallis Road)

PROPOSED VERSION

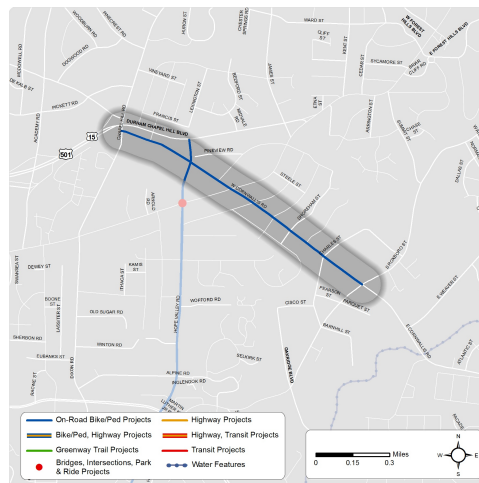
Project Information

Construct bike and pedestrian features along Cornwallis Road (SR1158) from South Roxboro Street (SR 2295) to Chapel Hill Road (SR 1127) in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	U-4724	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	363,000	0	91,000	454,000
STP-DA	Construction	2018	3,854,000	0	1,124,000	4,978,000
		Totals:	4,217,000	0	1,215,000	5,432,000



Project Information

NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds have been allocated to Prior Year of ER-2971E, (new TIP #: U-4726 HJ has been created for the City of Durham portion of this project).

TIP #	ER-2971	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Statewide, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,132,000
STP-DA	Construction	Prior Year	182,000	0	94,000	276,000
		Totals:	182,000	0	94,000	25,408,000



NCDOT Sidewalk Program

PROPOSED VERSION

Project Information

NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds have been allocated to Prior Year of ER-2971E, (new TIP #: U-4726 HJ has been created for the City of Durham portion of this project).

TIP #	ER-2971	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Statewide, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,132,000
		Totals:	0	0	0	25,132,000



Project Information

Construction of sidewalks on NC 751 between Garrett Rd and NC 54, and on NC 54 between NC 751 and Dresden Drive. This project was previously part of ER-2971, the NCDOT's Sidewalk Program in all fourteen highway divisions.

TIP #	U-4726 HJ	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
L	Right of Way	2016	0	0	56,058	56,058
STP-DA	Construction	2017	182,000	0	45,500	227,500
		Totals:	182,000	0	101,558	283,558

U-4726HJ Project Area Map

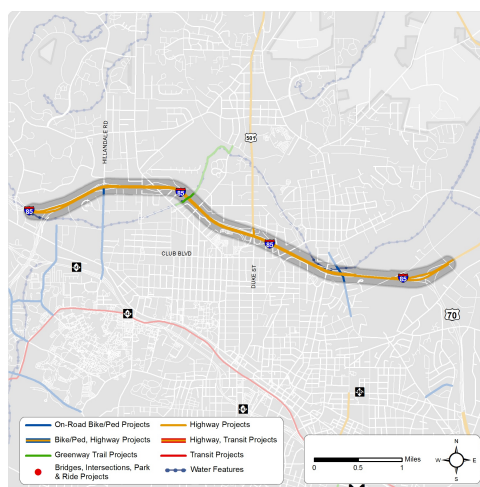
Project Information

Pavement rehabilitation along I-85 from 0.5 miles west of US 501 to 0.1 miles east of SR 1827 (Midland Terrace Rd) in Durham. (Engineering cost included in construction phase cost in 2016.)

TIP #	I-5729	Project Types	Roadway/Pavement Rehab, Interstate, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length	5.3 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHPIM	Construction	2016	7,487,100	831,900	0	8,319,000
		Totals:	7,487,100	831,900	0	8,319,000



Transportation Program Management Unit (TPMU) Oversight

Project Information

Transportation Program Management Unit (TPMU) Oversight for locally administered projects including the preparation of agreements and funding authorization requests.

TIP #	M-0505	Project Types	Administrative, Study, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Implementation	2016	0	300,000	0	300,000
T	Implementation	2017	0	300,000	0	300,000
T	Implementation	2018	0	300,000	0	300,000
T	Implementation	2019	0	300,000	0	300,000
T	Implementation	2020	0	300,000	0	300,000
		Totals:	0	1,500,000	0	1,500,000



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

**AMENDMENT #25
September 9, 2015**

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

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

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

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

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

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

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

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

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

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby amends the FY 2012-2018 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on September 14, 2011, and as described in the "Attachments to Resolution for Amendment #25 to

DCHC MPO 2012-2018 TIP” as soon as it is authorized to do so provided here on this, the 9th day of September, 2015.

Mark Kleinschmidt, MPO Board Chair

Durham County, North Carolina

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

Date: September 9, 2015

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

***Draft* FY2016-2025**

Transportation Improvement Program

APPENDIX C: PUBLIC INVOLVEMENT

Appendix C Contents

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1. INTRODUCTION

Public involvement for the draft FY2016-2025 MTIP involved numerous strategies as set forth by the DCHC MPO's adopted Public Involvement Policy. The DCHC MPO facilitated the public involvement process to spread awareness of the MTIP and to ensure a variety of local perspectives containing essential insight were appropriately obtained and documented in the MTIP. Various mediums and resources were constructed so that all residents and stakeholders in DCHC MPO area had the opportunity to review the draft FY2016-2025 MTIP and provide input.

2. DCHC MPO'S PUBLIC INVOLVEMENT POLICY

2.1 Introduction

The DCHC MPO's Public Involvement Policy (PIP) is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all major planning activities, including the MTP, MTIP, Air Quality Conformity Determination, Major Investment Study (MIS), UPWP, MPO provisions for the American with Disabilities Act (ADA), and ongoing transportation planning (3-C) process. The policy decision-making body, the MPO Board, also has a standing public process as part of its monthly meetings. The planning

activities mentioned above are therefore subject to the Board's process for public involvement. The PIP also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the PIP and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's PIP will be consistent with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

2.2 Purpose of the PIP

The purpose of the DCHC MPO PIP Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of transportation planning in the DCHC MPO area. This PIP is designed to ensure that transportation decisions will reflect public priorities.

2.3 Objectives of the PIP

1. Bring a broad crosssection of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, MTIPs, and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the creation of MTPs, MTIPs, and project planning.

9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the MAP-21, NEPA, and the Interim FTA/FHWA Guidance on Public Participation.

2.4 General Policy Framework

It is the policy of the DCHC MPO to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision-making process. It is also DCHC MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's MTIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

3. PUBLIC INVOLVEMENT FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

The MTIP is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds. The MTIP serves as the project selection document for transportation projects and is therefore the implementation mechanism by which the objectives of the Transportation Plan are reached. MAP-21, SAFETEA-LU, and preceding legislation, TEA-21 and ISTEA, mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the DCHC MPO MTIP.

3.1 Introduction

DCHC MPO will prepare an MTIP, which is consistent with the requirements of MAP-21, and any implementing federal regulations. The MTIP will be developed based on:

1. Revenue estimates provided by the NCDOT; and
2. The DCHC MPO Regional Priority List.

Public Involvement Process

1. The DCHC MPO Technical

Committee (TC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.

2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, as well as other local, minority, or alternative language newspapers as appropriate.
3. The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. available large print documents, audio material, a sign language interpreter, translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, GoTriangle and the county public libraries for public review and comment.
4. The MPO Board will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is

located on a transit route. The MPO Board will approve a final Regional Priority List after considering the public comments received.

5. The DCHC MPO Technical Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC will forward the draft MTIP to the MPO Board. The MPO Board will publish the draft MTIP for public review and comment.
6. Copies of a draft MTIP will be distributed to MPO Board members and the transportation-related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review.
7. The public comments will be assembled and presented to the DCHC MPO Board. The MPO Board will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
8. The DCHC MPO, as a maintenance area for air quality, will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
9. The process for updating and approving the MTIP will follow the sequence and procedure as described in appendix D of this MTIP.
10. Amendments to MTIP will be available for public review and comment, if the amendment makes a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the MPO Board by majority vote. As long as a project's description, scope, or expected environmental impact have not materially changed, the MPO Board may approve changes to project funding without a separate public meeting. More information on the MTIP amendment or modification process is available in Appendix D of this MTIP document.
11. Written public comments and their responses will be published as part of this appendix when the final MTIP document is adopted.

4. SUMMARY OF PUBLIC INPUT AND COMMENTS RECEIVED ON THE DRAFT MTIP

General Comments

Comment #1

Thank you for providing us with the opportunity to comment on the DCHC Metropolitan Planning Organization FY16-25 Transportation Improvement Program. Our comments are the following.

We are enthusiastic about the nine goals identified in the DCHC MPO 2040 MTP. Three of the goals specifically mention developing a multi-modal transportation system, and one explicitly states the goal of developing safe and equitable means of pedestrian and bicycle transportation. Other goals addressing safety, public transportation and land use integration are also influenced by increasing bicycle ridership and improving conditions for residents choosing to walk and bicycle for both commuting and recreation purposes.

Unfortunately, the objectives stated to achieve these goals, as well as the funding allocated to bicycle and pedestrian projects, are inadequate. The objectives are too general and the lack of specificity allows for these goals to stagnate as a wish instead of an end. We recommend adding specific language to the goals and objectives, so there are measurable steps to increase the percentage of

people commuting by bike and foot, the amount of on-road and off-road bicycle and pedestrian facilities, and increased funding levels.

Regarding funding, it appears that only 25% of the TIP goes to “non-highway projects” that includes transit, bicycle, pedestrian, and rail. If the goal truly is to increase multi-modal transportation, this is a woefully inadequate funding structure. The 2016-2025 TIP explains the funding constraints at the state level based on the Strategic Mobility Formula, which allow bicycle and pedestrian projects to only be funded at the Division level, 30 percent of the total budget. While acknowledging such constraints, this formula is simply not acceptable, and we believe that as more people move into the region with the desire to bike and walk rather than drive, the MPO must work diligently with state officials to revise this formula to allow more funding to be used for bicycle and pedestrian projects.

We approve that the DCHC MPO has “a policy to not use STP-DA for highway projects, unless the STP- DA funds are applied to the project for project costs related to incidental bicycle and pedestrian improvements.” Yet regional bicycle and pedestrian projects only account for 26 percent of these funds (as 19 percent is for planning, 20 percent for transit, and 53 percent is for local discretionary funding).

While local discretionary TAP and STP-DA funds can be used for bicycle or pedestrian projects, the screening criteria for TAP funding should state the project

must be used for bicycle or pedestrian facilities, and the MPO should ensure the local spending is being used only for bicycle or pedestrian facilities. We applaud the use of CMAQ funding for bicycle/pedestrian projects in the MPO and hope the MPO continues to use this source of funding similar projects in the future.

In short, we believe the vision of the MPO clearly articulates a vision for a multi-modal future where it is easy for residents across the MPO to access destinations not only by car but by bus, bicycle and/or foot. Yet to remain competitive as a region, the MPO must take drastic steps to more quickly achieve this vision. We ask that the MPO, and the 2016-2025 TIP, better address the needs and desires of the residents in this region and take bolder steps to increase the amount of bicycle and pedestrian facilities in the region.

DCHC MPO Response to General Comment #1

Thank you very much for your thorough read of the FY2016-2025 TIP and the 2040 MTP and for the comments that you have submitted. The MPO is in complete agreement that the results of the state's Strategic Mobility Formula to program and fund projects in the FY2016-2025 TIP do not achieve the goals of the MPO as outlined in the 2040 MTP. As your comments pointed out, the STI law guides the distribution of funding for highway and non-highway project at the statewide, regional, and division level

and the MPO doesn't have the ability to increase funding levels for specific projects or project types. The MPO's policy to use STP-DA and TAP funding for non-highway projects is designed to assist MPO jurisdictions and agencies with planning, preliminary engineering (PE) and design, right-of-way acquisition, construction, and capital purchases related to non-highway projects. Please note that the STP-DA and TAP funding that are spent on planning and local discretionary activities are often the planning, PE, and right-of-way phases for bicycle and pedestrian projects.

The MPO will be starting the 2045 MTP development process in the winter 2015/2016. We hope to be responsive to your comments and suggestions to develop more specific and measurable goals and objectives during the 2045 MTP planning process. We invite you to participate in the process to assist us with identifying more meaningful goals and objectives.

I-40 and it's Interchanges

Comment #1

When I-40 was built in Orange County back in the 1980's several opportunities were missed that should be addressed with this project:

1) There should be a wildlife underpass under the [I-40] roadway where it crosses New Hope Creek, presently in four, wildlife unfriendly, box culverts, just south of the New Hope Church Road interchange north of Chapel Hill. I-40 is a 24-7 barrier

to wildlife in Orange County, and the USDOT FHWA Eco-logical Program has recently funded work with the NC Natural Heritage Program that backs this up.

With regard to item 1) wildlife underpass, the USDOT FHWA Eco-logical Program funded work with the NC Natural Heritage Program that backs this up was written by Dr. Stephen Hall entitled Statewide Assessment of Conservation Priorities at the Landscape Level, Upland and Interbasin Habitats, Eastern Piedmont Region. There's also associated with this work a PowerPoint presentation which uses New Hope Creek as an example, which I am attaching.

2) There should be a wildlife friendly bike-pedestrian underpass [for I-40] along Dry Creek, just north of the US 15-501 interchange.

With regard to item 2) A bikes and pedestrians tunnel (preferably wildlife passage friendly) along Dry Creek, as part of a Chapel Hill to Durham bike and pedestrian route and similar to the existing tunnel along Ellerbe Creek under I-85 in north Durham.

3) Also, with existing conditions, there should be a bike-pedestrian track added laterally and parallel to the flow of traffic (beyond the existing side "rail") on the Erwin Road bridge over I-40.

4) And there should be special erosion control measures taken on this project given the high quality aquatic habitat in New Hope Creek down stream of:

a) (any) work on a reworking of the

I-40/NC 86 interchange (area drains to Old Field Creek, a tributary of New Hope Creek) and

b) what the 6-lane-ing project on I-40 will entail up stream of this sensitive, high quality New Hope Creek habitat area.

See NHCC OS Master Plan (<http://newhopecreek.org/pdf/masterplan.pdf> , see pdf page 52 of Plan for "Component 5, Dry Creek from New Hope Creek to Erwin Rd." For best view rotate 90 degrees counterclockwise, or 270 CW. Text on Component 5 is at pdf pages 53 and 54. Text beginning on pdf page 53 includes the following language:

"Presently [1991], the large amount of fill on the Interstate 40 roadbed precludes creating a connection from east to west along Dry Creek, a condition that will continue until Interstate 40 is widened or modified in a way that offers the opportunity to build an acceptable pedestrian underpass.

At present, Interstate 40 can be crossed only at the bridge at Erwin Road. A trail and underpass as described in this component would provide a connecting link between the Chapel Hill and Durham greenway systems.

Acquire floodplain lands along both sides of Dry Creek to use as a wildlife habitat area.

Develop a bicycle and pedestrian trail between the greenway trail systems of Durham and Chapel Hill utilizing the Erwin Road overpass and, in the event

that future plans permit, employing a pedestrian underpass at Dry Creek (going under Interstate 40).”

Note the Dry Creek tunnel idea is also in the present Chapel Hill Open Space Plan.

*DCHC MPO Response to
Comment #1 on I-40 and it's
Interchanges*

Thank you very much for the comments that you have submitted regarding wildlife underpasses for I-40, bicycle and pedestrian underpasses for I-40, bicycle and pedestrian connectivity along Erwin Road, and erosion control measures to protect the natural resource of the New Hope Creek and its tributaries. The MPO has incorporated these comments into the adopted FY2016-2025 MTIP document as they are valuable suggestions that should be considered during future phases of the specified projects. The MPO has also provided these comments to our partners at the North Carolina Department of Transportation and the Federal Highway Administration, as the funding and programming for Interstate and State-owned roadways are controlled by these partners. Additionally, the MPO encourages you to remain involved and engaged as the projects move forward from long-range plans into more near-term planning, design, and public involvement phases.

