



DCHC MPO Board Meeting Agenda

Wednesday, October 11, 2017

9:00 AM

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

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[17-100](#)

Attachments: [2017-10-11 \(17-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. September 13, 2017 Board Meeting Minutes**[17-177](#)

A copy of the September 13, 2017 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the September 13, 2017 Board meeting.

Attachments: [2017-10-11 \(17-177\)MPO Board Meeting Minutes 9.13.17 LPA2.pdf](#)

ACTION ITEMS

7. **Request for a Resolution and a Signed Letter in Support of the City of Durham's Application for a TIGER Grant for the Two-Way Conversion of the Downtown Durham Loop (10 minutes)** [17-185](#)

Terry Bellamy, Director of the Durham Department of Transportation

For decades, the Downtown Loop and the system of other one-way downtown streets have been viewed as a success for funneling commuters through Downtown Durham, but as confusing, unsafe, and a detriment to Downtown revitalization by others. The Durham Downtown Loop is comprised of several street segments that form a one-way loop around the City's central business district. While the Loop was designed and built to move traffic through Downtown, it does not support the current Downtown businesses and retailers in the City's central business district. It also has few accommodations for pedestrians and bicyclists or transit riders, and creates a barrier between Downtown and adjoining neighborhoods. The 2016 update to the Downtown Durham Master Plan and a 2015 Charrette Report both called for the two-way multi-modal conversion of the Downtown Loop. A feasibility study for the two-way conversion of the Downtown Loop was conducted in 2012. The City of Durham is applying for a TIGER Grant from the US Department of Transportation to support the conversion of the Downtown Loop to allow two-way traffic to improve safety, mobility, and accessibility, and facilitate economic development in Downtown Durham.

Board Action: Request that the MPO Board pass a resolution in support of the City of Durham's TIGER Grant Application, and that the Chair of the MPO Board sign a letter in support of the City of Durham's application for a TIGER grant for the two-way conversion of the Downtown Durham Loop.

Attachments: [2017-10-11 \(17-185\) MPOLetterofSupportforTIGERGrantApp.pdf](#)
 [2017-10-11 \(17-185\) DCHCMPOResolutioninSupportofTIGER_2017.pdf](#)

8. 2045 Metropolitan Transportation Plan (MTP) (30 minutes)[17-155](#)**Andy Henry, LPA Staff**Background

The MPO Board released the Alternatives Analysis in August and conducted a public hearing at their September meeting. Staff has conducted workshops and presented the 2045 MTP at various meetings with boards, commission and elected officials from the different counties and jurisdictions in the MPO planning area. The public comment period for the Alternatives Analysis officially ended Wednesday, September 20th, however, MPO staff has continued to accept comments. An updated compilation of public comments is attached.

Preferred Option

The draft Preferred Option is attached. It is also available with an interactive, online highway map at the following Web site: www.bit.ly/DCHC-MTP-Preferred. The contents include:

- * Socioeconomic Data (SE Data) -- guide totals, and population and employment growth maps
- * Highway projects -- project list and map
- * Transit projects -- based on the county plans; will include service levels (e.g., bus service hours) and maps of fixed-guideways but no detailed project list
- * Bicycle and pedestrian projects -- based on local plans; will reference local plans and the MPO's Comprehensive Transportation Plan (CTP) but there will not be a detailed project list
- * Financial Plan -- list of cost and revenue for the different modes by decade (i.e., 2035, 2035 and 2045) and by STI category (i.e., statewide, regional and division), and includes two graphs.

TRM Results, Targets and Full Report

In previous MTP development processes, there was an additional 2-3 months of project time for review of the Air Quality Conformity plan. Several additional MTP tasks were usually completed during this project time. However, the MPO does not have to complete an Air Quality Conformity plan. As a result, there are still three tasks that need to be completed before the 2045 MTP can be adopted:

- * Development and review of the full 2045 MTP report. It includes the policies and compliance information, as well as the projects and financial plan that the MPO will have already released as the Preferred Option.
- * Review the final Triangle Regional Model (TRM) and Connect 2045 land use model results.
- * The final Goals/Objectives/Performance Measures. The targets for the Performance Measures are dependent on the final TRM results.

The following schedule is recommended for including these tasks in the 2045 MTP adoption:

- * October 11 -- Board authorize the Technical Committee (TC) to release the Preferred Option (SE Data, projects and financial plan) with the final TRM results and the Goals, Objectives and Targets for the Performance Measures at the TC's October 25th meeting
- * November 8 -- Board conduct public hearing on Preferred Option
- * December 13 -- Board approve Preferred Option for 2045 MTP, and Board release full 2045 MTP report and final Goals/Objectives/targetted Performance Measures for public comment
- * January 10, 2018 -- Board adopt, by resolution, the 2045 MTP and report

TC Action: Forward Preferred Option to Board for review, request that Board authorize TC to release Preferred Option with final TRM results and draft Goals/Objectives/Performance Measures at the October 25 TC meeting.

Board Action: Review Preferred Option, and authorize TC to release Preferred Option with final TRM results and draft Goals/Objectives/Performance Measures at the October 25 TC meeting.

Attachments: [2017-10-11 \(17-155\) 2045 MTP Preferred.pdf](#)
 [2017-10-11 \(17-155\) 2045 MTP Comments.pdf](#)

9. Draft FY2018-27 Metropolitan Transportation Improvement Plan (20
minutes)

[17-181](#)

Aaron Cain, LPA Staff

LPA staff has completed a draft of the FY2018-27 Metropolitan Transportation Improvement Plan (MTIP) for public review. The MTIP is the document that defines the transportation projects that will be funded and scheduled over the next ten years.

The MTIP must be adopted and sent to NCDOT, FHWA, and the FTA by November 15, 2017. In order to meet this deadline, LPA staff will use the following schedule:

October 11, 2017 - The MPO Board releases the Draft FY2018-27 MTIP for public comment
On or before October 18, 2017 - The Draft FY2018-27 MTIP is released for public comment
October 25, 2017 - TC reviews Draft FY2018-27 MTIP and recommends for approval (pending changes from public comment period)
November 8, 2017 - MPO Board holds public hearing and adopts FY2018-27 MTIP

The Draft FY2018-27 MTIP is located at
<http://www.dchcmpo.org/civicax/filebank/blobdload.aspx?BlobID=30030>. LPA staff is working on an update to the web page for an easier user experience that should be up by the time the document is released.

TC Action: The TC recommended that the Board released the Draft FY2018-27 MTIP for public comment.

Board Action: Release the Draft FY2018-27 MTIP for public comment.

10. SPOT P5.0 Project Submittals from the Divisions (10 minutes)[17-184](#)**Aaron Cain, LPA Staff**

Under North Carolina's Strategic Transportation Investments (STI) law, transportation funds are allocated based on data-driven scoring and local input. DCHC's projects will be rated along with projects from across the state to determine which projects will be funded in the FY2020-29 Transportation Improvement Plan (TIP). DCHC MPO and Divisions 5, 7, and 8 all submitted projects for consideration in the prioritization process for funding, called SPOT 5.0, for the FY2020-29 TIP.

While the Board reviewed and approved the projects for the MPO to submit last month, a full list of the projects the Divisions submitted was not previously available. Attached is a list of highway projects submitted by the Division. In addition, Division 7 submitted four bike/ped projects on behalf of DCHC MPO, and Division 5 five projects. The Board has previously reviewed those projects.

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

Attachments: [2017-10-11 \(17-184\) DCHC Highway Projects Submitted by the Divisions for SF](#)

11. Request for DCHC MPO Support for Town of Carrboro NCDOT[17-180](#)**Bicycle Planning Grant Application (5 minutes)****Tina Moon, Town of Carrboro**

The Town of Carrboro is preparing to submit an application to the NCDOT Bicycle and Pedestrian Division and the Transportation Planning Branch 2018 planning grant cycle. The Town of Carrboro received a grant in 2007 and applied the funding (approximately \$45,000) toward the development of the Town's Comprehensive Bicycle Transportation Plan, which was subsequently adopted in March 2009. An update of the bike plan aligns well with the Town's interest in seeking gold status from the League of American Bicyclists' Bicycle Friendly Communities Program during the upcoming round of consideration. A resolution of support from the MPO is a requirement of the grant application. A resolution to that effect is attached.

TC Action: Recommended approval of the resolution in support of the Town of Carrboro's grant application to update its Comprehensive Bicycle Transportation Plan.

Board Action: Adopt the resolution in support of the Town of Carrboro's grant application to update its Comprehensive Bicycle Transportation Plan.