NC Highway 54

Comment #1

I write to provide input on transportation priorities such as included in the draft 2016-2025 MTIP. My input here will address plans associated with upgrades to NC 54 between I-40 in Durham and Meadowmont in Chapel Hill. I live beside this NC 54 corridor, on Celeste Circle in the Eastwood Park neighborhood, and much of my understanding of transportation plans in this corridor come from the Collector Street Plan Meetings, the NC 54/I-40 Corridor Study Report, and from my reading of projects U5774A through U5774F.

Overall it appears that NC 54 will be widened from 4 to 6 lanes (project U5774C), and it is unclear whether this upgrade will include the superstreet arrangement recommended in the NC 54/I-40 Corridor Study Report. Also, there will be upgrades to the intersection of NC 54 with I-40 (project U5774F), and the intersection of NC 54 at Farrington Road will be converted to an overpass (project U5774E).

A couple of land use issues are in the works that will be relevant to future transportation needs. This spring, the City of Durham Planning Department held meetings to consider changes to Future Land Use Map (FLUM) designations for areas surrounding future light rail transit stations. Notably, the planned location of the Leigh Village Station is within about a half mile of NC 54. Our neighborhood will

be located between NC 54 and the Leigh Village station. Based upon results of the meetings held this spring, the City plans to designate our neighborhood FLUM as Residential. Also, the City currently plans to designate over 200 acres surrounding Leigh Village as Compact Neighborhood Tier in order to stimulate development in the area. In other efforts taken to encourage the light rail initiative, a sales tax increase to support rail was approved in Durham and Orange Counties, and the State has dedicated around 125 million dollars towards the project. Leigh Village and light rail developments are likely to be progressing when transportation improvements are being made to the NC 54 Corridor, and these developments, including population growth and park and ride facilities, will impact service on NC 54.

Following is my specific input towards the transportation plans:

1.) The Corridor Study Report recommends installation of hardscaping/landscaping between NC 54 and the Service Road (also called Nelson Highway) in our neighborhood when NC 54 is upgraded. Landscaping/hardscaping should be a high priority as it is needed to shield our neighborhood from noise and visual pollution caused by the highway traffic. During the Corridor Study, I spoke with Mr. Joey Hopkins, with the NCDOT, and he considered it likely that the noise levels associated with NC 54 beside our neighborhood will require mitigation. There is a signalized intersection connecting our neighborhood with NC

54 at Huntingridge Road. The Corridor Study recommends atrophy of this intersection. Ideally, the short road connecting the Service Road with NC54 at Huntingridge Road will be removed and replaced with landscaping/hardscaping, to achieve a continuous barrier between our neighborhood and the upgraded highway.

2.) Across highway NC 54 from our neighborhood is Falconbridge Mall. Construction of the mall created many acres of impervious surface. Unfortunately, stormwater from much of the Falconbridge Mall area is channeled under NC 54 into our neighborhood. Once in our neighborhood, it traverses a ditch on private property. Mr. Graham Summerson with the City of Durham Stormwater Division considers this ditch to be highly unconventional in its design, at functional capacity, and in need of continual maintenance. On the properties where the ditch is located, it is at an elevation higher than the homes. Consequently, when it is breached in heavy rains, homes are prone to flooding.

It would be of considerable benefit if, during the upgrades to NC 54, the stormwater channel from Falconbridge Mall were re-directed to flow more directly downhill towards the Upper Little Creek without crossing under NC 54 and Nelson Highway into our neighborhood. Stormwater currently flows under NC 54 from the south (Falconbridge Mall) to the north (Eastwood Park), then downhill to Upper Little Creek in the Corps of Engineers Land. From there

it flows back from north to south under NC 54. Preventing the Falconbridge Mall stormwater from ever being directed north of the Service Road (Nelson Highway) would be of enormous benefit to our neighborhood. This appears to be a realistic possibility, since the slope of NC 54 from Falconbridge Mall towards Upper Little Creek is downhill, and there are stormwater conveyances on both sides of NC 54, and also between the lanes of NC 54.

3.) Creation of a new intersection which directly connects Crossland Drive with NC 54 is recommended by the Corridor Study Report and the Collector Street Plan. This link will be needed for several reasons. A great deal of new traffic will use Crossland Drive since it will constitute the terminus of Southwest Durham Drive. Southwest Durham Drive was originally planned to connect with Meadowmont Lane, but this plan was voted against by the local TAC, and by default, Crossland Drive became the point of intersection of Southwest Durham Drive and NC 54. Thus, considerable traffic will travel between Crossland and NC 54. Currently, the only avenue of access between Crossland and NC 54 is via the Service Road and the link at Huntingridge Road. The Service Road is a local street and Southwest Durham/Crossland Drive will be a collector street. It would be inappropriate to link the heavy traffic of a collector street with NC 54 via a local street. Furthermore, the close spacing between the Service Road and NC 54 would make heavy use of the intersection at Huntingridge Road inefficient and unsafe. The signalized

intersection at Huntingridge Road is planned to be atrophied. Consequently a new intersection linking Crossland Drive with NC 54 is absolutely essential.

It is unclear whether the planned upgrades to NC 54 in U5774C include an intersection at Crossland Drive, but this intersection should be included. It should be noted that replacement of the Farrington Road/NC 54 intersection with an overpass (project U5774E) will create a much greater need for the Crossland/NC 54 intersection.

4.) The project U5774E includes upgrades to the intersection where Celeste Circle on the north and Falconbridge Road on the south intersect with NC 54. This project is not funded. The project is ambitious and calls for a grade separation and appears to require modifications to the Falconbridge Mall property. While it may not be possible to do this project in its entirety, some upgrades to the intersection, especially on the Celeste Circle side, appear to be needed. This need arises from the anticipated Light Rail Transit Node to be developed at Leigh Village. An important connection between the Leigh Village Node (including park and ride facilities) and NC 54 will be via an intersection at Celeste Circle. Without upgrades to this intersection, it will be inadequate as it currently exists. This intersection will be the main path by which Leigh Village traffic travels to and from I-40, as described in the Corridor Study Report. Also, this intersection will take on much of the traffic diverted when the Farrington Road/NC 54 intersection

is converted to an overpass (U5774E).

5.) Overall, service on NC 54 is expected to continue to deteriorate with time based upon anticipated growth in traffic use, and local development. Upgrade of NC 54 as a superstreet-type of facility is recommended by the Corridor Study to prevent traffic from worsening in the future. Widening of NC54 alone will be associated with worsening function.

6.) The Corridor Study Report recommends that a pedestrian/bike path along the north side of NC 54 be constructed when NC 54 is upgraded. This path is to include a boardwalk-style structure traversing the Corps of Engineers wetlands. This path should be given high priority. Non-vehicular travel along NC 54 in the project area is dangerous at present, and non-vehicular travel in the area is inhibited due to the lack of facilities.

DCHC MPO Response to Comment #1 on NC Highway 54

Thank you very much for your thorough read of the FY2016-2025 TIP, the 2040 MTP, and the NC 54/I-40 Corridor Study, and for the comments that you have submitted. The MPO is in agreement with many of your comments, particularly that landscaping/hardscaping should be a high priority to shield the neighborhoods from noise and visual pollution caused by the highway traffic and also that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54

corridor. The MPO has circulated your comments related to stormwater runoff to the appropriate representatives at the City of Durham and NCDOT.

U-5774E is the intersection improvement project for NC 54 and Farrington Road and this project is currently scheduled for right-of-way in 2023 and construction in 2024. Preliminary design is underway for the entire U-5774 project and the MPO has provided the comments expressing the need for a connection from Crossland Drive to NC 54 to NCDOT. NCDOT will review and consider the connection during these early phases of project development.

U-5774C is corridor improvements along NC 54 from SR 1110 (Barbee Chapel Rd) to I-40. This segment of the project is scheduled for right-of-way in 2023 and construction will begin in 2024 but specific improvements or intersections are not identified in the description at this time. As NCDOT progresses with planning and design for the corridor, more detailed information on specific improvements will be made available.

The MPO is agreement that a pedestrian/bicycle path along NC 54 should be considered a high priority during the construction of improvements to NC 54.

Finally, the MPO encourages you to remain involved and engaged as the improvement projects to NC 54 move forward from long-range plans into more near-term planning, design, and public involvement phases.

Comment #2

I own 209 Celeste Circle off highway NC 54. We are at the end of the street drainage system and have experienced flooding as a result. The drainage from the commercial office at the corner is sent into the neighborhood. When water exceeds capacity for the ditch in front of our houses on Celeste and the ditch between Celeste and Nelson highway, we have water running:

- over our driveway
- through the front yard
- between the house and the detached garage

Our house is on a slab with no crawl space. We had interior water damage as a result of overflow in the past.

Please help ensure that future development is accountable for a drainage system that does not dump it into our neighborhood.

DCHC MPO Response to Comment #2 on NC Highway 54

Thank you very much for the comments that you have submitted. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff issues to the appropriate representatives at the City of Durham and NCDOT.

Comment #3

I am writing to you as a homeowner in the Eastwood Park subdivision alongside HWY 54 between George King and Farrington roads.

I request that you consider changing how storm water drainage flows from the Falconbridge shopping center. Currently it is diverted under NC 54 and into our neighborhood, which leads to flooding in our neighborhood during heavy rains. Please consider diverting it more appropriately in which it will not have an impact to homeowners.

Please work to try to limit our street to one access point in the event a large neighborhood, Leigh Village, were to be built behind our neighborhood. Having 2 access points, at the East end and West ends would cause extra cross through traffic in our neighborhood and greatly diminish the safety of our neighborhood.

I also request that you design an appropriate buffer with trees and shrubs between nelson highway and NC 54 to limit air and noise pollution in the neighborhood.

DCHC MPO Response to Comment #3 on NC Highway 54

Thank you very much for the comments that you have submitted. The MPO is in agreement with many of your comments, particularly that landscaping/hardscaping should be a high priority to shield the neighborhoods from noise and visual pollution caused by the highway traffic and also that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54 corridor. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff

issues to the appropriate representatives at the City of Durham and NCDOT.

The MPO encourages you to remain involved and engaged as the improvement projects to NC 54 move forward from long-range plans into more near-term planning, design, and public involvement phases. Your input and suggestions regarding cross through traffic in your neighborhood would be valuable input to share again during future phases of projects along NC 54.

Comment #4

Thank you for returning my call this afternoon. I am interested in commenting on transportation priorities regarding U-5774. However, first I would like to confirm what is entailed in the plan U-5774 C. This includes upgrades to NC 54 from Barbee Chapel Road to I-40. This section passes my neighborhood of Eastwood Park/Celeste Circle. I think you said that the upgrades were described in the NC 54/I-40 Corridor Study Report.

What exactly do the upgrades in U-5774 C include? There were many transportation components in the Corridor Study Report. These included increasing the number of lanes from four to six, including superstreet turns, creating an intersection at Crossland Drive and NC 54, atrophy of the signalized intersection of Huntingridge Road with NC 54, and others. It is unclear what will be done at the Farrington/Celeste Circle intersection with NC 54 since the planned intersection in the Report is not funded.

In addition to the actual roadway improvements were recommendations for landscaping/hardscaping between NC 54 and the Service Road in Eastwood Park, and a pedestrian/bike facility along NC 54 which would include a boardwalk through the Corps of Engineers Land.

I would appreciate if you could fill me in on these details so that we can make informed comments to the MPO.

It is wonderful to see progress planned on dealing with the traffic and other issues on NC 54. We are in support of this project and have the following comments:

1) Storm water issues

a. Eastwood Park is already overloaded by storm water runoff that was diverted under NC 54 from the shopping center on the south side of NC54 between Farrington and Falconbridge roads. This water is overrunning our private ditch and flooding a number of homes on the south side of Celeste Circle. This storm water should be fun down between the East and west lanes of 54 to Little Creek and in no event can Eastwood Park sustain any further runoff from the widening of 54.

b. Eastwood Park is also overloaded by storm water runoff coming from the Farrington Road area north of 54. Developing the Farrington Road overpass must also consider this storm water runoff into the plan and ensure that additional runoff there is not diverted uphill from Eastwood Park.

2) Entrance and Egress for Eastwood Park, Chapel Creek and George King residents

a. Exiting from Eastwood Park and Chapel Creek onto NC 54 Eastbound during rush hour is currently only possible due to the stoplight at Huntingridge Road. When that stoplight is not functioning properly, it is impossible to safely turn left across traffic. If that intersection is changed, provisions need to be made for safe entrance and egress to Eastwood Park, at George King Road or Crossland Drive

b. The Intersection of Celeste Circle @ 54 crossing Nelson Highway is the primary entrance for most residents when traveling westbound on NC 54. Please leave that entrance in place.

i. Also, the 2 stop signs on Nelson Highway and the stop sign on Celeste indicate a 4 way stop, when it is actually only a 3 way stop. This causes confusion and is a huge potential for accidents as traffic turning into Celeste does not have a stop sign. Vehicles leaving the medical complex, traveling west on Nelson Highway don't realize they are pulling in front of traffic exiting 54 at a higher rate of speed.

c. Access to the planned Leigh Village will also require upgrades to the NC 54/Celeste Circle intersection and construction of an intersection between NC 54 and Crossland Drive. These upgraded and new intersections

are also called for in the Corridor Study Report and the Collector Street Plan. These upgraded intersections will be needed for two reasons. One reason is capacity. Increased capacity will be needed for the anticipated growth of Leigh Village, and because the planned improvements to NC 54 include atrophy of the NC 54/Farrington Road intersection (and replacing it with an overpass).

3) Noise and visual buffers

a. We strongly favor the installation of landscaping/hardscaping between the upgraded highway and our neighborhood. This would function as a barrier to visual and noise pollution, and a landscaping/hardscaping barrier is recommended in the NC 54/I-40 Corridor Study Report. Noise from the highway is significant and will only increase over time.

4) NC 54 Bike and pedestrian traffic

a. We support a pedestrian/bike path along NC 54. The Corridor Study Report suggests that together with the upgrades to NC 54, such a path should be constructed on the northeast side of the highway (our side of NC54), and include a boardwalk-type structure traversing the Corps of Engineers wetlands. Non-vehicular travel along NC 54 in the project area is dangerous at present.

DCHC MPO Response to Comment #4 on NC Highway 54

Thank you very much for your thorough read of the FY2016-2025 TIP, the 2040 MTP, the NC 54/I-40 Corridor Study, and the Collector Street Plan, and for the comments that you have submitted. The MPO is in agreement that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54 corridor. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff issues to the appropriate representatives at the City of Durham and NCDOT.

The MPO understands the access issues related to Eastwood Park, Chapel Creek George King, and Crossland Drive that you have described and has circulated these issues to NCDOT for their review and consideration for any future improvements along NC 54.

The MPO is in agreement that a pedestrian/bicycle path along NC 54 should be considered a high priority during the construction of improvements to NC 54.

Finally, the MPO encourages you to remain involved and engaged as the NC 54 projects move forward from long-range plans into more near-term planning, design, and public involvement phases. Your on-going engagement with NCDOT and the MPO, and your input during the planning and preliminary design phases will help keep the priority issues that you have mentioned on the forefront for these projects.

Comment #5

Are there any images/plans for the road widening project H090531-C / U-5324C? Will there be barriers built between this widened road and the Woodcroft subdivision?

DCHC MPO Response to Comment #5 on NC 54

Thank you very much for your review of the FY2016-2025 TIP and for the question that you have submitted. Just for reference, U-5324C recently received a new ID number, U-5774H. The MPO replied to your email to request clarification on the barriers that you asked about. At the time of the development of this appendix, no response had been received. This appendix will be updated if a response to the MPO's email is received prior to adoption of the FY2016-2025 MTIP.

Hillsborough Projects Comments

Comment #1

C-5184 - I am in great support of connecting the Riverwalk/Gold Park to Occoneechee Mountain State Park. Thanks to the group for making this a priority.

U-5549 - Downtown Access - The plan mentions removing on-the-street parking in downtown Hillsborough. I would hope that not all street parking would be removed. I believe that helps contribute to the small-town feel that is popular in Hillsborough.

U-5845 - Please include sidewalks and bike lanes (at least on one side of the road) from I-40 (Waterstone/Hospital) down to the Eno River during the S. Churton Street expansion. I have talked to MANY people in Hillsborough who would do that walk regularly (it's only about 2 miles) - my husband and I would do this as well. It would be a lovely way to get to downtown Hillsborough from the rapidly developing Waterstone/hospital area.