Attachments: [2017-10-11 \(17-180\) Resolution in Support of Carrboro Bicycle Planning Grant /](#)

12. Review of NCDOT Bicycle Policy and Pedestrian Policy (10 minutes) [17-174](#)**Dale McKeel, LPA Staff**

The N.C. Board of Transportation is considering changes to the NCDOT Bicycle Policy and Pedestrian Policy. The Technical Committee has reviewed and discussed the existing existing policies and provided comments and suggestions for change. A letter based on these comments has been drafted and is provided to the MPO Board for review and approval.

The existing bicycle policy is at:

[<http://www.ncdot.gov/bikeped/download/bikeped_laws_Bicycle_Policy.pdf>](http://www.ncdot.gov/bikeped/download/bikeped_laws_Bicycle_Policy.pdf)

The existing pedestrian policy is at:

[<http://www.ncdot.gov/bikeped/download/bikeped_Ped_Policy.pdf>](http://www.ncdot.gov/bikeped/download/bikeped_Ped_Policy.pdf)

TC Action: Recommended the attached letter for consideration by the MPO Board.

Board Action: Review and approve the attached letter.

Attachments: [2017-10-11 \(17-174\) Letter on Bike & Ped Policies.pdf](#)

13. FY2018 Unified Planning Work Program (UPWP) Amendment #1 (5 minutes) [17-178](#)**Meg Scully, LPA Staff**

Amendment #1 of the FY2018 UPWP proposes to obligate STBG-DA funds that had been de-obligated in prior years for the Lead Planning Agency and the Town of Chapel Hill, and de-obligate all Orange County funds. The attached memorandum and resolution with table provides details.

TC Action: Recommended the Board approve the FY2018 UPWP Amendment #1.

Board Action: Approve the FY2018 UPWP Amendment #1.

Attachments: [2017-10-11 \(17-178\) Memorandum FY18 UPWP Amend 1.pdf](#)

[2017-10-11 \(17-178\) 2018 UPWP amend 1 Res with table.pdf](#)

14. Surface Transportation Block Grant -Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY2019 (5 minutes) [17-179](#)

Meg Scully, LPA Staff

On October 14, 2015, the MPO Board approved the formula and policy to distribute STBG-DA and TAP funds to sub-recipients for fiscal years 2017 through 2025 with the expectation that each year, prior to development of the next year's Unified Planning Work Program (UPWP), the actual STBG-DA and TAP allocation to the DCHC MPO would be entered into the formula as would the most recent certified National Transit Database (NTD) data (to be used in calculating the distribution to transit agencies). Attached is a table with the actual FY19 STBG-DA and TAP funding available to the MPO and the allocation resulting from the formula. Approval of this allocation will commence the FY19 UPWP development as agencies may choose to use the allocation for planning purposes, and thus must program funds in the FY19 UPWP. The FY19 UPWP development schedule is also attached.

TC Action: Recommended the Board approve the FY2019 Distribution of STBG-DA and TAP funds.

Board Action: Approve the FY2019 distribution of STBG-DA and TAP funds.

Attachments: [2017-10-11 \(17-179\) FY19 STBG and TAP Distribution.pdf](#)
[2017-10-11 \(17-179\) 2019 UPWP development schedule.pdf](#)

15. Explanation of SPOT/STI Framework (30 minutes) [17-183](#)

Aaron Cain, LPA Staff

Per the request of the MPO Board, LPA staff will make a presentation on the Strategic Transportation Initiative (STI), the law that creates the framework for transportation funding in North Carolina, and the Strategic Prioritization of Transportation (SPOT) process which implements STI. Staff will detail those provisions that are embedded within the STI law, and those that are policy of the North Carolina Department of Transportation (NCDOT), and therefore are more flexible and can be changed administratively (with potential approval by the State Board of Transportation).

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

REPORTS:

16. Report from the Board Chair [17-101](#)

Steve Schewel, Board Chair

Board Action: Receive the report from the Board Chair

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

Board Action: Receive the report from the TC Chair.

18. **Report from LPA Staff** [17-103](#)
Felix Nwoko, LPA Manager

Board Action: Receive the report from LPA Staff.

Attachments: [2017-10-11 \(17-103\) LPA staff report.pdf](#)

19. **NCDOT Report** [17-104](#)

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

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

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

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2017-10-11 \(17-104\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS

20. **Recent News Articles and Updates** [17-105](#)

Attachments: [2017-10-11 \(17-105\) news articles.pdf](#)

Adjourn

Next meeting: November 8, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

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

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

Meeting Date	Directive	Status
4-28-17	Determine the number of distance signs on freeways within the MPO's jurisdiction. Investigate the options for increasing the number of signs with NCDOT, particularly on and around the East End Connector at its completion.	<u>Underway.</u> MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff will follow up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	<u>Underway.</u> MPO staff has contacted Division 7 regarding this request.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	<u>Completed.</u> Jim Dunlop of NCDOT's Congestion Management Division presented at the August MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	<u>Underway.</u> LPA staff will make a presentation at the October 11, 2017 Board meeting. Efforts are ongoing to arrange for Deputy Secretary White to attend a Board meeting.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

13 September 2017

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on September 13, 2017, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Steve Schewel (MPO Board Chair)	City of Durham
Damon Seils (MPO Board Vice Chair)	Town of Carrboro
Don Moffitt (Member)	City of Durham
Ellen Reckhow (Member)	Durham County
Ed Harrison (Member)	GoTriangle
Barry Jacobs (Member)	Orange County
Brian Lowen (Member)	Town of Hillsborough
Pam Hemminger (Member)	Town of Chapel Hill
Wendy Jacobs (Alternate)	Durham County
Lydia Lavelle (Alternate)	Town of Carrboro
Michael Parker (Alternate)	Town of Chapel Hill
Penny Rich (Alternate)	Orange County
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Jen Britt	NCDOT, Division 8
Julie Bogle	NCDOT, TPB
Craig Benedict	Orange County
Bergen Watterson	Town of Chapel Hill
Tina Moon	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Ellen Beckmann	City of Durham
Bill Judge	City of Durham
Eddie Dancausse	Federal Highway Administration
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Dale McKeel	DCHC MPO/City of Durham
Brian Rhodes	DCHC MPO
Anne Phillips	DCHC MPO
Evan Tenenbaum	Durham City-County
Matt Day	Triangle J Council of Governments
Heidi Perry	Carrboro Resident

47 Quorum Count: 8 of 10 Voting Members

48
49 Chair Steve Schewel called the meeting to order at 9:02 a.m. A roll call was performed. The
50 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are
51 indicated above. Chair Steve Schewel reminded everyone to sign-in using the sign-in sheet that was
52 being circulated.

53 **PRELIMINARIES:**

54 **2. Ethics Reminder**

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

59 **3. Adjustments to the Agenda**

60 Chair Steve Schewel asked if there were any adjustments to the agenda. There were no
61 adjustments to the agenda.

62 **4. Public Comments**

63 Chair Steve Schewel asked if there were any members of the public signed up to speak.

64 Heidi Perry, a resident of 407 Robert Hunt Drive in Carrboro and a member of the Orange
65 County OUT Board and the Carrboro Bicycle Coalition, spoke about her frustration with the fact that
66 the North Carolina Department of Transportation's (NCDOT) Strategic Prioritization Office of
67 Transportation (SPOT) scoring criteria favors motor vehicles over other modes of transportation. Heidi
68 Perry stated that widening existing lanes or adding lanes of traffic does not alleviate congestion in the
69 long run, and in fact leads to an increase in fatal and serious injury crashes. She added that while
70 NCDOT's stated mission says nothing about prioritizing one mode over another, NCDOT's scoring
71 system prioritizes projects that temporarily cut motorists' travel time over projects that increase

bicycle and pedestrian safety. Heidi Perry discussed the portion of NCDOT's budget that is spent on maintaining existing roadways, noting that adding more lanes of traffic only adds to the burden of road maintenance. She commented that NCDOT only spends \$700,000 on bike projects, and there is no budget for pedestrian safety projects. Heidi Perry stated that we should be working to reduce our dependency on cars, and that perhaps additional travel lanes should be dedicated public transit lanes and bicycle lanes or wide shoulders should be added to rural roads. Heidi Perry asked that the MPO Board consider requesting that NCDOT reevaluate the way it scores projects, its allocation of construction dollars, and its budget for alternative forms of transport so that roads can become more environmentally sensitive and North Carolina can truly become a Vision Zero state.

Vice Chair Damon Seils stated that Heidi Perry is pointing to some of the structural difficulties in the process that state uses for scoring projects, and that some of this was out of the hands of the MPO. He added that the MPO could still express an opinion about some of the issues that Heidi Perry discussed and reflected on productive conversations that the MPO has had with North Carolina Secretary of Transportation James Trogdon and his staff. Vice Chair Damon Seils stated that it might be a good idea to schedule another conversation with the Transportation Secretary given that the MPO is currently going through the scoring process.

Felix Nwoko stated that Transportation Secretary James Trogdon has asked MPOs to come up with comments about NCDOT's Bicycle and Pedestrian policy, and that a DCHC MPO subcommittee is working on this issue and would bring it to the MPO Board in coming months. Felix Nwoko stated that this is an opportunity to convey the MPO's opinion on bicycle and pedestrian issues to NCDOT. Chair Steve Schewel clarified that Felix Nwoko was referring to NCDOT's Bicycle and Pedestrian Policy, and not the scoring process.

Lydia Lavelle and Ed Harrison discussed the possibility of bicycle coalitions identifying bicycle-friendly Republicans in the state legislature who might be willing to advocate for bicycle issues. Ellen

Reckhow stated that Heidi Perry's comments also reiterated the importance of the MPO being more aspirational in its mode splits as it develops the 2045 Metropolitan Transportation Plan (MTP).

Chair Steve Schewel thanked Heidi Perry for attending the meeting and stated that a different kind of conversation with the Transportation Secretary may be necessary. Vice Chair Damon Seils pointed out that while there is a disconnect between the values and vision of NCDOT, policy changes may be limited by state statutes. Barry Jacobs stated that it might be wise to have a session to discuss changes the MPO would like to see before inviting the Transportation Secretary back to an MPO Board meeting.

Chair Steve Schewel asked Felix Nwoko and the Lead Planning Agency (LPA) Staff to consider the best opportunity for advancing the goals of the MPO, especially when it comes to mode split, and whether those opportunities are legislative or related to approaching the Transportation Secretary and his staff. Ellen Reckhow pointed out that there are many great examples of metropolitan areas around the country that are committing to bicycle infrastructure, and that the MPO can use evidence from other communities in support of its argument. Michael Parker stated that it is also important to emphasize public transit's role in reducing congestion. He also commented on the transit cap imposed by the legislature and noted that there are clear statutory obstacles that need to be resolved.

Ellen Beckmann stated that Julie White, formerly the North Carolina Metropolitan Mayors Coalition Executive Director, is now Deputy Secretary for Multi-Modal Transportation at NCDOT, and that she may be interested in visiting the MPO to discuss some of these issues. Chair Steve Schewel asked Felix Nwoko and Ellen Beckmann to consider how to best move forward on this issue.

Pam Hemminger stated that the Town of Chapel Hill, the Town of Carrboro, NCDOT staff, and MPO staff is working to resolve issues with the proposed roundabout at the Merritt Mill/Main Street/Franklin Street intersection. Pam Hemminger added that she may need to leave the meeting early to attend a ribbon cutting for newly installed solar panels at East Chapel Hill High School.

5. Directives to Staff

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

CONSENT AGENDA:

6. Approval of August 8, 2017, Meeting Minutes

7. Approval of Amendment #11 to the FY2016-25 Transportation Improvement Plan

Aaron Cain, LPA Staff

Ellen Reckhow stated that there were two typos in the minutes related to the spelling of her name and Ellen Beckmann's name. Ellen Reckhow made a motion to approve the amended August 8, 2017, MPO Board Meeting Minutes and Amendment #11 to the FY 2016-25 Transportation Improvement Plan. Don Moffitt seconded the motion. The motion passed unanimously.

ACTION ITEMS:

8. 2045 Metropolitan Transportation Plan (MTP)

Andy Henry, LPA Staff

Matt Day, Triangle J Council of Governments

Andy Henry reviewed the schedule for developing the MTP, and noted that the MPO staff is working closely with local staffs to develop the MTP. He also discussed comments that have been received on the MTP to date.

Chair Steve Schewel opened the public hearing on the 2045 MTP. There were no comments from the public. Chair Steve Schewel closed the public hearing.

Ellen Reckhow stated that she was struck by comments about the strong need for commuter rail.

Andy Henry discussed how Triangle J Council of Governments (TJCOG) and the Capital Area Metropolitan Planning Organization (CAMPO) have contributed to the MTP in terms of modeling and fiscal constraint.

Matt Day provided an overview of the fiscal constraint that is factored into the MTP. Matt Day discussed how factors like Strategic Transportation Initiatives (STI) framework and the Durham and

Orange County Transit Plans shape the assumptions about state and federal funding in the MTP. He also reviewed the assumptions and differences between the constrained, moderate, and aspirational forecasts, and noted that the aspirational forecast would most likely be used as the foundation of the MTP. Ed Harrison asked for and received clarification that Matt Day was discussing funding for projects only within the MPO's boundary. Lydia Lavelle pointed out that the same amount of funding is assumed for transit in the aspirational forecast. She also suggested that the extension of the light rail should be added to the aspirational forecast.

Michael Parker pointed out that the aspirational forecast aspires to more roads, and not to things that the MPO is committed to, such as increased funding for transit. Ellen Reckhow concurred with Michael Parker, and noted that there is perhaps an opportunity to apply for federal funding for the commuter rail project. Matt Day clarified that the transit items in the plan were a baseline, and that transit related information could be added to the plan. He stated that the forecast was primarily about the revenue that would be available. Matt Day pointed out that regional- and Division-level STI funds that are shown as highway funds could be used for transit.

Andy Henry and Don Moffitt discussed the relationship between the MTP and the Comprehensive Transportation Plan (CTP), the potential effect of inaccurate funding projections, and how forecasted funds affect projects in the SPOT process.

Vice Chair Damon Seils commented that the term "optimistic forecast" might be more appropriate than the term "aspirational forecast." Vice Chair Damon Seils also stated that Matt Day's reminder that the STI statewide pot is almost entirely for highway funding, and that there are a variety of modes constrained by STI law was helpful. Chair Steve Schewel supported the notion that the forecast should be referred to as "optimistic" instead of "aspirational." Matt Day stated that there was no requirement that the forecast be named "aspirational," and there was continued discussion of whether the forecast should be termed "optimistic."

170 Matt Day discussed the funding available for projects in each decade of the MTP. Don Moffitt
171 and Matt Day discussed the funding projections for projects in the second decade of the MTP. Matt Day
172 reviewed the percentage of funding that would be allocated to different types of projects in the MTP.
173 Michael Parker and Matt Day discussed the 10% cap on rail projects, and Matt Day stated that the
174 forecast already assumes that these types of restrictions are in place. Andy Henry discussed the funding
175 assumptions for each decade of the MTP. Andy Henry and Chair Steve Schewel discussed how changes
176 in legislative policy should be factored into the later decades of the MTP. Ellen Reckhow commented on
177 the socioeconomic data that was used for the projections, highlighting population and job growth in the
178 MPO region, and noted that jobs put a lot of stress on roads and that there may be need for a more
179 optimistic revenue forecast.

180 Chair Steve Schewel and Andy Henry discussed the timeline for approving the fiscally-
181 constrained plan. Chair Steve Schewel asked the MPO Board to consider whether more optimism should
182 be factored into the optimistic scenario. Andy Henry added that looking at the preferred option, which
183 would be brought before the MPO Board in October, might help with this decision.

184 Ellen Reckhow commented on the projected growth of the area and the need to plan for more
185 public transit. Vice Chair Damon Seils stated that the MTP cannot go beyond what is realistically, if
186 optimistically, projected with regards to revenue. He added that the MPO should be talking to legislators
187 and lobbying for more funding for its aspirations.

188 Andy Henry called attention to a chart showing the difference between anticipated project costs
189 and the project budget for the three decades of the MTP. There was discussion of the STI statewide 4%
190 non-highway project minimum. Andy Henry discussed items that have not yet been factored into the
191 budget, such as roads that will be privately built and local jurisdiction impact fees. Chair Steve Schewel
192 and Andy Henry discussed the implications of the preferred option being similar in scale to the 2040
193 MTP. Vice Chair Damon Seils asked for and received confirmation that Andy Henry was assuming the

194 optimistic scenario. Ed Harrison pointed out that the phrase “non-highway minimum” is odd and may be
195 confusing to the public. Andy Henry clarified that the types of caps discussed in the presentation were
196 regional- and Division-wide respectively. There was continued discussion of the fact that the caps are
197 somewhat confusing.

198 Chair Steve Schewel stated that the optimistic fiscally-constrained forecast should remain truly
199 fiscally-constrained, and that changes in legislation should not be assumed at this point. Lydia Lavelle
200 suggested two fiscally-constrained optimistic scenarios, A and B, where option B would consider
201 changes in the legislative caps. Barry Jacobs pointed out that two optimistic scenarios might show what
202 is being lost because of legislative action, and would therefore be educational. Michael Parker stated
203 that MTP should be structured to preserve the MPO’s future options in terms of applying for state and
204 federal funding.