P-5701 - The railway station is very exciting!

DCHC MPO Response to Comment #1 on Hillsborough Projects

Thank you very much for your thorough read of the FY2016-2025 TIP and for the comments that you have submitted on these four specific projects. The MPO, local representatives, and elected local officials all collaborate to identify and prioritize projects for communities in our area and greatly appreciate the support and positive feedback that you have provided.

In regards to your comment on U-5549, the Town of Hillsborough has confirmed that not all on-street parking will be removed as part of this project.

In regards to you comment on U-5845, the MPO has circulated this request to NCDOT. The planning and design for this project are currently underway by NCDOT. The MPO encourages you to remain involved and engaged with local representatives, local elected officials, and

NCDOT during the planning process for this project. Your continued engagement will help emphasize the need for bicycle and pedestrian accommodations along S. Churton Street between I-40 and the Eno River.

Riverwalk Trail, Hillsborough

Comment #1

To me it is a huge misappropriation of funds to use limited resources to extend Riverwalk from Gold Park to the bridge over the Eno (project # C-5184, Riverwalk Trail) when there is no safe pedestrian connection of Riverwalk to West Hillsborough. The people most endangered by the lack of pedestrian access are people pushing baby carriages. There are more of these all the time in West Hillsborough. A four bedroom house was recently built next to my house in West Hillsborough, and a family recently moved in less than a block away who often push their baby in a carriage. These people need a safe way to walk to Riverwalk more than hikers along the Mountain to the Sea Trail need an easier way to get to Riverwalk. My personal suggestion of the most appropriate use of funds at this time would be to purchase land along Eno Street that could provide pedestrian access between Collins Street and Nash Street. Other people may have other ideas about the best way to make the connection, but I think there is wide agreement that connecting Riverwalk to West Hillsborough for pedestrians is a more important priority than the connection between Gold park and the

Eno River bridge. I suggest that for now money not be spent on Riverwalk Trail, project number C5184, and that the funds be set aside so that more time can be given to formulate the best way to connect West Hillsborough to Riverwalk.

DCHC MPO Response to Comment #1 on Riverwalk Trail in Hillsborough

Thank you very much for your thorough read of the FY2016-2025 TIP and for the comments that you have submitted. The MPO is in agreement with the need for safe connections to the Riverwalk and to the entrance of Gold Park for Hillsborough residents. The need for safe connections to the Riverwalk Trail and Gold Park were discussed by the MPO Board during their August 12, 2015 meeting. Your input and suggestions are invaluable in helping to identify projects that are priorities to your community.

The MPO appreciates your engagement and encourages you to remain involved and engaged with local representatives, local elected officials, and the MPO in future planning processes. Your continued engagement will help the safe connections to the Riverwalk and Gold Park move forward as priority projects for the Hillsborough community.

Riverwalk Trail and Gold Park, Hillsborough

Comment #1

I feel that the safety of pedestrian traffic should be the highest priority among

improvements to Gold Park and the Riverwalk.

Gold Park and the connecting Riverwalk are a wonderful resource that is becoming observably more and more popular, increasing the likelihood of pedestrian mishap at the Gold Park entrance.

A simple *walking* field trip from the *west* by a few commissioners to the vehicle entrance of Gold Park will make it obvious that something needs to be done soon, before someone gets hurt.

There is a sidewalk the parallels the driveway into Gold Park that simply ends on Dimmock's Mill Road, with no connecting sidewalk. There is no safe way for pedestrians to enter or exit here without walking on the pavement of Dimmock's Mill, which is narrow and curvy, with vehicles whizzing around the blind turn.

On top of that, the Gold Park entrance is flanked by two serious physical hazards:

- 1) On the north - The narrow railroad overpass, both lanes of which are too narrow to safely accommodate both pedestrians and vehicles.
- 2) On the south - A deep creek culvert, right on the curve.

There is a scary sheer drop off of approximately 10 feet to the rocks below on each side of the road. There is absolutely no shoulder and no guard rail on the precipice. The edge of the road is the drop off. People walking here must walk on the road in the narrow curve to avoid the drop off.

I feel that there is a high probability that someone, likely a child, will plummet over the edge, whether from simple misstep or from trying to avoid careening traffic. I'm surprised that it hasn't happened already. (This is a particularly hazardous place for bicycles too.)

Please, please make the entrance of Gold Park safe for pedestrians and bicycles before tragedy makes it imperative.

*DCHC MPO Response to
Comment #1 on Riverwalk Trail and
Gold Park in Hillsborough*

Thank you very much for the in-depth comments that you have submitted. The detailed explanation of the safety risks associated with the entrance to Gold Park is extremely helpful to the MPO and to others who are not as intimately familiar with that particular location. The MPO is in agreement with the need for safe connections to the Riverwalk and to the entrance of Gold Park for Hillsborough residents.

The MPO appreciates your detailed comments and encourages you to remain involved and engaged in future planning processes. Your continued engagement with local officials and the MPO will help these priority projects move forward in the long-range planning process and ensure that the safety improvements that you carefully described are included during project scoping.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY2016-2025**

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

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the DCHC MPO Board has found the Metropolitan Transportation Improvement Program (MTIP) to be in full compliance with Title VI Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 749; and

WHEREAS, the DCHC MPO Board has considered how the MTIP will affect the involvement of Disadvantaged Business Enterprises in the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

WHEREAS, the DCHC MPO Board has considered how the MTIP will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the DCHC MPO Board has found that the MTIP conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51& 93; and

WHEREAS, the DCHC MPO Board has found that the MTIP was developed in accordance with the Strategic Transportation Investments Law (STI) that was adopted by the General Assembly of North Carolina in 2013; and

WHEREAS, the DCHC MPO Board and the North Carolina Department of Transportation have found that the MTIP is consistent with the North Carolina Department of Transportation's (NCDOT) State Transportation Improvement Program (STIP) for the years FY2016-2020; and

WHEREAS, the FY2016-2025 MTIP of the DCHC MPO is a direct subset of the currently conforming DCHC MPO 2040 Metropolitan Transportation Plan (2040 MTP); and

WHEREAS, the 2040 MTP has a planning horizon year of 2040, and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the DCHC MPO Board has solicited public and private transportation provider comment and provided for a public comment period in accordance with the MPO's Public Involvement Policy as adopted on November 14, 2012; and

WHEREAS, for years one through four (i.e., years 2016, 2017, 2018, and 2019), it is recognized that the MTIP will serve as the project programming and selection document for transportation projects within the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Area Boundary; and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that four-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE, be it resolved that the DCHC MPO Board adopts the FY2016-2025 Metropolitan Transportation Improvement Program, dated September 9, 2015, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this, the 9th day of September, 2015.

Mark Kleinschmidt, DCHC MPO Board Chair

Durham County, North Carolina

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

Date: September 9, 2015

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

**RESOLUTION FINDING THE
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION'S
AMENDED 2040 METROPOLITAN TRANSPORTATION PLAN AND
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2016-2025
IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION PLAN**

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

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board is the duly recognized transportation decision-making body for the 3-C transportation planning process (i.e., continuous, cooperative, and comprehensive) of the DCHC MPO; and

WHEREAS, the DCHC MPO Amended 2040 Metropolitan Transportation Plan (2040 MTP) and the FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) meet the planning requirements of 23 CFR Part 134; and

WHEREAS, the United States Environmental Protection Agency (EPA) designated Durham County as a maintenance area for carbon monoxide on September 18, 1995 (currently under a CO limited maintenance plan effective July 22, 2013); and

WHEREAS, the conformity analysis report used the latest planning assumptions approved by the DCHC MPO for population, employment, travel and congestion as required in 40 CFR Part 93.110; and

WHEREAS, the conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

WHEREAS, interagency consultation has been made in accordance with the established interagency consultation procedures for North Carolina and the DCHC MPO; and

WHEREAS, there are no transportation control measures listed in North Carolina's State Implementation Plan; and

WHEREAS, the programs and projects included in the Amended 2040 MTP are consistent with the North Carolina State Implementation Plan emissions budgets based on a regional emissions analysis; and

WHEREAS, the programs and projects included in the DCHC MPO MTIP for FY 2016-2025 are financially constrained in accordance with State and Federal law; and

WHEREAS, the programs and projects included in the DCHC MPO MTIP for FY 2016-2025 are a direct subset of the Amended 2040 MTP.

NOW, THEREFORE BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Amended 2040 Metropolitan Transportation Plan and FY 2016-2025 Metropolitan Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 9th day of September, 2015.

Mark Kleinschmidt, DCHC MPO Board Chair

Durham County, North Carolina

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

Date: September 9, 2015

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

**RESOLUTION APPROVING
AMENDMENT #1 TO
THE 2040 METROPOLITAN TRANSPORTATION PLAN
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

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

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board is the duly recognized transportation decision-making body for the 3-C transportation planning process (i.e., continuous, cooperative, and comprehensive) of the DCHC MPO; and

WHEREAS, the DCHC MPO Board approved the DCHC MPO 2040 Metropolitan Transportation Plan (2040 MTP) on May 8, 2013; and

WHEREAS, the Amended 2040 MTP meets the planning requirements of 23 CFR Part 134 and the MPO's Public Involvement Policy as adopted on November 14, 2012; and,

WHEREAS, the Amended 2040 MTP conforms to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

WHEREAS, that conformity determination was made according to the established interagency consultation (IC) procedures for North Carolina; and,

WHEREAS, the Transportation Conformity Determination Report demonstrates that the Amended 2040 MTP conforms to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA).

NOW THEREFORE, BE IT RESOLVED: that the Amended 2040 Metropolitan Transportation Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization be approved and adopted.

Mark Kleinschmidt, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Mark Kleinschmidt personally appeared before me this day acknowledging to me that he signed the foregoing document.

Date: September 9, 2015

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: September 9, 2015

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

This memorandum provides a summary status of tasks for projects in the FY 2014-2015 Unified Planning Work Program.

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

FY 201-2016 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Deficiency Analysis – December 2014-January 2015
- ✓ Release Draft CTP Deficiency Analysis for Public Comment – February 2015
- ✓ Draft CTP Deficiency Analysis Coordination with local agencies – February 2015
- Draft CTP to Local Jurisdictions - September 2015
- MPO Adopt CTP – November 2015
- NCDOT BOT Adopt CTP – January 2016
- Final CTP documentation and distribution – January 2016

2045 Metropolitan Transportation Plan (MTP)

- MTP Schedule/Timeline & development process Approval – December 2015
- Socio-economic and demographic data analysis Board review -TBD
- MTP Public Involvement plan – TBD
- LRTP Goals and Objectives – TBD
- Approval of MTP Performance Measures & Targets - TBD
- Deficiency Analysis & Needs Assessment– TBD
- Socioeconomic Forecasts – TBD
- Land use Scenario – TBD
- Alternative Analysis – TBD
- Draft LRTP Recommendation - TBD
- Air Quality analysis and Conformity Adopted -TBD
- Approval of MTP and **Conformity Determination Report (CDR)** - TBD
- Technical report and implementation

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Field verification – Complete
- ✓ Focus Groups/Delphi Process – FY 2015
- Model update and testing – Fall 2015
- Model/Scenario Building – Fall 2015/Spring 2016

SE Data Update & Projections – Employment /Housing/Population Verification

- ✓ Setup of Employment Analyst Web tool using INFO-USA data - complete
- Conduct training of local planner use of Employment Analyst - December 2015
- Base Year Employment/population and housing update and quality checks – August 2015
- Development of socio-economic and demographic County Control Totals – August 2015
- Local Review/concurrence and endorsement of County Control Totals – September 2015
- TRM Service Bureau review of base SE Data – August – September 2015
- Development of 2025, 2035 and 2045 socio-economic and demographic projections and forecasts – October 2015 to May 2016

2015/2016 MPO Data Collection & Surveillance of Change (Traffic/Travel Time/Crash/Transit)

- ✓ Data collection (Volume/Trucks/Travel Time/Speed) – ongoing –continuous data collection
- ✓ Data collection (Volume/Trucks/Travel Time/Speed) – ongoing –continuous data collection
- ✓ Transit data collection – Fall 2015/Spring 2016

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

MPO Congestion Management Process/Mobility Report Card (MRC)

- ✓ 2014/2015 CMP Report –Completed and adopted by the Board
- ✓ Mobility Report Card – Draft report under review
- Congestion monitoring – Continuously – On-going

MPO Website Update and Maintenance

- Post Launch Services – Continuous/On-going

Triangle Regional Model Update

- Household Survey – Pilot underway
- Parking Survey – underway
- Household Survey – Fall 2015/Spring 2016
- Onboard Transit Survey – Fall 2015/Spring 2016
- Calibration/Validation of Models for MTP analysis
- Sensitivity and elasticity analysis for travel demand model
- Generation of model measures of effectiveness
- Generate demand forecasts for horizon year and intermediate years

Prioritization 4.0/STI/ MTIP

- ✓ Draft 2016-2025 MTIP public input/comment period - June/August 2015
- Board Approval of the 2016-2025 MTIP – September 2015.
- Summarize MPO P3 projects not funded (“holding Tank” for P4) –complete
- ✓ Modify and update MPO SPOT projects for P4 – July-September 2015
- Preparation and submission of P4 projects revisions and intersection projects – July to September 2015.
- Board approves projects revisions/intersection projects to be submitted for SPOT-4 – August 12, 2015
- Board approves new to be submitted for SPOT-4 – September 9, 2015

- MPO submits new SPOT-4 projects (14 for each mode) to NCDOT – October 2015
- LPA Updates local ranking methodology – February 2016
- TCC makes recommendation on local ranking methodology – February 2016
- Board approves local ranking methodology – March 2016
- MPO applies local ranking methodology (points) – April - May 2016
- Board releases MPO assigned points for local input/public comments – May 11, 2016
- Board holds public hearing – May or June 2016
- LPA addresses public comments and makes draft recommendation on local points
- Approval of points – June, 2016
- Submission of points to NCDOT – July 2016

MPO Environmental Justice (EJ) Report

- ✓ Review of Draft Environmental Justice Report – Completed and adopted by the Board
- Release Draft Environmental Justice public update as recommended by the Federal Certification – February 2016 (awaiting federal rule making)
- Analysis and integration of MTP Environmental Justice component – TBD

MAP-21 Performance Measurement

- Federal requirement – to be development in concert with NCDOT and transit operators- (awaiting federal final rule making)

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 – TBD

MPO ADA Transition Plan

- Update self-assessment – Underway
- Draft MPO Transition Plan – August 2015
- Local reviews – September 2015
- FHWA review – September 2015
- Public comments – September-October 2015
- Final approval – TBD

Contract Number: C202507 Physical Division: 5 Administrative Division: 15 Length: 18.8 miles Resident Engineer: George C. Gibson, PE Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Availability Date: 8/15/2011 Completion Date: 7/1/2015 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: I-540 County: Durham TIP Number: R-2635, U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)571-3000 Cost Overrun/Underrun: Letting Date: 4/21/2011 Work Began: 8/15/2011 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C203128 Physical Division: 5 Administrative Division: 5 Length: 4.203 miles Resident Engineer: Michelle H. Gaddy, PE Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS. Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$10,900,447.15 Availability Date: 12/31/2012 Completion Date: 12/28/2015 Revised Completion Date: 10/21/2016 Last Estimate Thru: 8/7/2015 Last Estimate Paid: 8/17/2015	Route: SR-1978 County: Durham TIP Number: U-4716, U-4716A, U-4716B U-4716C Federal Aid Number: FRA-FR-HSR-0006-10-01-00 RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 26.99% Letting Date: 11/20/2012 Work Began: 1/30/2013 Estimated Completion: 10/21/2016 Scheduled Progress: 99.37% Actual Progress: 94.76%
Contract Number: C203273 Physical Division: 5 Administrative Division: 5 Length: 1.189 miles Resident Engineer: E. Boyd Tharrington, PE Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO. Type of Work: DESIGN BUILD. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,800,000.00 Availability Date: 4/29/2013 Completion Date: 9/30/2016 Revised Completion Date: 11/12/2016 Last Estimate Thru: 7/31/2015 Last Estimate Paid: 8/28/2015	Route: County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)562-7000 Cost Overrun/Underrun: 2.61% Letting Date: 3/19/2013 Work Began: 4/29/2013 Estimated Completion: 11/8/2016 Scheduled Progress: 66% Actual Progress: 50.58%
Contract Number: C203394 Physical Division: 5 Administrative Division: 5 Length: 4.009 miles Resident Engineer: Michelle H. Gaddy, PE Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Availability Date: 2/1/2015 Completion Date: 1/10/2020 Revised Completion Date: Last Estimate Thru: 7/31/2015 Last Estimate Paid: 8/11/2015	Route: I-885, NC-98, US-70 NC-147 County: Durham TIP Number: U-0071 Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0.24% Letting Date: 11/18/2014 Work Began: 2/26/2015 Estimated Completion: 1/10/2020 Scheduled Progress: 12.5% Actual Progress: 13.26%
Contract Number: C203618	Route: NC-54, NC-157, NC-751 SR-1104, SR-1116, SR-1127 SR-1261, SR-1321, SR-1322