205 Chair Steve Schewel and Andy Henry reviewed the three existing forecasts, and the factors that
206 would go into creating the two optimistic forecasts. Vice Chair Damon Seils emphasized that it is
207 important to understand why forecasting tools are useful, and pointed out that an optimistic B forecast
208 might not be particularly valuable. There was continued discussion of whether an optimistic B forecast
209 would be useful. Ellen Reckhow suggested changing inputs as it relates to land-use and jobs to avoid a
210 mismatch between demand and supply.

211 Chair Steve Schewel summarized the discussion about creating two optimistic scenarios. Andy
212 Henry stated that it would be a lot of additional work to come up with highway lists for an additional
213 forecast. Andy Henry discussed how the goals and objective and performance measures were developed
214 for the MTP.

215 Chair Steve Schewel and Andy Henry discussed whether there was sufficient emphasis on racial
216 and socio-economic equity in the MTP’s current goals and objectives. There was continued discussion of
217 the wording that should be used to emphasize economic equity in the MTP.

No further action was required by the MPO Board.

9. SPOT P5.0 Project Submittals

Aaron Cain, LPA Staff

Aaron Cain stated that the deadline for submitting SPOT 5.0 project is September 29, 2017.

Chair Steve Schewel recognized Durham County Commissioner Wendy Jacobs.

Aaron Cain stated that the MPO would be submitting 24 highway projects, 23 bicycle and pedestrian projects, 21 transit projects, and 11 rail projects. He discussed Chapel Hill's recent decision to swap a bicycle and pedestrian project at Ephesus Church Road/Pope Road with a project at Fordham Boulevard near Eastgate Shopping Center, and changes that were made to a Durham project at a Roxboro Street underpass that would better facilitate the proposed two-way conversion of Roxboro Street. Aaron Cain stated that the Roxboro Street project would be submitted as both a highway and a rail project. Chair Steve Schewel confirmed that the action was to approve the list of projects for final submittal to the SPOT 5.0 process.

Michael Parker and Aaron Cain discussed why the Fordham Boulevard project referenced the Legion Road extension even though the latter project was not being submitted. Vice Chair Damon Seils asked for and received confirmation that the final description of two Carrboro projects would be updated to reflect the outcome of recent discussions between MPO staff and Carrboro staff.

Ed Harrison and Aaron Cain discussed the jurisdiction of Pope Road, and bicycle lane and sidewalk gaps on Pope Road. There was discussion of the length of sidewalk on Pope Road, and how proposed nearby development related to the Durham-Orange Light Rail (D-O LRT) project would affect pedestrian traffic on Pope Road. Ed Harrison and Bergen Watterson discussed what was being included in the Pope Road project. Aaron Cain promised to have further discussions with Durham County about the Pope Road project, and noted that Durham County would have to provide the local match and potentially manage the project. Barry Jacobs and Aaron Cain discussed the parameters of the NC 86/US 70 project. There was discussion of the two-way conversion of the Downtown Durham Loop project.

Ellen Beckmann and Aaron Cain discussed whether the North Durham Parkway, US 70 to NC 98, could end at US 70 to Sharon Road, and whether making the project shorter might make it more competitive.

Pat Wilson discussed the decision to submit the Franklin Street/Merritt Mill Road/Brewer Lane project as a bicycle and pedestrian project at the Division level, in addition to submitting it as a highway project. Vice Chair Damon Seils confirmed that the project would be submitted as both a bicycle and pedestrian project and a highway project. Vice Chair Damon Seils and Pat Wilson discussed the implications of submitting the project as both a highway project and a bicycle and pedestrian project. Vice Chair Damon Seils asked Aaron Cain whether submitting the Franklin/Merritt Mill Road/Brewer Lane project as both a bicycle and pedestrian project and a highway project would affect the submittal of any other bicycle and pedestrian projects. Aaron Cain explained that the Division would be submitting the project as a bicycle and pedestrian project, which would not affect the number of projects submitted by the MPO. Vice Chair Damon Seils and Aaron Cain discussed whether there were any concerns about submitting the project twice. Lydia Lavelle stated that she appreciated having a second option for the project. Don Moffitt and Aaron Cain discussed the projects that are the highest priority for Durham.

Don Moffitt made a motion to approve the list of project to be submitted to SPOT 5.0. Ellen Reckhow seconded the motion. The motion passed unanimously.

REPORTS:

10. Report from the DCHC MPO Board Chair

Steve Schewel, DCHC MPO Board Chair

Chair Steve Schewel stated that John Hodges-Copple is working on scheduling a meeting between the chairs and vice chairs of DCHC MPO and CAMPO, and that the meeting should be scheduled shortly.

11. Report from the DCHC MPO Technical Committee Chair

Ellen Beckmann, DCHC MPO TC Chair

Ellen Beckmann stated that she has been asked to be on the NCDOT working group tasked with updating NCDOT's Bicycle and Pedestrian Policy.

12. Reports from LPA Staff

Felix Nwoko, LPA Staff

Felix Nwoko stated that a kick-off meeting was recently held for the NC 54 corridor study and that the Request for Proposals (RFP) for the US 15-501 corridor study would be released shortly.

Dale McKeel reminded the MPO Board of the upcoming Greenways Summit that would be held in Durham from October 1-3, 2017.

13. NCDOT Reports:

Richard Hancock, NCDOT Division 5, stated that Mike Holder has retired as Chief Engineer, and that Tim Little, previously Division Engineer of Division 4, will be the new Chief Engineer. Richard Hancock stated that a public meeting would be held for the US 501/Latta/Infinity project on September 28. He also discussed potential uses for the \$1.7 million of high impact/low cost funds that have been allotted to each Division. Richard Hancock discussed upcoming closures related to the East End Connector project and the Alston Avenue project. He stated that the Division has had some difficulty mobilizing the contractor for the Herndon/Barbee roundabout, and that the project will now have a late November completion date. Richard Hancock also mentioned that there were some complaints about noise and light related to the nighttime work on the Old Chapel Hill Road project, and that the Division was discussing this issue with City of Durham staff.

Pat Wilson, NCDOT Division 7, stated that the Division is currently working on modifying the design of the Franklin Street/Merritt Mill Road/Brewer Lane intersection project to possibly include bicycle and pedestrian improvements. He added that the cost estimate for the project would be shared with staff when it becomes available. Pat Wilson added that the Division has received the design for the fence for the pedestrian bridge over I-40 on Orange Grove Rd. He stated that the project would be

advertised at the end of the September with a bid opening in mid-October. Pat Wilson promised to provide an update on the project at the November MPO Board meeting.

There was discussion of whether it would be possible to contact the members of the public who brought the unsafe conditions of the pedestrian bridge over I-40 on Orange Grove Road to the MPO Board's attention to let them know that action is being taken on the matter.

There was no report from NCDOT Division 8.

There was no report from NCDOT Transportation Planning Branch.

INFORMATIONAL ITEMS:

14. Recent News, Articles, and Updates

Chair Steve Schewel thanked local staff, MPO staff, NCDOT staff, and TJCOG staff for the work that they do.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at 10:29 a.m.



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

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

October 11, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao:

I am writing in support the City of Durham's application for a TIGER Discretionary Grant for the Downtown Durham Loop Two-Way Conversion project. For decades the downtown Durham Loop and the system of other one-way downtown streets have been widely viewed as confusing, unsafe, and a detriment to downtown mobility and revitalization. The Downtown Loop was designed to funnel traffic through downtown, and does not support pedestrians, bicyclists, and transit users wishing to move around downtown, or the businesses and retailers in Durham's central business district. Converting the Downtown Loop to two-way traffic and adding pedestrian, bicycle, and transit amenities will give Durham's growing population safer options for moving around downtown, and support economic growth in the City.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is committed to providing multi-modal transportation options for residents and visitors within our jurisdiction. This project is listed in the DCHC MPO's Comprehensive Transportation Plan, and will support our commitment to providing multi-modal transportation infrastructure in the region by adding pedestrian, bicycle, and transit facilities to the converted Loop. Converting the Loop will also support two key objectives of the MPO's long-range planning, connecting people to jobs and opportunities using all modes and ensuring that transportation needs are met for those who are economically disadvantaged, mobility impaired, and minorities. The Downtown Loop creates a barrier between downtown Durham and nearby low-wealth neighborhoods. Converting the Loop to two-way traffic and adding pedestrian, bicycle, and transit amenities will also increase access to jobs, education, and healthcare for some of Durham's most vulnerable residents.

I believe that this project is an excellent candidate for the TIGER Discretionary Grant program. It supports the US Department of Transportation's overall goals of increasing economic activity and supporting more livable communities. It will lead to economic opportunities for the City of Durham and some of its most vulnerable residents, and I urge you to give it all due consideration.