Physical Division: 5 Administrative Division: 5 Length: 25.28 miles Resident Engineer: Alan W. Shapiro, PE Location Description: 1 SECTION EACH OF NC-751, US-15/501 BUS, NC-157 & NC-54, 2 SECTIONS OF US-70 BUS AND 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$5,988,985.15 Availability Date: 3/2/2015 Completion Date: 4/29/2016 Revised Completion Date: Last Estimate Thru: 7/31/2015 Last Estimate Paid: 8/6/2015		SR-1364, SR-1365, SR-1471 SR-1902, SR-1926, SR-2104 SR-2294, US-15501, US-70bus County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 0.31% Letting Date: 11/18/2014 Work Began: 4/15/2015 Estimated Completion: 4/29/2016 Scheduled Progress: 19.5% Actual Progress: 25.86%
Contract Number: DE00117 Physical Division: 5 Administrative Division: 5 Length: 0.54 miles Resident Engineer: Alan W. Shapiro, PE Location Description: VARIOUS Type of Work: MILL AND FILL Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$1,992,402.52 Availability Date: 8/3/2015 Completion Date: 4/30/2016 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:		Route: US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 7/8/2015 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DE00118 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Alan W. Shapiro, PE Location Description: SR 1407 (CARVER STREET) AT BROAD STREET/KENAN RD Type of Work: CONSTRUCT MINI ROUNDABOUT AT SR 1407 AND BROAD ST Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$293,948.50 Availability Date: 8/10/2015 Completion Date: 10/9/2015 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:		Route: SR-1407 County: Durham TIP Number: SS-4905BM Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 6/24/2015 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DE00119 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Alan W. Shapiro, PE Location Description: SR 1327 (S GREGSON ST) AT PEABODY ST Type of Work: TRAFFIC SIGNAL INSTALLATION AT SR 1327 AND PEABODY Contractor Name: ALS OF NORTH CAROLINA, INC. Contract Amount: \$319,995.20 Availability Date: 7/13/2015 Completion Date: 3/11/2016 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:		Route: SR-1327 County: Durham TIP Number: SS-4905BP, SS-4905BT Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 6/10/2015 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DE00124 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Michelle H. Gaddy, PE		Route: I-85 County: Durham TIP Number: W-5601Y Federal Aid Number: HSIP-085-4(125)173 RE Phone Number: (919)840-0914

Location Description: I-85 NB BETWEEN NC 147 AND SR 1401 (COLE MILL RD) IN DURHAM COUNTY

Type of Work: W-5601Y OGAFC ON I-85 IN DURHAM CO

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$230,705.95

Cost Overrun/Underrun:

Availability Date: 7/13/2015

Letting Date: 6/10/2015

Completion Date: 9/30/2015

Work Began:

Revised Completion Date:

Estimated Completion:

Last Estimate Thru:

Scheduled Progress:

Last Estimate Paid:

Actual Progress:

NCDOT Division 5 Contract Status

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LET Est	TIP Sub No.	Div	County	Let Type	Description	R/W (B)	Con Est	ROW Est	Comments
04/15	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE		\$117,297		Signal Operational. Waiting on Final Pavement Marking
10/15	SS-4905CK	5	DURHAM	Division POC Let (DPOC)	Flashing Yellow Arrow and pedestrian accommodations for 8 signals along US 501 Bus.		\$355,000	\$20,000	Plans Received. Letting pending evaluation of Special Signal Head
09/15	3605.3.02	5	DURHAM	Division annual needs contract	Install Signal with Pedestrian Crossing at Erwin/Randolph		\$60,000	\$0	Flatwork Complete. Waiting on Signal Install
09/15	SS-4905CJ	5	DURHAM	Division POC Let (DPOC)	US 70 at Peyton Ave. (SR 1957) - construct island and revise pm's		\$30,000	N/A	Underway. Construction in September
08/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)		\$1,025,000		Need R/W Certification, Final Plans and Proposal from City
09/15	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORRENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS		\$336,000		Need Final Plans and Proposal from City
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS		\$1,254,000		Need Final Plans and Proposal from City
12/15	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT		\$630,000	\$150,000	Bids Rejected
02/16	I-5307B	5	DURHAM	Division POC Let (DPOC)	I-540 FLYOVER BRIDGE OVER I-40 IN DURHAM		\$300,000		
02/16	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (DURHAM FREEWAY)TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET). WIDENTO FOUR-LANE DIVIDED FACILITY FROM NC 147 TO MAIN STREET AND REPLACE NORFOLK SOUTHERN RAILROAD BRIDGES.	04/13	\$30,900,000	\$3,869,000	R/W phase
04/16	W-5601E	5	DURHAM	Division POC Let (DPOC)	NC 157 (GUESS ROAD) AT NORTH POINTE DRIVE/ALBANY STREET	08/15			In Design
09/16	C-5572	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - WEST ELLERBE CREEK GREENWAY, CONSTRUCTION PHASE II, WESTOVER PARK TO STADIUM DRIVE RAIL IN DURHAM. CONSRTUCT MULTI-USE PATH.		\$1,352,000		
09/16	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	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	\$3,150,000	\$1,534,000	
09/16	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	08/12	\$5,350,000		
09/16	I-5729	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 - US 15/US 501 TO EAST OF SR 1827 (MIDLAND TERRACE ROAD) IN DURHAM. PAVEMENT PRESERVATION.		\$8,319,000		
04/17	U-4726HJ	5	DURHAM	NON - DOT LET (Local)	DURHAM - RIDGE ROAD SPUR TRAIL FROM THE AMERICAN TOBACCO TRAIL TO BRIGGS AVENUE				
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPAE BRIDGE 20 OVER DIAL CREEK ON SR 1616	06/16	\$700,000	\$92,000	
09/17	EB-5703	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE		\$525,000		
09/17	EB-5704	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET		\$250,000		
09/17	EB-5708	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE		\$250,000		

NCDOT Division 5 Contract Status

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09/17	EB-5715	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	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		\$1,154,000		
06/18	U-5745	5	DURHAM	Division POC Let (DPOC)	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM CONSTRUCT ROUNDABOUT	05/17	\$855,000	\$150,000	Met with PEF to scope project
09/18	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	CONSTRUCT BIKE LANES AND SIDEWALKS ON SR 1317 (MORRENE RD)IN DURHAM FROM NEAL ROAD TO ERWIN ROAD	09/17	\$5,783,000	\$7,000	
09/18	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	SR 1158 (CORNWALLIS RD) FROM SOUTH ROXBORO RD TO SR 1183 (UNIVERSITY DR) IN DURHAM, BIKE AND PEDESTRIAN FEATURES.		\$4,978,000		
06/19	U-4726HN	5	DURHAM	NON - DOT LET (Local)	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	09/17			
08/19	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	08/18	\$2,100,000	\$2,000,000	
09/19	EB-5720	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	BRYANT BRIDGE TRAIL - NC 55 TO KELLY BRYANT BRIDGE IN DURHAM		\$1,061,000		
10/19	B-5512	5	DURHAM	Raleigh Letting (LET)	REPLACE BRIDGE 89 OVER LICK CREEK ON SR 1902	10/18	\$1,050,000	\$100,000	
N/A	Developer 36249.3312	5	DURHAM	Developer	Signal upgrade/modifications as part of BCBS TIA requirements		\$5,000 review cost	N/A	Plans not yet reviewed

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO

MPO Board 9/9/2015 Item 13

TIP/WBS #	Description	Start/Let date	Completion Date	Status	Cost	Comments
P-4405 I,J,K 62000.7.STR18T1B 62000.7.STR23T1B 62000.7.STR28T1B	PCSI Closures at Gordon Thomas Dr., Greenbriar Dr., Byrdsville Rd st NS/NCRR southwest of Hillsborough		Summer 2016	Environmental document completed, Limited ROW functions underway	\$536,319 \$177,513 \$761,200	ARRA - Rail, Segments will be separated for construction
SS-4907V 42423.1 42423.2 42423.3	Four-way stop installation at intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.) in Orange Co.		Late Summer 2015	Flasher work 35% complete; Roadway construction underway and scheduled for completion 8/6/15	\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Constr. By State Forces
SS-4907BE 44194.3.1	Installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators on SR 1010 (Franklin Street) between Boundary Street and Deming Road in Chapel Hill.		Summer 2015	100% Complete	\$12,800	State Spot Safety, Constr. By State Forces
SS-4907BF 44271.1.FD1 44271.2.1 44271.3.1	Radius and sight distance improvements at the intersection of SR 1567 (Pleasant Green Road) and SR 1569 (Cole Mill Road) in Orange Co.		Spring 2016	Utility coordination and R/W underway	\$15000 PE \$80,000 R/W \$53,600 CON	State Spot Safety, R/W plans received 7/8/15, Constr. By State Forces
SS-4907BG 44270.1.FD1 44270.2.1 44270.3.1	All way stop installation and flasher revisions at the intersection of SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road) in Orange Co.		7/1/2015	100% Complete	\$3000 PE \$6400 R/W \$15,208 CON	State Spot Safety, Constr. By State Forces
SS-4907BI 44324.1.FD1 44324.3.1	Installation of snowplowable center line markers, signal ahead warning signs, pavement markings, and warning sign revisions on the approaches of the intersection at SR 1005 (Old Greensboro Rd) and SR 1942 (Jones Ferry Rd) in Carrboro.		9/30/2015	100% Complete	\$3000 PE \$30,000 CON	State Spot Safety, Constr. By State Forces
U-5549 50153.3.F1 SS 4907AZ 43987.1.FR1 44227 44247	Churton Street Access Improvements - Traffic signal and curb ramp revisions on east side of NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus.(Churton Street) from Tryon Street to just south of Margaret Street. Grading, curb & gutter, crosswalk and bus pull-out on NC 86 / US 70 Bus. (Churton Street) from south of Margaret Street to just south of Nash and Koolock Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough	Design in progress (75% complete), RW certification pending town submittal. UST remediation completed, monitor wells in August	\$156,000 CON \$15,000 PE \$37,600 CON \$245,000 CON \$120,000 CON	Spot Safety-State (ADA curb ramp). Combine with Small Construction, Contingency, STP-DA. PCE approved Feb. 2015. LAP-Town of Hillsborough, MA approved

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO

MPO Board 9/9/2015 Item 13

TIP/WBS #	Description	Start/Let date	Completion Date	Status	Cost	Comments
W-52071 45337.1.9 45337.2.FD9 45337.3.FD9	Intersection improvements which includes sidewalks, traffic signal, and median construction with bike lanes on SR 1005 (Jones Ferry Road) at Davie Street in Carrboro .	8/20/2015	6/3/16	Contract re-let pending	\$50,000 PE \$75,000 R/W \$600,000 CON	High Hazard Safety, Need more PE funding

Contract Number: C203028 Route: SR-1919
Physical Division: 7 County: Orange
TIP Number: U-2803
Length: 0.809 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: SR-1919 (SMITH LEVEL RD) FROM ROCK HAVEN RD TO BRIDGE OVER MORGAN CREEK.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, AND SIGNALS.
Contractor Name: YATES CONSTRUCTION CO., INC.
Contract Amount: \$4,946,197.82 Cost Overrun/Underrun: 4.07%
Availability Date: 1/28/2013 Letting Date: 12/18/2012
Completion Date: 5/14/2015 Work Began: 2/8/2013
Estimated Completion: 1/26/2016
Scheduled Progress: 83.64%
Actual Progress: 81.03%

Contract Number: C203045 Route: SR-1300, SR-1581, SR-1928, SR-1951, SR-2183, SR-2304, SR-2410
Physical Division: 7 County: Orange
Length: 0.47 miles Federal Aid Number:
Resident Engineer: Jason Ryan Julian RE Phone Number: (336)634-5635
Location Description: REPLACEMENT OF 1 BRIDGE IN ALAMANCE COUNTY, 1 IN ORANGE COUNTY, AND 5 IN ROCKINGHAM COUNTY.
Type of Work: DESIGN BUILD.
Contractor Name: MOUNTAIN CREEK CONTRACTORS INC
Contract Amount: \$2,899,100.00 Cost Overrun/Underrun: 37.73%
Availability Date: 6/25/2012 Letting Date: 5/15/2012
Completion Date: 11/15/2014 Work Began: 7/2/2012
Estimated Completion: 12/19/2015
Scheduled Progress: 100%
Actual Progress: 81.68%

Contract Number: C203274 Route: SR-1002, SR-1007, SR-1110, SR-1522, SR-1552, SR-1723, SR-2158, SR-2178, SR-2307, SR-2354, SR-2356, SR-2363, SR-2365
Physical Division: 7 County: Orange
Length: 0.59 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: REPLACEMENT OF 11 BRIDGES IN ALAMANCE CO AND 3 BRIDGES IN ORANGE CO.
Type of Work: DESIGN BUILD.
Contractor Name: HAYMES BROTHERS, INC.
Contract Amount: \$6,356,520.00 Cost Overrun/Underrun: 4.74%
Availability Date: 4/29/2013 Letting Date: 3/19/2013
Completion Date: 12/13/2016 Work Began: 5/23/2013
Estimated Completion: 8/11/2017
Scheduled Progress: 59.31%
Actual Progress: 43.18%

Contract Number: C203313 Route: SR-Varies
Physical Division: 7 County: Orange
Length: 0.65 miles Federal Aid Number:
Resident Engineer: J. Paul Ingram, PE RE Phone Number: (336)487-0150
Location Description: REPLACEMENT OF 5 BRIDGES IN ALAMANCE COUNTY, 2 IN CASWELL COUNTY AND 2 IN ORANGE COUNTY.
Type of Work: DESIGN BUILD.
Contractor Name: APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION
Contract Amount: \$5,785,000.00 Cost Overrun/Underrun: 0%
Availability Date: 7/1/2013 Letting Date: 5/21/2013
Completion Date: 10/1/2016 Work Began: 7/1/2013
Revised Completion Date: Estimated Completion: 10/1/2016
Scheduled Progress: 62.73%
Actual Progress: 66.46%

Contract Number: C203640 Route:
Physical Division: 7 County: Orange
Length: 0.431 miles Federal Aid Number:
Resident Engineer: Kris Lorenz, PE RE Phone Number: (336)487-7080
Location Description: **REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.**
Type of Work: DESIGN BUILD.
Contractor Name: HAYMES BROTHERS, INC.
Contract Amount: \$3,124,500.00 Cost Overrun/Underrun:
Availability Date: 6/1/2015 Letting Date: 4/21/2015
Completion Date: 11/1/2017 Work Began:
Scheduled Progress:
Actual Progress:

Contract Number: C203641 Route: SR-2719
Physical Division: 7 County: Orange
Length: 0.685 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **REPLACEMENT OF 5 BRIDGES IN GUILFORD COUNTY AND 5 BRIDGES IN ORANGE COUNTY.**
Type of Work: DESIGN BUILD.
Contractor Name: R.E. BURNS & SONS CO., INC.
Contract Amount: \$5,940,323.00 Cost Overrun/Underrun: 0%
Availability Date: 6/1/2015 Letting Date: 4/21/2015
Completion Date: 11/1/2018 Work Began: 6/1/2015
Scheduled Progress: **1%**
Actual Progress: **3.74%**

Contract Number: C203709 Route: -
Physical Division: 7 County: Orange
Length: 19.709 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **22 SECTIONS OF SECONDARY ROADS.**
Type of Work: MILLING & RESURFACING.
Contractor Name: CAROLINA SUNROCK LLC
Contract Amount: \$1,815,023.60 Cost Overrun/Underrun:
Availability Date: 4/15/2016 Letting Date: 6/16/2015
Completion Date: 11/20/2016 Work Began:
Scheduled Progress:
Actual Progress:

Contract Number: DG00213 Route: NC-157
Physical Division: 7 County: Orange
Length: 8.33 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **A PORTION OF NC 57 AND NC 157 FROM THE DURHAM COUNTY LINE TO THE PERSON COUNTY LINE**
Type of Work: WIDEN AND RESURFACE
Contractor Name: CAROLINA SUNROCK LLC
Contract Amount: \$1,740,151.48 Cost Overrun/Underrun: 0.96%
Availability Date: 3/30/2015 Letting Date: 8/28/2014
Completion Date: 11/13/2015 Work Began: 4/6/2015
Scheduled Progress: **61%**
Actual Progress: **73.07%**

Contract Number: DG00215 Route: US-70
Physical Division: 7 County: Orange
TIP Number: **R-4701G**
Length: 13 miles Federal Aid Number: STP-000S(349)
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **VARIOUS ROUTES - UPGRADE YELLOW ARROWS TO FLASHING YELLOW ARROWS**
Type of Work: UPGRADE YELLOW ARROWS TO FLASHING YELLOW ARROWS
Contractor Name: BRENTWOOD DISPLAY SERVICES INC.
Contract Amount: \$133,110.00 Cost Overrun/Underrun: 13.07%
Availability Date: 10/27/2014 Letting Date: 10/2/2014
Completion Date: 4/30/2015 Work Began: 1/3/2015
Estimated Completion: 5/20/2015
Scheduled Progress: **100%**
Actual Progress: **87.81%**

Contract Number: DG00232 Route: NC-54
Physical Division: 7 County: Orange
Length: 2.971 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **RESURFACE NC 54 FROM 1795' WEST OF SR 1937/1107 TO SR 1207**
Type of Work: RESURFACING
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$513,745.30 Cost Overrun/Underrun: 2.87%
Availability Date: 5/11/2015 Letting Date: 3/5/2015
Completion Date: 10/30/2015 Work Began: 5/11/2015
Scheduled Progress: **90%**
Actual Progress: **78.88%**

Contract Number: DG00233 Route: SR-1004
Physical Division: 7 County: Orange
Length: 10.952 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **RESURFACE A PORTION OF SR 1435 (RED MARSHALL ROAD) AND SR 1004 FROM NC 49 IN ORANGE COUNTY TO NC86 IN CASWELL CO.**
Type of Work: RESURFACING
Contractor Name: RILEY PAVING INC
Contract Amount: \$998,361.66 Cost Overrun/Underrun: 0.03%
Availability Date: 5/1/2015 Letting Date: 3/5/2015
Completion Date: 10/30/2015 Work Began: 5/1/2015
Scheduled Progress: **28%**
Actual Progress: **24.68%**

Contract Number: DG00237 Route: NC-119
Physical Division: 7 County: Orange
Length: 4.425 miles Federal Aid Number:
Resident Engineer: Christopher D. Kirkman, PE RE Phone Number: (336)570-6830
Location Description: **A PORTION OF NC 119 AND SR 2187 (BEN WILSON RD) IN ALAMANCE CO. AND A PORTION OF SR 1182 (BEN WILSON RD) IN ORANGE CO.**
Type of Work: WIDENING AND RESURFACING
Contractor Name: RILEY PAVING INC
Contract Amount: \$756,435.28 Cost Overrun/Underrun:
Availability Date: 6/15/2015 Letting Date: 3/19/2015
Completion Date: 10/30/2015 Work Began: 6/15/2015
Scheduled Progress:
Actual Progress:

*Connecting all points of the Triangle*

MEMORANDUM

TO: GoTriangle Board of Trustees, All Durham-Orange Elected Officials
FROM: Communications and Public Affairs
DATE: August 19, 2015
SUBJECT: **Durham-Orange Light Rail Transit Project**
Draft Environmental Impact Statement and Comment Period

Background

On Friday, August 28, 2015, GoTriangle anticipates that the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation (DEIS) for the proposed Durham-Orange Light Rail Transit (D-O LRT) Project will be made available for public review and comment. The DEIS documents the environmental, transportation, social, and economic impacts associated with the transportation improvements in the Durham-Orange (D-O) Corridor, and marks an important milestone in the proposed 17-mile light rail project between Chapel Hill and Durham.

DEIS Review and Comment

The release of the DEIS begins a 45-day public review and comment period. The public, project partners, government agencies, and stakeholders can review the document in several ways:

- Review a copy of the DEIS on the D-O LRT Project web site at www.ourtransitfuture.com
- Review a copy of the DEIS at www.gotriangle.org
- Review a copy of the DEIS at public libraries in Durham and Orange counties
- Review a copy of the DEIS at GoTriangle's Administrative Offices

There are several ways to comment on the information in the DEIS:

- By email to info@ourtransitfuture.com
- By postal mail to: D-O LRT Project – DEIS, c/o Triangle Transit, P.O. Box 530, Morrisville, NC 27560
- By comment card at two public information sessions in September
- Through the D-O LRT Project's website at www.ourtransitfuture.com
- In person during public hearings in Chapel Hill and Durham

(more)

Public Information Sessions

GoTriangle will hold two public information sessions on the DEIS in advance of public hearings on the document.

- **Tuesday, September 15, from 4-7 P.M.** at the Friday Center in Chapel Hill, NC
- **Saturday, September 19, from 2-5 P.M.** at the Durham Station Transportation Center at 515 W. Pettigrew Street, Durham, NC

Public Hearings

Two formal public hearings on the DEIS will be held. Each speaker will be allowed two (2) minutes to comment. The dates for the public hearings are:

- **Tuesday, September 29, from 4-7 P.M.** at Grumman Auditorium in the Friday Center, Chapel Hill, NC
- **Thursday, October 1, from 4-7 P.M.** at the Durham County Commission Chamber, 200 E. Main Street, Durham, NC

All speakers who have signed up to comment at a public hearing by 7 P.M. will have the opportunity to be heard during the official proceeding. (The hearing will be extended as necessary to accommodate all speakers signed up before 7 P.M.).

Protocol during the 45 Day Public Review and Comment Period

With significant community interest in the proposed light rail project, you will likely hear from constituents during the 45 day review and comment period.

Rather than attempting to address or provide a response to any public comment about the DEIS you might receive, please encourage the commenter to direct his/her comments on the DEIS to GoTriangle through the official channels mentioned (e-mail, mail, comment card, project website or the public hearings).

The use of these channels is important in maintaining the official project file for the Federal Transit Administration (FTA) and allows the project team to accurately compile the comments so that responses to all substantive comments can be tracked and responded to in the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). The combined FEIS/ROD is expected to be published in February 2016. (A suggested “script” to help direct members of the public to the official DEIS comment channels is provided below).

Non GoTriangle-Related Meetings during the 45 Day Period

Your board may want to hear from the public about the proposed light rail project during the DEIS review and comment period. If your board chooses to solicit public input at a meeting, FTA recommends that any such public input process not be called a “hearing” so as to avoid any possible confusion with the two official DEIS public hearings.

(more)

Note that any remarks from the public you may receive or any statement to a local governing body will NOT become part of the official DEIS project record. Rather, those comments are for the consideration of the elected body, as all official DEIS comments must follow the procedure set out in the Notice of Availability, as published in the Federal Register. Any comments received by a local jurisdiction or elected official should not be forwarded to GoTriangle (per FTA guidance). The only comments that will be officially accepted will be at the two public hearings or by e-mail, mail, the project website, or comment card.

Following the comment procedure described in the Notice of Availability protects the legal rights of the commenter, limits the responsibility of local jurisdictions for transmission and accuracy of comments, and ensures that all commenters are treated equally.

(Suggested “Script” Response to Direct Constituent to Official Comment Channels)

“Your thoughts and comments on the proposed Durham-Orange Light Rail Transit Project are important. In order to ensure that your comment is received, and so as to be a part of the official project record, please either: email your comment to project staff: info@ourtransitfuture.com; mail it to D-O LRT Project – DEIS, c/o Triangle Transit at P.O. Box 530, Morrisville, NC 27560; leave a comment card at one of the information sessions next month; or speak during one of the two public hearings in September and October. You only need to provide your comment to GoTriangle by one of these methods. No matter how you choose to provide your comment, all comments are treated and considered equally.”

Questions

If you have questions during the 45-day review and comment period, please contact Natalie Murdock, Interim Manager of Communications and Public Affairs at GoTriangle, at 919-485-7569 or nmurdock@gotriangle.org or Tammy Bouchelle, Assistant General Counsel, at 919-485-7562 or tbouchelle@gotriangle.org.

GoTriangle sets light-rail shop, route preferences

The News and Observer - Durham News By Jim Wise June 8, 2015



Map compares walking distances to light-rail station sites east and west of Alston Avenue, from a future bus stop at the westbound Durham Freeway exit ramp.

The News and Observer - Durham News By Jim Wise June 8, 2015

DURHAM -- GoTriangle's light-rail planners have ruled out a station and maintenance shop east of Alston Avenue – for now.

At Saturday's last public meeting on the project before the fall, their decision pleased some and saddened some.

"It's just a big relief for us," said Edgar Orr, who lives off Pettigrew Street near a site considered for the shop, or "Rail Operations and Maintenance Facility." "We were thinking we were going to have to move."

Daryl Odom has the opposite perspective. GoTriangle has a parking garage planned for a station west of Alston Avenue, where Odom's home now stands on Murphy Street.

His grandfather built the house, he said. "You've been here all these years ... we don't want to move."

Others remained skeptical of GoTriangle's reasoning, that space constraints, possible delays and extra costs make bridging Alston Avenue for a station and shop on the east side less than feasible.

"I'm not comfortable we've seen enough evidence," said John Hodges-Copple, regional planning director with the Triangle J Council of Governments.

"I think there's a litany of responses to those concerns. ... I hope this is still being kept open," said Jim Svava of the Northeast Central Durham Leadership Council.

"Right now," said Dave Charters, GoTriangle's design and engineering manager, "we're set."

Other locations

The west-side Alston station, and two other possible maintenance facility locations, are among GoTriangle's preferences for a "Draft Environmental Impact Statement" the Federal Transit Authority (FTA) requires before the project can apply for federal funding.

In late summer, the FTA is scheduled to publish the impact statement, with a 45-day public comment period to follow. Those comments are for use in a final environmental statement, due in February 2016.

As it stands, the transit agency's maintenance facility preferences (nando.com/1ci) include either of two sites, each about 20 acres, for the shop: one at the former Pepsi-Cola bottling plant location off Cornwallis Road, the other roughly mid-way along the line on Farrington Road.

The Farrington site is the less expensive, at an estimated \$62 to \$93 million, but would displace six homes and require a time-consuming rezoning and land-use approval process.

Building at Cornwallis could cost \$74 million to \$111 million. It would involve displacing an under-construction mini-storage facility, but has met opposition from members of the neighboring Judea Reform congregation and Levin Jewish Community Center.

Crossings

GoTriangle has also stated preferences for routes crossing Little Creek, near the Durham-Orange county line, and New Hope Creek near the Patterson Place shopping center on U.S. 15-501.

At New Hope Creek, the favored route – called "NHC2" – runs along U.S. 15-501 before curving off to loop around existing businesses near the highway. That route accommodates both the business owners, who had objected to a longer alternative near 15-501, and environmentalists who objected to an alternate farther south across an undisturbed bottomland.

The favored Little Creek alignment, called C2A, runs along the south side of N.C. 54, accommodating environmental concerns with an alternate, C1A, crossing bottomlands farther north. However, residents south of N.C. 54, especially the Downing Creek neighborhood (nando.com/1ax), strongly oppose that route due to potential safety hazards and traffic backups at grade crossings carrying up to 140 trains a day.

GoTriangle, though, estimates the N.C. 54 route will carry 1,000 more riders per day and cost less – \$14 to \$22 million versus \$36 to 54 million – than the bottomland crossing (which has also been opposed by residents in the Meadowmont neighborhood of Chapel Hill).

WHAT'S NEXT

The Durham-Orange Light Rail system is planned as a 17-mile line between UNC Hospitals in Chapel Hill and Alston Avenue in East Durham. Trains would run seven days a week, every 10 minutes during peak commuter times and every 20 minutes at other times, along separate eastbound and westbound tracks, powered from overhead electric wires.

GoTriangle, lead agency on the project, has submitted its route preferences and supporting data, including analyses of the line's effects on the natural and built environments, to the Federal Transit Authority (FTA) as part of an application process for federal funding.

The FTA will publish a Draft Environmental Impact Statement, based on its review of GoTriangle's data, in late summer, and set a 45-day period for public comment. During that period, GoTriangle plans to hold two public information sessions and two public hearings to receive comment. Durham, Chapel Hill and Orange County governments may hold hearings of their own during that time.

After receiving comment, GoTriangle has until late February 2016 to complete and submit its final Environmental Impact Statement. If it meets FTA approval, the light-rail project will go on to a final engineering phase expected to take three years and finish requirements to make formal application for federal money.

If all goes well, trains would begin running in early 2026.

RTP COO to retire at the end of 2015

The Herald-Sun By Alex Dixon Jun. 08, 2015 @ 05:17 PM

DURHAM — Elizabeth “Liz” Rooks, executive vice president and chief operating officer of the Research Triangle Foundation, will retire from the organization at the end of this year.

Rooks has worked for the nonprofit, which serves as the steward for Research Triangle Park, for more than 25 years.

“I have enjoyed working for an organization that is so well respected across the state,” she said, adding that RTP has changed “tremendously” during her time there.

When Rooks started, she said the southern portion of RTP was undeveloped woodland, without even a road.

Rooks oversaw implementation of the master plan to develop the approximately 2,500-acre southern portion in 1990, which has grown to house many companies including Cisco, NetApp, Biogen and Lenovo.

She also oversaw the preparation and provided technical insight for the RTP Master Plan, completed in 2012, which was the first comprehensive master planning effort in RTP since 1960.

Rooks said RTP has the infrastructure necessary to continue to grow as it adopts a “collaborative” kind of development pattern with plans for the Park Center.

RTP opened the Park Center's first building, a 142,000-square-foot mix of offices, co-working space and free meeting areas, earlier this year.

Rooks received her master's degree in city planning from the Georgia Institute of Technology and worked in the Chapel Hill and Durham city and county planning departments for a combined 15 years.

Rooks' COO position will be assumed by current vice president of business development Mason Ailstock.

“Liz Rooks is an institution,” Bob Geolas, president and CEO of the Research Triangle Foundation said in a statement about her retirement. “Without her insight, the RTP would not be on the path forward it is today.”

Legislators could complicate 'road diet' in Durham

The Herald- Sun By Jim Wise June 10, 2015

DURHAM -- State legislators could complicate a proposed "road diet" for U.S. 15-501 Business, which comes up for City Council approval Monday night.

"Nothing would surprise me," City Manager Tom Bonfield said Thursday afternoon.

Durham transportation engineers have suggested re-striping the state-maintained road (nando.com/151) to reduce its current five lanes to three, with bicycle lanes on each side. The intent is to discourage speeding through a commercial area where vehicles routinely travel well above the 35 mph posted limit.

But a bill in the state Senate, HB 44 (nando.com/1d6), would allow lane reductions to accommodate bicycle lanes only after they are approved by the state Board of Transportation. If the bill passes in its current form, Durham would have to ask state permission for 15-501's re-laning, according to Mike Kneis of the state DOT's Durham office.

"It's just another step," he said.

DOT has scheduled U.S. 15-501 Business for resurfacing later this year or early in 2016. State highway officials have told Durham they will restripe the road for three lanes with bike lanes if that's what the city wants, but they need a decision before July.

A City Council vote on reconfiguring the one-mile section of 15-501, also called Chapel Hill Boulevard, was scheduled for June 1, but council members put off their decision after hearing opposition from business owners who said lane reduction would cut traffic volume and hurt their businesses.