Sincerely,

Stephen M. Schewel, Chair
DCHC MPO Board

**RESOLUTION TO ENDORSE THE APPLICATION FOR A FY2017 USDOT TIGER
DISCRETIONARY GRANT APPLICATION BY THE CITY OF DURHAM**

October 11, 2017

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 United States Department of Transportation (USDOT) is soliciting applications for the FY 2017 TIGER Discretionary Grant Program, a \$500 million competitive grant program for surface transportation project capital investment projects; and

WHEREAS, USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region, with priority given to the following long-term outcomes: state of good repair, economic competitiveness, livability, environmental sustainability, and safety; and

WHEREAS, the City of Durham is submitting an application for the conversion of the Downtown Durham Loop to Two-Way Traffic; and

WHEREAS, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2017 Comprehensive Transportation Plan; and

WHEREAS, this project will add pedestrian, bicycle, and transit amenities and improve access and create more transportation choices in the MPO region; and

WHEREAS, the Downtown Loop creates a barrier between downtown Durham and nearby low-wealth neighborhoods; and

WHEREAS, converting the Loop to two-way traffic and adding pedestrian, bicycle, and transit amenities will also increase access to jobs, education, and healthcare for some of Durham's most vulnerable residents; and

WHEREAS, converting the Loop will also support two key objectives of the MPO's long-range planning, connecting people to jobs and opportunities using all modes and ensuring that transportation needs are met for those who are economically disadvantaged, mobility impaired, and minorities.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the grant application for Two-Way Conversion of the Downtown Loop project, provided here on this, the 11th day of October, 2017.

Stephen M. Schewel, MPO Board Chair

Durham County, North Carolina

I certify that Stephen M. Schewel personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: October 11, 2017

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

2045 MTP – Draft Preferred Option

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Contact: Andy Henry
 Planner, Durham-Chapel Hill Carrboro MPO
andrew.henry@durhamnc.gov
 (919) 560-4366, ext. 36419

www.dchcmpo.org
www.bit.ly/DCHC-MTP

Land Use (Socioeconomic Data)

Background

The MPO forecasts socioeconomic data (SE Data), such as dwelling units, population and employment, to the year 2045 and uses that data as a key input into the travel demand model called the Triangle Regional Model, or TRM). The process starts with the 2045 guide totals, which are county- level population and employment projections for the year 2045, and proceeds to the Community Visualization (CommViz) model that distributes the dwelling units and employment to particular parcels based on land availability and suitability.

The following MPO Web page provides detailed information on the methodologies used for the guide totals and CommViz modeling process, as well as maps showing the projected population and employment distribution: <http://bit.ly/DCHC-MTP-LandUse>

Guide Totals

The MPO establishes the 2045 county-level population and employment to calculate the growth that the CommViz model process will distribute. The population is based on estimates and projections from the N.C. Office of State Budget and Management, and the employment projection is based on a private service from Woods-and-Poole Economics. The employment current employment estimate is based on employer data from InfoUSA that is verified and updated by local planners. The following table provides the guide totals:

Population				
County	2013	2045	2013-45	% change
Chatham*	41,543	72,110	30,567	74%
Durham	286,210	475,091	188,881	66%
Orange	139,289	194,867	55,578	40%
<i>Total</i>	<i>467,042</i>	<i>742,068</i>	<i>275,026</i>	<i>59%</i>
Employment				
County	2013	2045	2013-45	% change
Chatham*	9,339	17,718	8,379	90%
Durham	192,877	342,910	150,033	78%
Orange	64,212	107,791	43,579	68%
<i>Total</i>	<i>266,428</i>	<i>468,419</i>	<i>201,991</i>	<i>76%</i>

* Only includes portion of Chatham County in the modeling area.

Scenarios

The 2045 MTP uses the Connect 2045 Triangle area land use modeling process, which is based on a model called Community Visualization (or CommViz). The Connect 2045 team created two land use scenarios with the direct assistance of local land use planners throughout the Triangle area. In these scenarios, the CommViz model distributes the county-level guide totals of population and employment growth to a particular place.

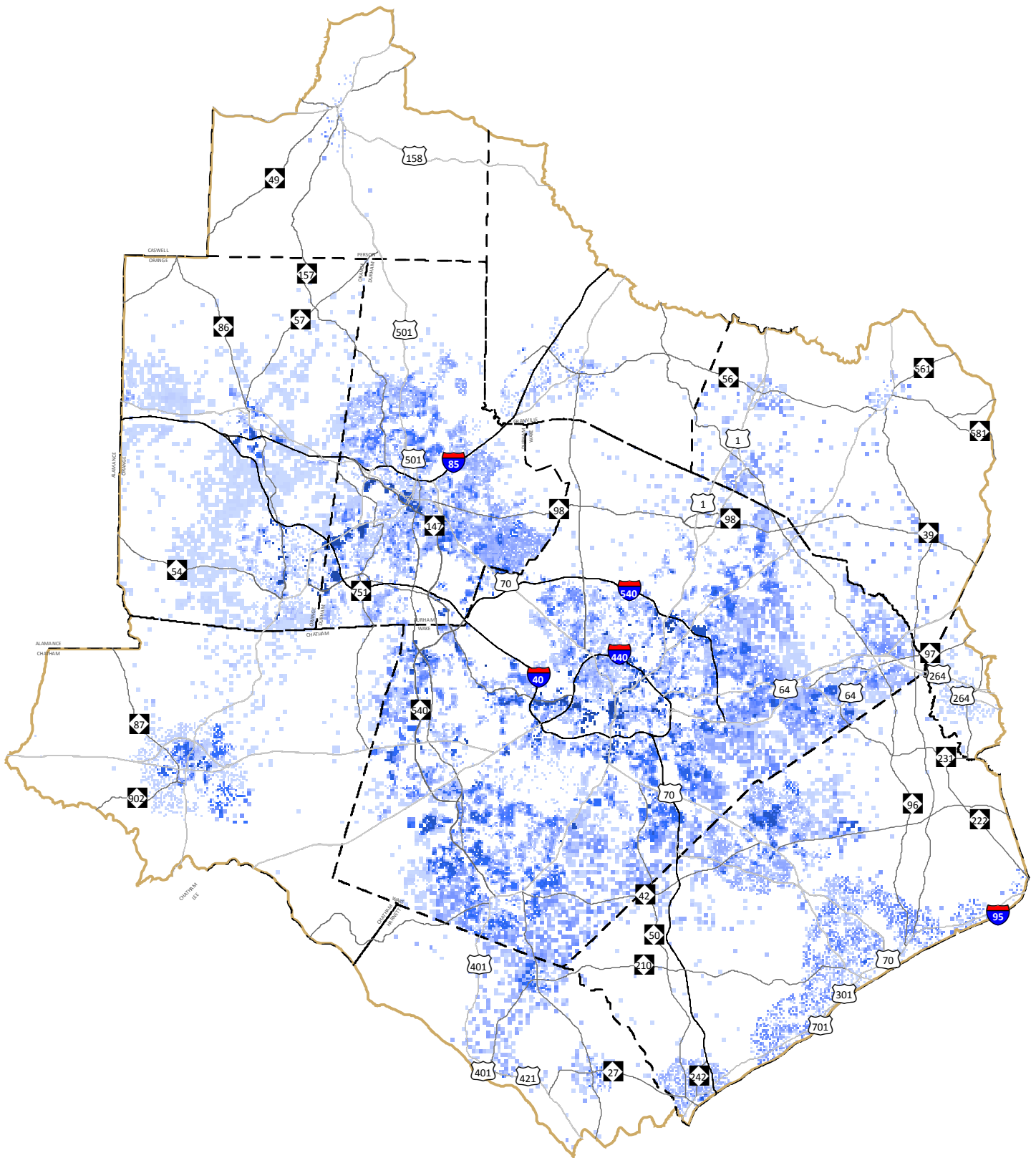
- Community Plan – This scenario is based on the local comprehensive plans and land use policies, and can be understood as the most likely scenario.
- AIM-High – This scenario uses the Community Plan scenarios as a base but increases the land use density and mix around the future light rail. It is based on draft data from an ongoing regional study on rail station development potential, and though it pushes the limits it is still market possible.

Preferred Option Uses AIM-High



The MPO staff proposes using the AIM-High scenario for the Preferred Option. AIM-High is within the market possibilities of rail station development and it proved to have desired, positive impacts on the performance measures such as reduced overall congestion and delay.

Maps

The maps on the following pages show the distribution of the growth of households and employment from 2013 through 2045 in the Triangle Region and the three counties in the MPO. The set of household maps are presented first, followed by the employment maps.