HB 44, titled "Local Government Regulatory Reform 2015," passed a second reading in the Senate Thursday. Durham state Sens. Floyd McKissick and Mike Woodard said they expect the third and final reading Monday night.

Both McKissick and Woodard voted against the bill Thursday, after Woodard's proposed amendment to strike the lane-reduction clause failed to win approval. Both Durham senators said they expected there would be changes in its text before the next vote.

McKissick said the bill aroused "a lot of concern" due to various "negative impacts on local government."

Because the current bill is a revised version of the House original, which concerned overgrown vegetation, whatever the Senate passes must go back to the House for a concurrence vote. If it fails there, a joint committee would try to reach a compromise.

Currently, the bill requires state approval for lane reductions to accommodate bike lanes on state roads inside city limits. Woodard said the measure was first advanced last year, in response to a reduction proposed for a highway in another town that carries a much higher traffic volume than Durham's 15-501 Business.

Woodard did not know what town that was, but said, "It wasn't Durham."

Trucks hit same Durham bridge hours apart



Trucks hit same Durham bridge hours apart Monday morning.

abc11.com By [Tamara Gibbs](#) Posted June 22, 2015

DURHAM (WTVD) -- Two trucks collided with a railroad bridge in Durham on Monday, highlighting the need for additional safety measures at the intersection of South Gregson between West Peabody and Pettigrew Streets.

The metal roof of an Enterprise Rental truck peeled back after hitting the head bar that protects the bridge. The driver suffered a minor head injury.

Four hours later, another rental truck made the same mistake. Two people inside that vehicle were treated at the scene.

"We've seen two in a week maybe," said Jurgen Henn. "But two on the same day--that's a first!"

Henn has a bird's eye view from his office. He set up cameras in April 2008 and routinely posts video of stuck trucks on his [website](#).

He's seen 92 collisions at the bridge including the two incidents on Monday.

"There were a few times we came down here really worried about the truck driver," he added, explaining that there have been some near-misses for pedestrians.

"We've seen some pretty close calls of pedestrians getting hit by flying shrapnel so that's pretty dangerous as well," said Henn.

The NC Department of Transportation agrees. In addition to the head bar and flashing lights already in place, the DOT plans to make this a lighted intersection. Drivers in all directions will stop when there's an over-height vehicle.

"It will go to red when an over-height vehicle is detected and force them off the side street," explained John Sandor, a DOT Engineer. "Signs will illuminate that an overheight vehicle was detected and they must exit the road."

Sandor said safety changes are also coming to the railroad bridge at Pettigrew and Roxboro in Durham, but more funding is still needed.

Until then, the truck collisions will remain both a mystery and a bit of a joke at a local gift shop where they sell t-shirts commemorating the frequent crashes.

"I've been working here nine years and I've heard quite a few crashes," said a shop employee.

POUNDING PAVEMENT: Walking movement leaves footprint on Bull City

The Herald-Sun BY ADEN HIZKIAS Jun. 23, 2015 @ 06:55 PM



Matt Tomasulo, chief instigator for WALK [YOUR CITY], puts up a sign near CCB Plaza to encourage walking through downtown Durham on Tuesday, June 23, 2015. Thirty-eight signs will be placed through downtown Durham to educate and encourage people that the walk is "not too far." The Herald-Sun | Christine T. Nguyen



WALK [YOUR CITY] signs are being placed throughout downtown Durham to encourage walking. The Herald-Sun | Christine T. Nguyen

DURHAM —“It is an 8 minute walk to coffee, burgers, and music.”

That was the first of 38 signs put up in downtown Durham Tuesday to promote walking and awareness of the location.

“It was kind of a guerrilla project and grassroots-y and now it’s become a formal approach. A lot of communities are starting to look at the Triangle as a precedent and as a leader trying to figure out how to make it work,” said Matt Tomasulo, so-called “chief instigator” of WALK [YOUR CITY], on Tuesday afternoon.

WALK [YOUR CITY] — walkyourcity.org — is an organization that uses street signs to inform the public of the locations of restaurants, entertainment venues, landmarks, parks and more as well as the distance it takes to walk to them. The signs are all made through the [walkyourcity](http://walkyourcity.org) website and the first to be placed in Durham was set on the intersection of Parrish and Corcoran Tuesday.

The signs are simple and feature conversational text that tells pedestrians where certain locations are and how many minutes it will take to get there. Each sign is color coded, either green, purple, blue or orange. The colors were inspired by the highway signs that are based on the type of destination. Green is public/open space, purple is commercial, blue is institutional, and orange is amusement/recreational.

There is also a code on the bottom right that can be scanned which will take the person to a mobile website that will have directions and digital information about the campaign.

“We look forward to this pilot project catalyzing a more permanent and comprehensive WALK [YOUR CITY] campaign in Durham,” said Matt Gladdek, director of government affairs, who notes that Durham is a center of growth in the region and for this reason, it is a good time to encourage everyone to walk more.

Gladdek talked about Durham Downtown Inc.'s involvement with WALK [YOUR CITY] and said that it overlapped well due to the increased construction sites in downtown Durham. Gladdek says, "When I saw Matt do this project in Raleigh when we were both in grad school at UNC, it was really exciting. It was a simple way to show people that it really wasn't too far. We really want to encourage people to park once and walk all over downtown."

The importance of walking was a clear motivator for the organization and the involvement of Durham officials to get involved in this project. "Durham county government allows workers to take a break during the day for 30 minutes to take a walk. The next step would be government employers encouraging their workers to go on a walk," said Gayle B. Harris of Durham's public health department.

"An initiative like this that gets people walking is so important. That's the way our city is going to be as healthy as it needs to be," said Steve Schewel, Durham city council. Schewel added, "We need to promote our parks and walking on our sidewalks. This is an awesome way to do it. I think this is so cool."

"We're always looking for creative ways to get North Carolinians active and healthy. WALK [YOUR CITY] program certainly lends to that in a creative way," said Ryan Vulcan of sponsor Blue Cross Blue Shield NC.

Vulcan added that Blue Cross would like to expand the program and make it sustainable across other cities in North Carolina.

Tomasulo believes that as the city grows throughout the upcoming years, there is going to be a need for either parking decks or more people. And that he liked the idea of more people as opposed to cars.

"I associate the choice to walk as part of my independence," Tomasulo said. "Having that choice gives me the freedom to move how I want."

Jeff Mann moves from NCDOT to GoTriangle

The News and Observer Road Worrier Blog By Bruce Siceloff Posted June 24, 2015

Jeff Mann, a state deputy transportation secretary and former Amtrak executive, was named Wednesday as general manager of GoTriangle, the three-county bus service and transit planning agency formerly known as Triangle Transit.

Mann, 46, joined the state Department of Transportation in 2014 as deputy secretary for transit, a job once held by David King, his predecessor at GoTriangle.

He worked for Amtrak in Raleigh from 2000 to 2012, ending up as assistant vice president for policy and development in the passenger railroad's southern region. He served for seven years on the Raleigh Transit Authority, including several years as board chairman. At DOT he directed the transit, ferry, aviation, rail and bicycle and pedestrian divisions.

"GoTriangle is proud to welcome Jeff Mann, who is well respected among transportation professionals across the country," Durham Mayor Bill Bell, the GoTriangle trustees' chairman, said in a news release.

GoTriangle served 1.8 million riders last year on 14 regional routes, 12 express routes and four shuttle routes. The agency is preparing a draft environmental impact statement for a proposed 17-mile light rail line between Chapel Hill and Durham.

Mann also has worked for Parsons Brinkerhoff and the N.C. Railroad Company. He is a graduate of the Babcock School of Business at Wake Forest University and has an undergraduate degree from UNC-Wilmington. He starts work July 27 at a salary of \$200,000.

"I look forward to working with Triangle communities and with this board as we continue to develop and provide the best transportation choices for area riders and residents," Mann said.

Triangle at odds over traffic jams

WRAL.com By Joan Lowy, Associated Press Posted June 26

Raleigh, N.C. — Like many fast-growing parts of the country, North Carolina's Triangle region is trying to avoid being strangled by its own success: Traffic is thickening, drivers are getting stuck in it and there's no simple solution in sight.

On average, 78 new residents arrive each day. The population of the three counties that include Raleigh, Durham and Chapel Hill is forecast to grow by more than 40 percent, to 2 million, over the next two decades.

For most people, there's no practical alternative to driving. Bus service is often slow and unreliable.

As a remedy, local officials have discussed building a light rail system that would connect the region's three downtowns, three research universities, two major medical centers and Research Triangle Park, where about 45,000 people commute to work by car. The idea is to get people out of their vehicles and channel development to a transportation corridor to help contain sprawl.

Steve Errico is in the thick of the commuting hordes. On the three days a week he gets to work by 6 a.m., he drives the 15 miles from his home in Raleigh to his office at a pharmaceutical company in just under 20 minutes. The other two workdays, when he leaves nearly two hours later, traffic congestion makes the trip twice as long.

Extra highway lanes have relieved some traffic choke points, only to create others, Errico said.

"We're just moving the bottleneck around," he said. "I don't know that we're solving anything."

Remaining dependent on cars, local officials say, ultimately will hurt economic growth and erode the region's quality of life. Research Triangle Park, for example, was a recent finalist for Mercedes-Benz's U.S. headquarters but lost out to a Atlanta suburb with easy access to the city's rail system.

"It's a rite of passage," Roger Perry, a Chapel Hill real estate developer, said about the need to build mass transit in fast-growing regions. "You kind of say to the world, 'OK, stand aside, we're coming through. We're going to do the things that are necessary to be competitive.'"

Yet even in regions with growing traffic congestion, consensus on whether the benefits of a light rail system justify the cost and agreement about where to find the money are hard to come by.

The federal government has become an unreliable partner because Congress can't decide how to pay for transportation projects. The Republican-controlled North Carolina Legislature is unsympathetic, even hostile, to transit projects that would mainly benefit urban areas mostly represented by Democrats.

The tale is familiar in much of the Sunbelt, which continues to lead the nation in population growth. Building rail systems and beefing up bus service often mean raising taxes and choosing routes where some constituents win and others lose. Communities often wait to act until congestion becomes intolerable.

At a rally of light rail supporters in Durham in February, Transportation Secretary Anthony Foxx urged Triangle-area officials to "think big" and build based on future transportation demands, not today's congestion.

"When we think of rail transit, it's not just New York City or Chicago or Dallas," said Foxx, a former mayor of North Carolina's largest city, Charlotte. "In the 21st century, states like North Carolina are going to become population centers ... This could be the example our country has been looking for, for how you build before the load overwhelms you."

Some cities are making efforts to build or expand transit systems, with varying results.

Rail systems in Denver, Salt Lake City and Portland, Oregon, earn high marks. New Mexico seemed to be looking ahead when it opened a 97-mile commuter rail line between Albuquerque and Santa Fe in 2006, but the gulf between the system's revenue and expenses has been widening, and there have been calls to abandon the line.

Others are playing catch up. Los Angeles is spending \$14 billion on new rail lines and highway lanes, one of the largest public-works projects in the country. Houston is radically redesigning its bus system to provide frequent service throughout the day. Atlanta is in the early stages of work on a "beltline" to encircle the city using old railroad right of way to connect 45 neighborhoods through a series of parks, biking and walking trails, as well as a light rail line.

In North Carolina, two of the three Triangle counties — Durham and Orange, which includes Chapel Hill — are working on plans to build a \$1.5 billion, 17-mile light rail system. Construction is tentatively targeted to begin around 2020, even though local officials are still \$225 million short because of unanticipated changes in the way the state allocates transportation aid.

Durham and Orange county voters approved a half-cent sales tax increase to help fund the project. Republican commissioners in Wake County, where Raleigh is located, refused to permit a ballot initiative on a tax increase.

A new Democratic-controlled board is considering less costly options, including diesel trains that would operate on tracks added to the existing freight rail right of way and more frequent bus service.

Said Raleigh City Councilwoman Mary-Ann Baldwin: It's "a compromise between what people would want and what we can afford."

The future of Research Triangle Park, where about 100 technology companies are housed in low-rise buildings surrounded by 7,000 acres of lush lawns, thick woods and parking lots, may hinge on what local officials decide.

When it opened in 1959, the park was on the cutting edge of commercial development and has been a bright spot in North Carolina's economy as tobacco, textiles and furniture have faded. But business leaders tell park officials that today's young workers don't want jobs on a sprawling campus where they have to get in their cars to reach a restaurant, bar or gym.

Plans are underway to turn 800 acres inside the park into a 24/7 destination with apartments, a hotel, restaurants, shops, outdoor amphitheaters and other amenities, including shuttle buses to the office. But key to the plan is a rail transit stop at the park.

"We can do some of it without transit," said Bob Geolas, the park's chief executive, "but we cannot ultimately accomplish the larger economic goals and aspirations without transit."

RDU embarks on 2040 plan

The Herald-Sun By Alex Dixon Jun. 29, 2015 @ 09:59 PM

DURHAM — Raleigh-Durham International Airport held its first of multiple meetings over the next 18 months to identify the airport's development goals through 2040.

The 25-year master plan is part of a nationwide Federal Aviation Administration (FAA) plan that allows for airports to receive Federal grants.

"It's infrastructure driven," said Bill Sandifer, senior vice president and COO of RDU. "You want to try to anticipate what's going to happen in a dynamic and changing industry."

RDU, along with aviation consultants Ricondo and Associates, will gather data to provide a financially feasible framework for airport development to satisfy future aviation demand, said Michael Landguth, president and CEO of RDU.

And the airport is seeking input from the public.

The first of eight public meetings was held at Durham City Hall Monday evening, and officials are encouraging public comments about the airport throughout the planning process.

"We will be conducting an intensive study and analysis of the airport's infrastructure, facilities and available property," said Richard (Dickie) Thompson, chairman of the Raleigh-Durham Airport Authority Board. "We strongly feel that involvement from the public and stakeholder engagement will be a vital part of this process."

RDU recently completed a 15-year construction project to update terminals, construct a ramp, parking garages and roadway systems.

"We invested probably over \$1.5 billion worth of assets that sit on the ground today to help provide the economic engine for the future," Landguth said. "Now we're going to focus on that future, and we're going to look out for the next 25 years to try to make sure we have that critical infrastructure in place to continue to support the economic growth of this region."

Ricondo and RDU will go through five steps to develop a final plan by the end of 2016.

These include: taking inventory of existing physical and operational conditions, creating an aviation forecast by evaluating activity patterns, analyzing facility requirements to determine future needs, preparing concepts to meet the future requirements along with an environmental overview, and identifying the implementation layout with phases and financing.

The FAA must approve both the aviation forecast and the final layout plan.

"We're in the very early end of it...we're also beginning to collect the data on our inventory and we're beginning to collect the data that will underpin the forecast," said Colleen Quinn, vice president of Ricondo.

The public workshops will coincide with each step in the process, Quinn said, with the next one expected this winter.

The four workshops will contain a date for Durham and a date for Raleigh.

Raleigh's meeting will be held Tuesday evening.

Truck strikes overpass, halts traffic

The Herald-Sun From Staff Reports Jun. 30, 2015 @ 12:37 PM

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DURHAM —Another Durham railroad overpass was the site of a truck collision Tuesday afternoon.

The bridge over West Chapel Hill Street near Durham Station was struck by a truck about 10:48 a.m., police said.

A Kimbrell's Furniture delivery truck struck the overpass, which has a clearance of about 12 feet, and turned on its side. Police said no injuries or spills were reported.

Police moved the truck out of the roadway, but the collision prompted delays and closures near downtown Durham in the early afternoon.

Police said eastbound Chapel Hill Street near Pettigrew Street would be closed as they clear the accident, as well as Pettigrew Street through Ramseur Street.

This is the third bridge-versus-truck collision in the past 10 days. On June 22, two trucks hit the overpass bridge between Pettigrew and Peabody streets. The first happened about 7 a.m., then second just after 10:30 a.m.

Road Worrier: Rivalry between NC Senate and McCrory includes competing road-building plans

The News and Observer By Bruce Siceoff July 6, 2015

RALEIGH -- Gov. Pat McCrory and state Senate leaders worked together two years ago to improve how North Carolina sets spending priorities for transportation projects, but this year they're at odds over how to raise more road money and where to spend it.

McCrory is pushing a bond issue to borrow \$1.37 billion for new roads and – as part of a second \$1.48 billion bond for infrastructure improvements – another \$300 million for ports, railroads and other nonhighway transportation needs. House leaders have set money aside in their budget to start repaying the borrowed money.

Senate leaders oppose McCrory's road bonds. Their budget would bump up state spending for highway construction and port improvements every year, instead of taking on debt.

"Fiscally, (with) this bond, we're borrowing money to do projects that the Senate doesn't have to borrow a penny to do," said Sen. Bill Rabon, a Brunswick County Republican who co-chairs the Senate Transportation Committee.

The governor claims credit for inspiring legislators to find more road-building money.

"That discussion wasn't even on the radar screen within the legislature just a short five months ago when I gave my State of the State speech," McCrory said in an interview for [Domecast](#), a News & Observer podcast. "Initially, I think, they were surprised to hear the major emphasis on the need for infrastructure and preparing our state for the next generation. ... So just to get that dialogue going is a major success."

The rival proposals come with competing lists of road projects that would be added to the state Department of Transportation's work schedule over the next decade.

McCrory and Senate Republicans say they are guided by the [Strategic Transportation Investments](#) law that they and House leaders enacted in 2013. DOT uses the law to rank projects across the state according to consistent, objective and transparent criteria.

A redesigned interchange or widened road might score better than other projects, for example, if it does more to reduce traffic congestion, promote economic development or improve safety. The new law is supposed to remove political influence from decisions about how to spend money.

Different lists

The governor and the senators say they would spend the new money on projects that would have been included on DOT's 10-year construction schedule already, if they'd had that money in the first place.

But they don't apply the new law in the same way. McCrory doesn't want to promise that his bonds will pay for a new road if DOT has not secured all the necessary environmental permits to start construction. So his list bypasses some higher-ranked projects that don't have all their permits in favor of lower-scoring ones that are ready to go.

The Senate doesn't consider permits and doesn't skip anything on DOT's ranking list. That doesn't sound like a big distinction, but the different approaches produce two mostly different lists. Only five DOT projects, including the U.S. 401 widening in northern Wake County, make the cut on both the Senate and McCrory rosters.

Rabon says DOT's objective guidelines have been circumvented in McCrory's approach.

"It sort of goes against what we worked so hard for in the Strategic Transportation Investments," Rabon said. "Because it doesn't go straight down the list. In my view, it's putting politics back in it. ... We can't just pick and choose projects here and there."

Dirt roads

He also objects to one item on McCrory's list: \$50 million to pave dirt roads.

"Most of them are less than a mile long, and 76 are dead-end roads," Rabon said. "I don't see borrowing money to pay for dirt roads."

McCrory and the Senate would make around \$1.3 billion available for additional road needs in 10 years, but the governor's bond money would become available more quickly and could be spent sooner than what the Senate would provide in a decade.

"My issue is, I don't think that's enough money for the new roads we need throughout the state," McCrory said. "But we're making progress."

COMPETING PLANS FOR NEW HIGHWAY SPENDING

The list of additional highway construction projects that would be covered by the Senate budget shares only five projects in common with Gov. Pat McCrory's road bond list.

One of these is in the Triangle: \$35 million to widen U.S. 401 in Franklin and northern Wake counties. Both plans also promise \$217 million for Interstate 40 upgrades in Iredell, Forsyth and Davie counties.

Both proposals would spend more in Forsyth County than anywhere else, mostly for the long-delayed Winston-Salem Beltway. But the competing plans advance different sections of the Beltway.

Here are other highlights from each plan:

McCrory transportation bonds

Borrows \$1.37 billion for highway projects, including:

Wake: \$26 million to tunnel Blue Ridge Road beneath Hillsborough Street and railroad tracks at State Fairgrounds.

Forsyth: \$448 million for five I-74 Winston-Salem Beltway projects.

Cleveland: \$134 million for three U.S. 74 Shelby Bypass projects.

McDowell: \$89 million for two U.S. 221 widening projects.

Beaufort/Martin: \$72 million to widen U.S. 17.

Cumberland/Robeson: \$54 million for part of the I-295 Fayetteville loop.

Statewide: \$50 million to pave dirt roads.

McCorry's \$1.48 billion infrastructure bond list also includes:

- \$125 million for the Morehead City port.
- \$75 million for the Wilmington port.
- \$50 million for railroad improvements.
- \$50 million for other nonhighway transportation.

Senate budget

Increases the annual construction budget to provide \$1.3 billion over 10 years for added projects, including:

Wake: \$73 million to widen N.C. 50, \$7 million to widen Avent Ferry Road.

Wake/Harnett: \$27 million to widen N.C. 55.

Johnston: \$24 million to widen N.C. 242.

Orange: \$11 million to widen Buckhorn Road.

Forsyth: \$537 million for three I-74 Beltway projects.

Wayne: \$230 million for U.S. 117 freeway upgrade.

Scotland/Hoke: \$163 million to widen U.S. 401.

Gaston: \$124 million to widen I-85.

Dare: \$106 million for two improvements to U.S. 158.

Transylvania: \$87 million for new section of N.C. 215.

New Hanover: \$84 million to upgrade College Road.

Buncombe: \$74 million to widen Wilma Dykeman Riverway.

Carteret: \$72 million to widen Arendell Street and U.S. 70 bridge.

McConnell Casts Doubt on House's Plan for Transportation Bill

The New York Times By JONATHAN WEISMAN JULY 16, 2015

WASHINGTON — More than 30 times over the past six years, Congress has mustered the money only for short-term extensions of the federal highway trust fund, the equivalent of repeatedly putting \$5 of gas in an empty tank.

With the highway fund set to hit empty on July 31, the House on Wednesday passed another modest squirt into the tank, an \$8 billion, five-month transportation patch, by a vote of 312 to 119. It did so with a promise that by Dec. 18, Congress will pass — and President Obama will sign — a major overhaul of the international business tax code that will yield a windfall to fund a long-term transportation bill.

But that approach has one important doubter, Senator [Mitch McConnell](#), a Kentucky Republican and the majority leader, who thinks the prospects of such largess are about as likely as winning the lottery.

"There are a lot of people who are skeptical outside the committee," said Representative Dave Reichert, a Washington Republican who leads the House Ways and Means subcommittee on taxation. "But every effort we make, I have to believe, is possible."

Highway funding, which once routinely had bipartisan support, has now become yet another source of division, this time within the Republican Party that controls Congress. House Republicans — bolstered, oddly enough, by the White House and a top Senate Democrat, Chuck Schumer of New York — are adamant that by keeping the pressure on, the highway trust fund could be the ticket to a long-sought rewrite of the corporate tax code.

Mr. McConnell wants to be done with the highway bill before it gets pulled into the maw of presidential politics. He is trying to cobble together enough spending cuts and tax-law enforcement provisions to fashion a highway bill that will, at the very least, get the trust fund through the end of 2016.

Democrats — and some Republicans — say the answer has been staring Congress in the face for years: Raise the federal gas tax, which has become a less effective source for financing the nation's crumbling roads, bridges and other infrastructure because cars and trucks have become more fuel efficient and drivers are buying less gas.

"There's no excuse to keep torturing people," said Representative Earl Blumenauer, Democrat of Oregon who is pushing a 15-cent-per-gallon fuel tax increase. "This is a fool's errand. We ought to step up."

An estimated 140,000 bridges are breaking down across the country, and about 40 percent of the nation's pavement has broken down to the point that it can no longer be tarred over but should be dug up and rebuilt, said Representative Peter A. DeFazio, Democrat of Oregon. But for years, battered roads, aging transit systems and overtaxed airports have been no match for Republican vows to never raise taxes and Mr. Obama's 2008 campaign promise to raise taxes only on families earning at least \$250,000.

The most ardent conservatives in Congress have even argued that the federal government should get out of the infrastructure business and let state and local governments deal with the nation's transportation system.

But in the last two years, an idea that began as an outlandish proposal by a freshman House Democrat, John Delaney of Maryland, has evolved into the closest thing to consensus on infrastructure funding.

The idea: Rewrite the tax code governing United States corporations operating internationally to end the unintended incentive for those companies to leave trillions of dollars in profits overseas, and add a component taxing those overseas profits. Much of the windfall on that one-time "transition" tax would be dedicated to infrastructure spending.

Currently, the federal corporate income tax of 35 percent applies to overseas profits only when they are brought home. That has persuaded companies to leave an estimated \$2 trillion abroad, either in cash or reinvested in overseas operations. Policy makers would like to create some kind of minimum tax that would be paid annually on such profits, whether they are brought home or not, ending the incentive to leave the money overseas. A one-time tax would be levied on the money that has accumulated over the last decades.

Mr. Obama's Treasury Department has written a version of the plan that would produce \$220 billion for a major infrastructure program. Former Representative Dave Camp, a Michigan Republican and the Ways and Means Committee chairman, wrote one before retiring last year that his successor, Representative Paul D. Ryan, a Wisconsin Republican, has embraced. And last week, Mr. Schumer and Senator Rob Portman, Republican of Ohio, produced their own.

"This plan gives us our best opportunity to produce and pass a long-term bill to rebuild America's roads, bridges and other infrastructure this year," Mr. Ryan said after the House vote.

The Senate, however, was unmoved.

"We're not interested in a short-term bill," said Senator James M. Inhofe, Republican of Oklahoma and chairman of the Senate Environment and Public Works Committee. "We're the Senate. They're the House."

Even Mr. Schumer appeared on Wednesday to be taking a more realistic view of the prospects of a major corporate tax bill by the end of the year.

"The House prefers the international tax way to do this. It certainly gets you a large sum of money that would get broad bipartisan support," Mr. Schumer said. "But let's face it. There are a lot of details that would have to be worked out in tax reform, so if there's another, more immediate proposal that would be long term and have a robust funding increase, it's something I'd look at."

Senators are struggling to find ways to pay for a longer-term bill without a tax increase. Mr. McConnell has put together a series of proposals, many of them measures to tighten tax-law compliance, others to trim spending. One envisions selling [oil](#) from the nation's [Strategic Petroleum Reserve](#), which is supposed to be tapped only for energy emergencies. Another idea would tap the huge legal settlements that the largest banks have reached with the government over the housing issues that precipitated the financial collapse of 2008.

Altogether, they would approach \$60 billion, enough roughly for a four-to-five-year highway bill. But Democrats are protesting one of the largest parts, a cut to the way federal employee retirement benefits are calculated.

"We've already asked federal employees to contribute more to their retirement," Mr. DeFazio said. "We killed the Civil Service pension program, and now we're going to cut their rate of return?"

Without that element, about \$10 billion and a year would have to be shaved off the highway bill. Protests are also likely over drawing on the bank settlements and the petroleum reserve. Mr. McConnell plans on having a bill on the Senate floor much of next week. Just what it would look like is still unknown

NCDOT: Growing pains driving need for new Triangle Expressway interchange

Triangle Business Journal Jeff Jeffrey Friday, July 10, 2015, 5:58pm EDT

Population growth in the Triangle has driven the N.C. Department of Transportation to embark on the first major expansion of the Triangle Expressway since its final phase was completed in 2013.

Construction work is expected to begin later this month on a new interchange on the toll road at Old Holly Springs-Apex Road, just south of Apex. NCDOT says the \$18.4 million project was necessary due to the increased traffic the toll road is expected to see in the coming decades.

Currently, traffic along Old Holly Springs-Apex Road amounts to about 1,900 vehicles per day. But by 2035, the number of daily vehicles is expected to grow to 34,900, NCDOT says.

Wake County's population has grown by nearly 11 percent since 2010, according to U.S. Census figures. That puts the county's growth at nearly twice the statewide average and well ahead of the rest of the nation.

The new interchange is expected to take until May 2017 to finish, but drivers may be able to access the interchange ramps by November of next year.

NCDOT says drivers of two-axel vehicles will likely pay \$0.20 and \$0.31 the toll rate for each of the two new toll zones at the interchange. The project will not affect the price of the entire Triangle Expressway or any other toll rates at existing toll zones, NCDOT says.

Blythe Construction, Inc. of Charlotte landed the contract after coming in about \$2 million less than anticipated. The contract includes work for road widening, milling, resurfacing and shoulder reconstruction as well as bridge widening, toll site infrastructure and intelligent transportation system (ITS) upgrades.

In recent months, NCDOT has issued contracts for 21 road and bridge projects, worth a total of \$229.3 million. NCDOT says that's about \$9.1 million below NCDOT engineers' estimated cost.

Survey sheds light on need for bus stop shelters

The Herald-Sun By Lauren Horsch Jul. 25, 2015 @ 02:58 PM

DURHAM -- A recent survey released by GoTriangle concerning the performance of GoDurham and the Bull City Connector showed an increase in rider satisfaction, but also showed where the service needs to improve.

The survey was given earlier this year, and compares to a similar survey given in the spring of 2011.

"It gives us a better idea of who the customers are," Jon Dodson, GoTriangle and GoDurham Transit Service Planner, said.

Indeed, the survey pinpoints the demographics of the rider, including economic and social factors such as income, age and employment.

Hugh Clark, of CJI Research Corporation, presented the results of the survey, and was able to address City Council questions at the Council's work session this week.

Councilman Eugene Brown raised a question about what Clark believes the city should continue to look at in terms of creating a better service for the riders.

"One thing that surprised me ... was the low rating for comfort at the bus stops," Clark said. "That has a spillover effect."

According to the 2015 survey, GoDurham buses riders who took the survey gave it a 4.6 out of 7 possible points while waiting for the bus. For the Bull City Connector, that rating was slightly higher at 5.5 out of 7.

There are multiple factors to help alleviate that feeling of discomfort while waiting for the bus, like providing information through multiple networks and making sure stops are in good condition.

Councilwoman Diane Catotti asked about bus shelter installations throughout the city.

"Our plan is to install 20 per year," Mark Ahrendsen, director of the city's department of transportation said. He said funding is already in place to create those shelters.

"We know clearly the whole issue of comfort has to deal with covered shelters," Catotti said.

Mayor Bill Bell said the city needs to do something about its bus stops.

"That is really something that we need to find a way to improve," he said. "We need to do something about our bus stops."

He said there aren't enough covered bus stops.

Councilman Eddie Davis backed up Bell's comments asking about lighting concerns, especially at night.

"There is some potential for danger," Davis said.

Mayor Pro Tem Cora Cole-McFadden said she wants to ensure that the stops are safe, especially since she's seen people standing in the road waiting for a bus.

"I think people are raising important points," Councilman Steve Schewel said. "Is this a budget priority? Do we want to increase the number of bus shelters?"

Councilman Don Moffitt said the Council needs to look into how to allocate money wisely to fund bus shelters.

Ahrendsen said it costs about \$10,000 to add a shelter at a stop.

City Manager Tom Bonfield brought up lagging performances in bus cleanliness and behavior of riders on the bus.

"Maybe one of those is more in our control than the other," he said.

Officials with GoDurham said during the time of the survey there were some staffing issues which led to discrepancies in the cleanliness of the buses. Since then it has been addressed and a non-profit has started working with GoDurham to help clean the buses.

However, when it comes to rider behavior, it's harder to deal with because GoDurham doesn't want its drivers to become enforcers, but they do give out warnings and will call the police if an issue continues.

Schewel said constant improvements are being made to the service and hopes to continue providing the "critical public service" to the community.

SPEED TRAPS: Traffic cops set targets

The Herald-Sun by Katie Nix Jul. 26, 2015 @ 02:56 PM

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DURHAM —Contrary to some public perceptions, the Traffic Services Unit of the Durham Police Department does not have a quota when it comes to writing tickets.

As a matter of fact, whether it's during a safety operation or routine stop for speeding it is up to the discretion of the officer what action to take.

"It all depends on the situation," Sgt. Brian Massengill said during a briefing before a pedestrian safety operation Thursday. "If you think it's severe enough, write a citation. If not, written warnings work."

Twelve officers from the unit participated in the statewide "Watch for Me NC" operation, in which officers crossed predetermined streets at the crosswalk and other officers pulled over drivers who did not adhere to letting the pedestrians cross the street.