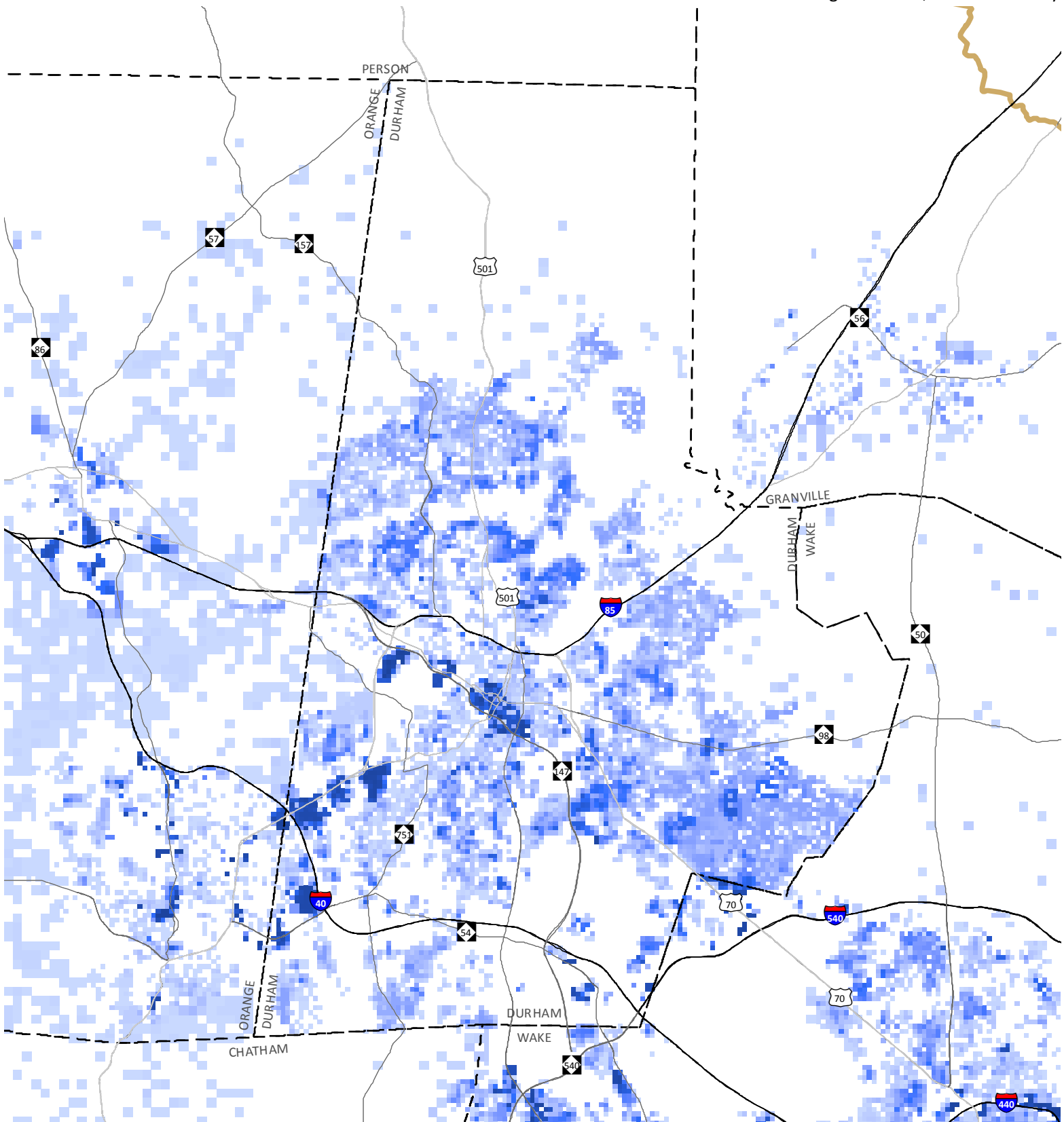


Regional Composite Map - New Household Distribution - 32-Year Forecast (2013-2045)

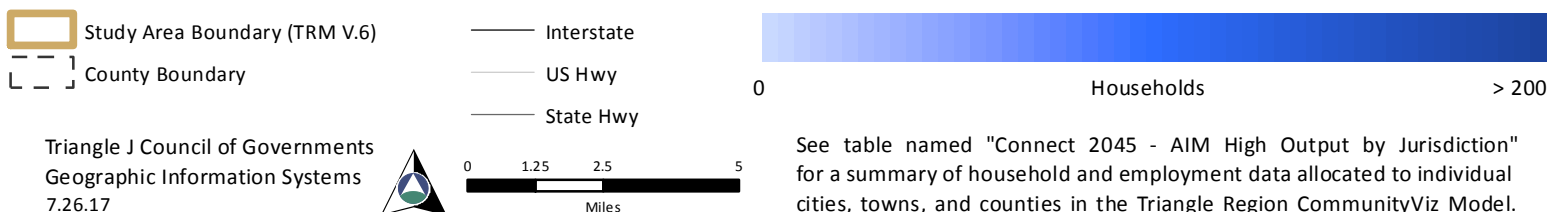
-  Study Area Boundary (TRM V.6)
-  County Boundary

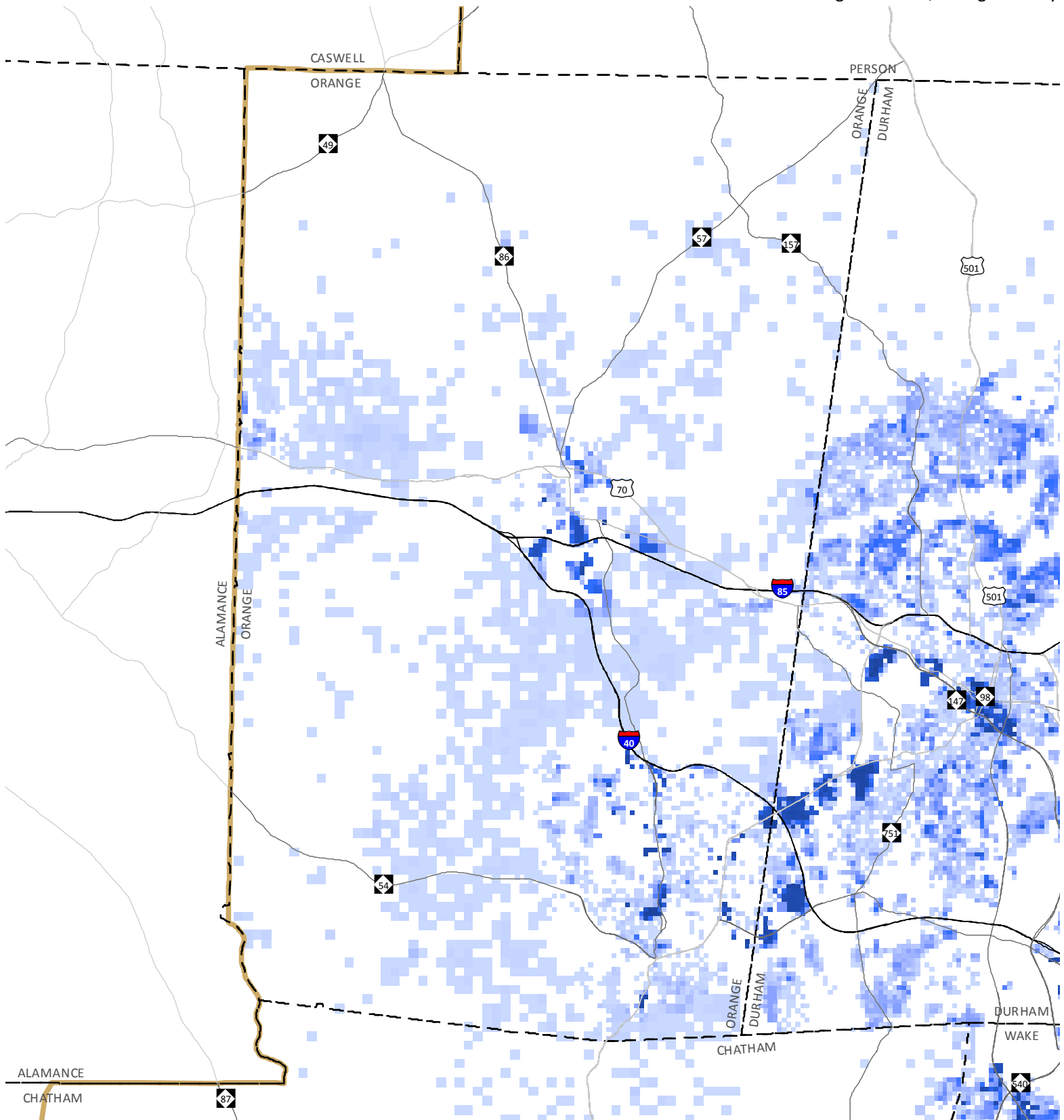
-  Interstate
-  US Hwy
-  State Hwy








Regional Composite Map - New Household Distribution - 32-Year Forecast (2013-2045)

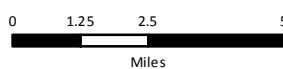


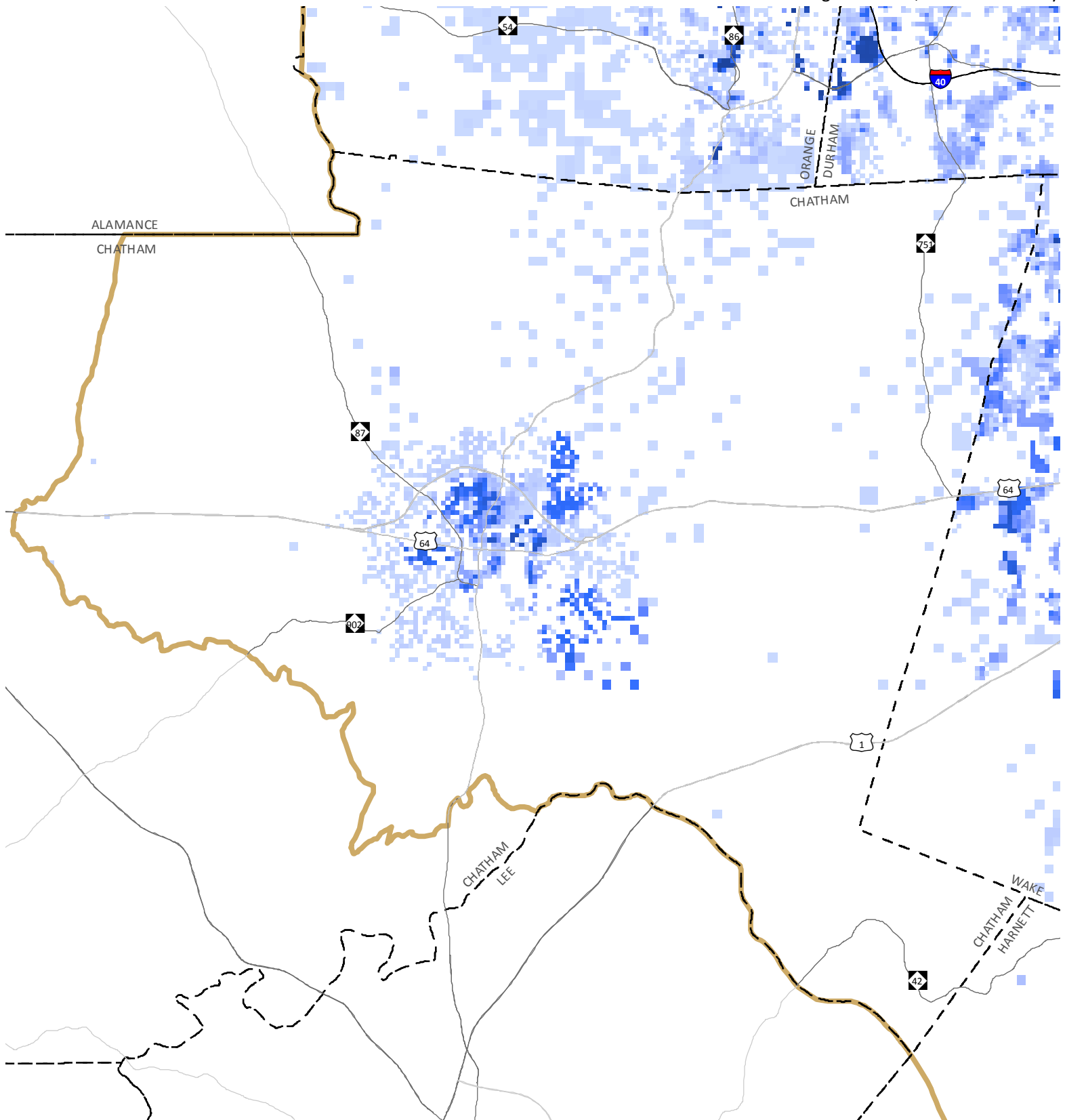


Regional Composite Map - New Household Distribution - 32-Year Forecast (2013-2045)

-  Study Area Boundary (TRM V.6)
-  County Boundary

-  Interstate
-  US Hwy
-  State Hwy

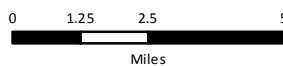


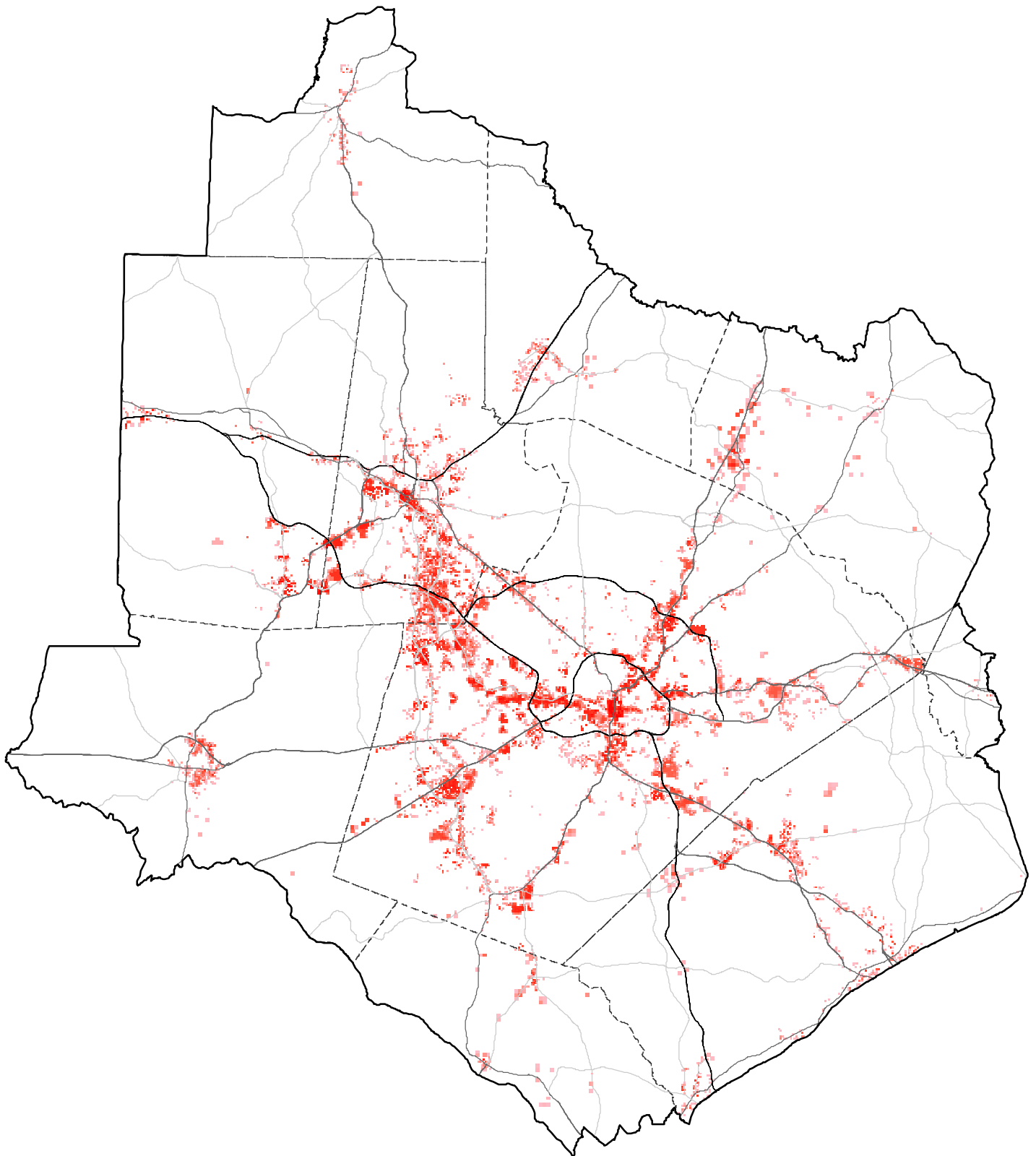


Regional Composite Map - New Household Distribution - 32-Year Forecast (2013-2045)