"[The goal is] to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education and police enforcement," police spokeswoman Kammie Michael said.

Michael said during the operation, officers made 33 stops, issuing 11 citations and 22 written warnings at two crosswalk locations — Gregson Street near Brightleaf Square and the 700 block of Ninth Street.

That same day, the unit conducted a speed enforcement operation in a construction zone on a section of Interstate 70 near East End Avenue.

"We had about six or seven officers out there and they issued 30 citations over the course of a couple of hours," Cpl. Daniel Kuszaj said. "While that might seem like a lot, that's usually what we get in work areas."

Kuszaj said most people who are getting citations in areas where construction is going on are going 15 to 20 miles over the speed limit while workers are on the road.

"We usually only patrol the areas when guys are out there," Kuszaj said. "It's actually what makes it all worth it. When we go to leave an area, the workers almost always come over and thank us. They tell us 'Thanks so much. These [drivers] are crazy out here.'"

Tickets in work zones come with a little extra surprise when drivers get pulled over for speeding. There's a \$250 extra fee in addition to the citation and the court costs.

Kuszaj said in addition to checking out work zones, officers will often make visits to the 10 most dangerous intersections in the city, looking for people speeding.

Using a program called Traffic Engineering Accident Analysis System, or TEAAS, a diagnostic is run of all accidents that have occurred in Durham over the course of the previous three months' data.

"Two of the big lists we look are are highest number of crashes and highest severity of crashes," Kuszaj explained. "The severity's an important component because while an intersection might have a low number of accidents, if someone's been killed or critically injured there, we want to keep a closer look at that."

After looking closely at the lists, in addition to the estimated property damage at each intersection, the intersections are placed on the list and are there for a month and then another diagnostic test is run when the process starts all over again.

"If we're doing our jobs correctly, the intersections will gradually fall off the list," Kuszaj said. "But one of the most common things we see on the list is Interstate 40. It's just such a high-traffic stretch of road that accidents happen all the time."

July's list of most dangerous intersections include: Interstate 40 and Page Road; Holloway Street and Junction Road; N.C. 55 and Cornwallis Road; N.C. 147 and Fulton Street; I-85 and Guess Road; N.C. 54 and Hunting Ridge; I-40 and N.C. 55; N.C. 147 and Alston Avenue; I-40 and Fayetteville Road; and I-40 and N.C. 54.

Kuszaj said it was important to note that the cross streets mentioned with certain interstates and state routes are actually the closest exits to the stretch of road in question.

"When the GPS system goes to evaluate a street, it matches it with the closest street within 150 ft.," he said. "They might not necessarily intersect."

Kuszaj also noted while it may appear that the Durham Police Department is giving out trade secrets, it's actually beneficial to have the list out and circulating.

"Most of our accidents are caused by people speeding," Kuszaj said. "If talking about where we're going to be slows people down and gets them to be more careful, that's what really matters."

Tata resigns as DOT secretary

WRAL.com By Matthew Burns Posted July 28, 2015 10:53 a.m.

RALEIGH, N.C. — After squelching earlier rumors that he was leaving to run for political office, Transportation Secretary Tony Tata resigned Tuesday to focus on "personal and family matters," Gov. Pat McCrory said in a statement.

"Tony Tata has been a valuable partner in our efforts to reform and modernize North Carolina's transportation system," McCrory said. "His dedication to the people of North Carolina is in keeping with his long career of service to his community, state and country."

Before joining the Department of Transportation in 2013, Tata served as Wake County school superintendent. His two-year tenure was marked by political strife.

A new Republican majority on the school board intent on changing the way student assignment worked in the school district hired him in late 2010, but parental dissatisfaction with the process – and with Tata's redesigned bus routes that took hours to complete – helped Democrats regain control of the board in 2011. Tata then clashed with the new board over their priorities, and they fired him in September 2012.

Tata had a career in the Army, retiring in 2009 as a brigadier general. In recent years, he has become an author, writing four fiction books, and a frequent guest on Fox News shows.

In June, the National Journal quoted an unnamed source who said Tata was preparing a Republican primary challenge in 2016 to 3rd District Congressman Walter Jones, but the DOT issued a statement that Tata planned to stay with the agency.

As DOT secretary, he helped implement the Strategic Mobility Formula, which changed the way highway projects are funded to put more emphasis on relieving congestion, improving safety and the potential for long-term job creation. He also integrated airports, rail and ports into the state's 25-year transportation infrastructure plan.

Tata's staff changed office hours and implemented online driver's license renewals at the Division of Motor Vehicles to improve customer service. Most recently, his administration reached a deal with environmental groups to settle a lawsuit blocking construction of a replacement for the Bonner Bridge on the Outer Banks.

"While there is much more work to do, it is time for me to focus on personal and family matters as well as my passion for authorship," Tata said in a memo to DOT employees. "I have enjoyed our professional affiliation. ... I look forward to continuing to admire your service in the future."

Chief Deputy DOT Secretary Nick Tennyson has been named acting transportation secretary. Tennyson, a former Durham mayor, oversees DOT operational and support functions.

Ex-Durham mayor moves into NCDOT top slot

The Herald-Sun By Lauren Horsch Jul. 28, 2015 @ 06:12 PM

DURHAM — Former Durham mayor Nick Tennyson has been named acting secretary of the N.C. Department of Transportation following the Tuesday resignation of Secretary Tony Tata.

Tennyson, chief deputy secretary under Tata, served as the mayor here from 1997-2001. He joined NCDOT in April of 2013.

Tata's resignation came after criticism for going on a book tour before an impending snowstorm. In a resignation statement, he said he wanted to focus on his family and book career.

Tata sent an email Tuesday to Transportation Department staff, listing his accomplishments during more than two years in office, including reducing wait times at the Division of Motor Vehicles and an agreement with environmental groups that allows construction of the Bonner Bridge to Hatteras Island to begin.

"While there is much more work to do, it is time for me to focus on personal and family matters as well as my passion for authorship," he wrote.

Tennyson told The Herald-Sun Tuesday that he'd known there was going to be a changing of the guard after some communication with the governor's office.

"Secretary Tata got some substantial momentum built, in a positive direction for NCDOT," Tennyson said of his predecessor's time with the department. "I want to do everything I can to see as many of those move to fruition."

Tennyson said he is proud and humbled to be named acting secretary.

"I am proud of the fact that I have developed a good enough relationship with the NCDOT employees, and the governor and the legislature that makes it believable (for me) to do this job," he said. "And then humbled, because it's a critical function for the state, and it's a huge challenge."

When he joined the department in 2013 he didn't think he'd be in the position he is today.

"I thought that Secretary Tata would be here as long as I was," he said.

His transition from local government to the DOT came after he got to know fellow Republican, Gov. Pat McCrory, back when they were both mayors, McCrory in Charlotte.

"I knew that we both had similar concerns, both from large cities, and so when he began to run for governor, I certainly wanted to see him be successful," Tennyson said. "When he was elected I was happy to have a chance to join the team."

On Tuesday McCrory praised Tata for his work. "Tony Tata has been a valuable partner in our efforts to reform and modernize North Carolina's transportation system," McCrory said in a news release.

Tata, a retired U.S. Army brigadier general, stoked controversy earlier this year when he left on a book tour hours before a predicted storm coated much of the state in ice, making roads treacherous. Tata has routinely made appearances on cable television news shows to serve as a conservative political commentator.

He is also the author of several novels, his latest a thriller about a disgraced special forces commando searching for an American traitor.

He has been widely rumored to be considering a run for Congress. WTVD-TV reported in June that Tata addressed the issue in an email that said he was humbled to be asked to run for office. Tata never directly said he wouldn't run, only that he was committed to serving the citizens of North Carolina.

Before being appointed transportation secretary, Tata served as superintendent of the Wake County schools for less than two years. He was fired in September 2012 by a board that cited a strained relationship with Tata.

Tennyson, who lives in Durham, said he doesn't know how long his tenure as acting secretary will run. Right now it's up in the air for how a new secretary will be chosen by the governor's staff.

"I have made it clear, if the governor wants me to continue in this position, I would," Tennyson said.

While the decision of who will take over as secretary remains in flux, Tennyson said he'd continue to work on areas close to his conscience.

"I am most disturbed by accidents and injuries and results of those mishaps across the state," he said. "I know Secretary Tata was focused on safety, and I will continue to be doing my best to see that we are doing the best to drive down the loss of life on our network."

EDITOR'S NOTE — The Associated Press contributed to this story.

Senate passes 6-year highway bill, short-term patch needed

AP Wire Aug 2, 2015

Washington -- The Senate passed a long-term transportation bill, but with House lawmakers already dispersed for their August recess, the bill will become just one more sticky issue on a jam-packed congressional agenda in the fall.

The \$350 billion long-term bill was approved Thursday on a 65-34 vote with bipartisan support. It would make changes to highway, transit, railroad and auto safety programs, but its sponsors were only able to find enough money to pay for the first three years of the six-year bill.

Senate Majority Leader Mitch McConnell, R-Ky., called the bill's passage, "a win for our country."

"Many thought we'd never get here, but we have," he said.

Immediately after the vote, the Senate turned to a three-month patch previously passed by the House that extends the government's authority to process highway and transit aid payments to states through Oct. 29. Without congressional action, that authority expires at midnight Friday. House Republican leaders opted for the patch to give themselves more time to work on a long-term — and long-sought — transportation bill.

Lawmakers have said they are loath to take up yet another short-term transportation funding extension — this will be the 34th extension since 2009. But Republicans and Democrats don't want to see transportation aid cut off, and they are eager to pass an amendment to the extension bill that fills a \$3.4 billion hole in the Department of Veterans Affairs' budget. The money gap threatens to force the closure of hospitals and clinics nationwide.

The delay on House action on a long-term transportation bill adds one more messy fight to a fall agenda already crammed with difficult, must-pass legislation. Twelve annual spending bills face a Sept. 30 deadline but are being held up by a clash over the Confederate flag. Congress must also decide whether to approve or disapprove President Barack Obama's Iran nuclear deal, and whether to pass a contentious defense policy bill that faces a veto threat from the White House. Another fight is certain over raising the nation's borrowing authority.

Spending authority for the Federal Aviation Administration expires Sept. 30. Since long-term bills to set aviation policy have yet to be introduced in either the House or the Senate, lawmakers acknowledge they will have to pass short-term extensions there as well.

The Senate's long-term transportation bill also renews the Export-Import Bank, which makes low-interest loans to help U.S. companies sell their products overseas. The bank's charter expired June 30 in the face of opposition from conservatives, who call it corporate welfare. A fight in the House over renewal of the bank is also likely.

The long-term transportation bill shores up the federal Highway Trust Fund for three years by using about \$45 billion in revenue increases and making spending cuts elsewhere in the federal budget. The largest source of funds is \$16 billion that would be saved by reducing the dividend rate the government pays to large banks.

The bill also attempts to speed up environmental reviews of construction projects and encourages states to impose user fees on electric vehicles because they use roadways but don't contribute to federal gas tax revenues. It also sets aside money for major projects and directs highway aid to major freight transportation corridors, starting with \$1.5 billion in fiscal 2016 and increasing to \$2.5 billion in 2021.

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The safety provisions are the most controversial transportation part of the bill both for what they include and what they don't include. The bill requires that rental car agencies fix cars subject to safety recalls before renting them, but it doesn't include language sought by safety advocates requiring car dealers to fix recalled used cars before selling them. It would double the amount the government can fine automakers who don't disclose safety defects from \$35 million to \$70 million — significantly less than the \$300 million sought by the White House. It would force the Federal Motor Carrier Safety Administration to conceal from the public its safety ratings of trucking companies; the trucking industry says the agency's methodology is flawed.

Communication at heart of light rail issues

The Herald-Sun Aug. 03, 2015 @ 08:53 AM By Lauren Horsch

DURHAM — It's estimated that GoTriangle has met with about 5,000 residents in Durham and Orange counties and held about 300 meetings concerning the Durham-Orange Light Rail Transit (DOLRT) project.

Beyond that GoTriangle has mailed many post cards to residents in areas where light rail is proposed.

Yet residents still feel out of the loop on how decisions are being made.

Alex Cabanes, a resident of Downing Creek, said that when rail alignment decisions were made, his neighbors and others concerned wanted to fully understand why the decisions were made.

"It's not been an open, forthcoming factual discussion," he said.

He's not the only one who's felt that way.

"The decision making on where they're putting these lines ... and how they came to the decision of where the light rail goes (is not talked about)," Trish Dean of Prescott Place said. "What is making the decisions? Is it money?"

WRONG PROJECT?

There are thoughts that the project in and of itself is the wrong project for the area. Instead of bridging Orange and Durham counties, some believe it should have been built between Durham and Wake counties.

"Especially if it's a direct line between one and the other," said Trish Dean said.

"But I think overall, what we're seeing, is a project that really looks fundamentally flawed," Yuri Trembath of Prescott Place said. He believes some of the flaws lie in the proposed route and the data that is being presented.

"It's going to be a set route with no ability to change, and it's not going to be able to serve its purpose," he said.

Matthew Dean said the option of bus rapid transit is less capital intensive and would give multiple opportunities to re-evaluate routes depending on where development and growth occurs.

Some also think if the route was planned differently it would be able to serve more riders and alleviate traffic by using existing corridors that see heavy traffic.

"If you're looking to reduce congestion, you don't create more," Matthew Dean said.

PUBLIC OUTREACH

While GoTriangle says it has a multi-phase system for notifying residents around the DOLRT, many residents don't believe that it's been a successful way of reaching out.

"Their communication has been horrendous," Trembath said.

Trish Dean said even information on the GoTriangle website is outdated, causing confusion, and she said she didn't receive any mailings.

Trembath said he received a mailing once and it came weeks after a meeting had occurred.

Natalie Murdock, interim manager of communications and public affairs for GoTriangle, said many of the notifications started in 2011 and 2012.

Most recently, mailings have been done for residents within a mile of the project on each side. In all she said there have been more than 50,000 addressed mailings sent through the U.S. Postal Service.

In certain places, Murdock said GoTriangle has been able to hand deliver information. A lot of the communication, she said, is being done through meetings set up in communities that will be impacted by the DOLRT. Those public meetings have drawn between 80 and 115 people each, compared to past public meetings where only 30 people showed up, Murdock said.

She believes GoTriangle has been successful in its efforts to notify residents, saying it's gone "above what is standard" for the project.

Local elected officials also believe that GoTriangle has done its due diligence in keeping residents involved.

"I think that GoTriangle has done an excellent job including the public," Durham County Commissioner Wendy Jacobs said. "This is the type of thing where not everybody is going to be happy."

Durham City Councilwoman Diane Catotti however believes there could be more publicizing done in some ways, because recently she's been hearing about residents who don't know about the project, even though portions of it have been in the works for decades.

"I am always surprised when people say they didn't know about it," Catotti said.

Dane Berglund, of Culp Arbor, said communication has always been lacking.

"For the most part, communication has been poor for several years," Berglund said.

Multiple people have suggested as the project continues to put up signs along the route marking where stations are set to be built — much like signs around town for proposed re-zoning matters.

"They need to be more open," Trembath said.

NCDOT road project in Durham aims to reduce traffic

Triangle Business Journal By Jeff Jeffrey Monday, August 3, 2015, 10:07am EDT

The N.C. Department of Transportation is preparing for a road-widening project in Durham that department officials hope will alleviate traffic problems on North Roxboro Road.

NCDOT has proposed adding dedicated right turn lanes in both directions at the intersection where Latta Road becomes Infinity Road. NCDOT project engineer Natalie Lockhart says traffic in the area often causes significant delays for drivers trying to get through the intersection.

The department will hold a public meeting Aug. 10 to allow those who live and work in the area to weigh in on the proposal.

The intersection is near the Eno River and is home to the Eno Square Shopping Center. A Food Lion, a Durham Police Department substation and several restaurants are located nearby.

Lockhart says the project will likely take between 12 and 24 months to complete, which could affect businesses in the area.

"We hope the public meeting will give them a chance to hear about the long-term benefits of the project," Lockhart says. "We hope they understand that this is about improving safety and reducing traffic in the area."