Study Area Boundary (TRM V.6)
 County Boundary

Interstate
 US Hwy
 State Hwy

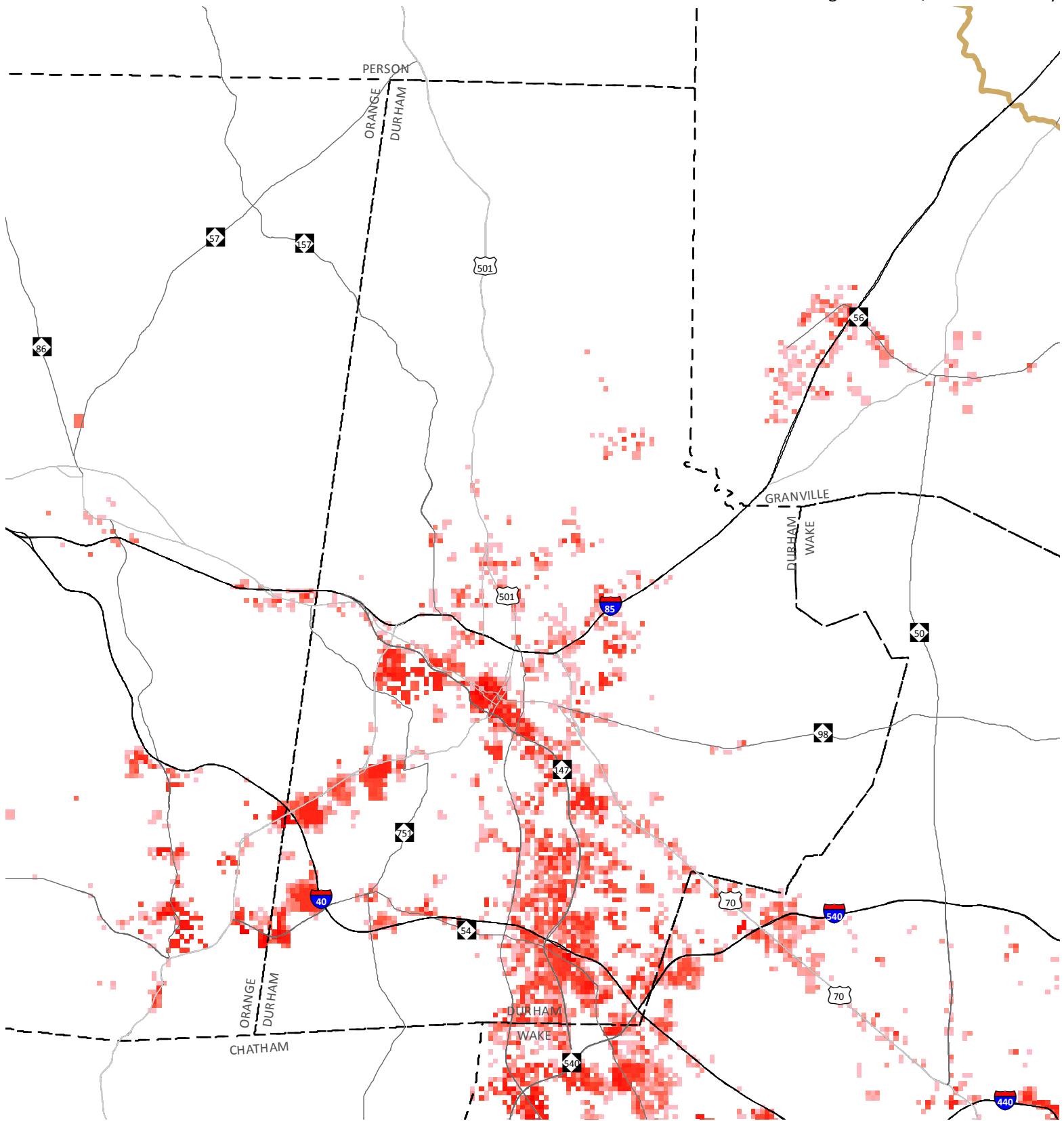




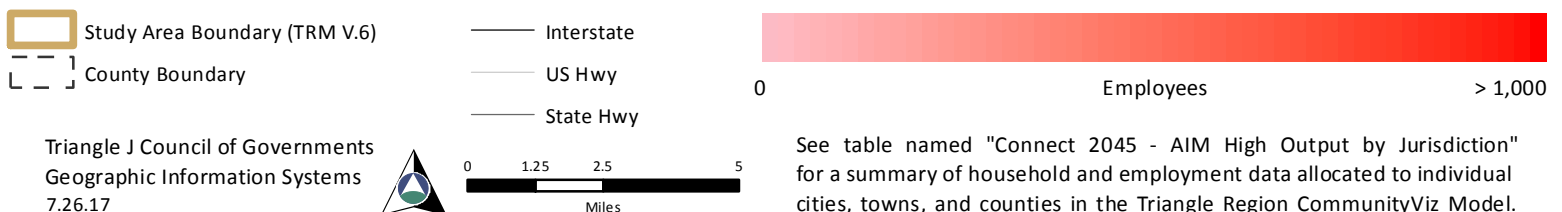
Regional Composite Map - New Employment Distribution - 32-Year Forecast (2013-2045)

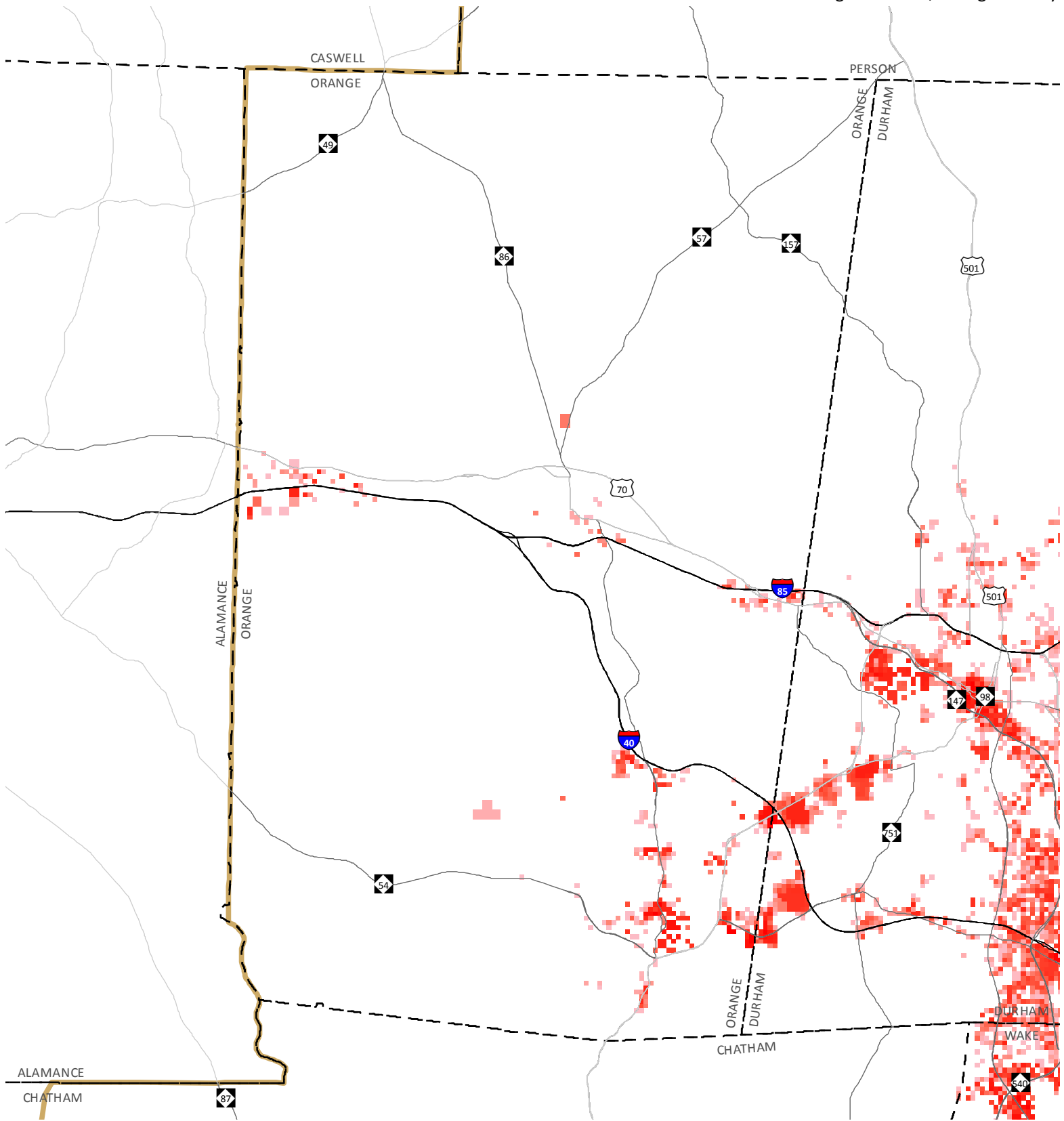
 County Boundaries
  Interstates/ Freeways
 US Highways
 NC Highways

0 Employees > 1000



Regional Composite Map - New Employment Distribution - 32-Year Forecast (2013-2045)

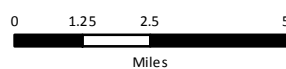




Regional Composite Map - New Employment Distribution - 32-Year Forecast (2013-2045)

- Study Area Boundary (TRM V.6)
- County Boundary

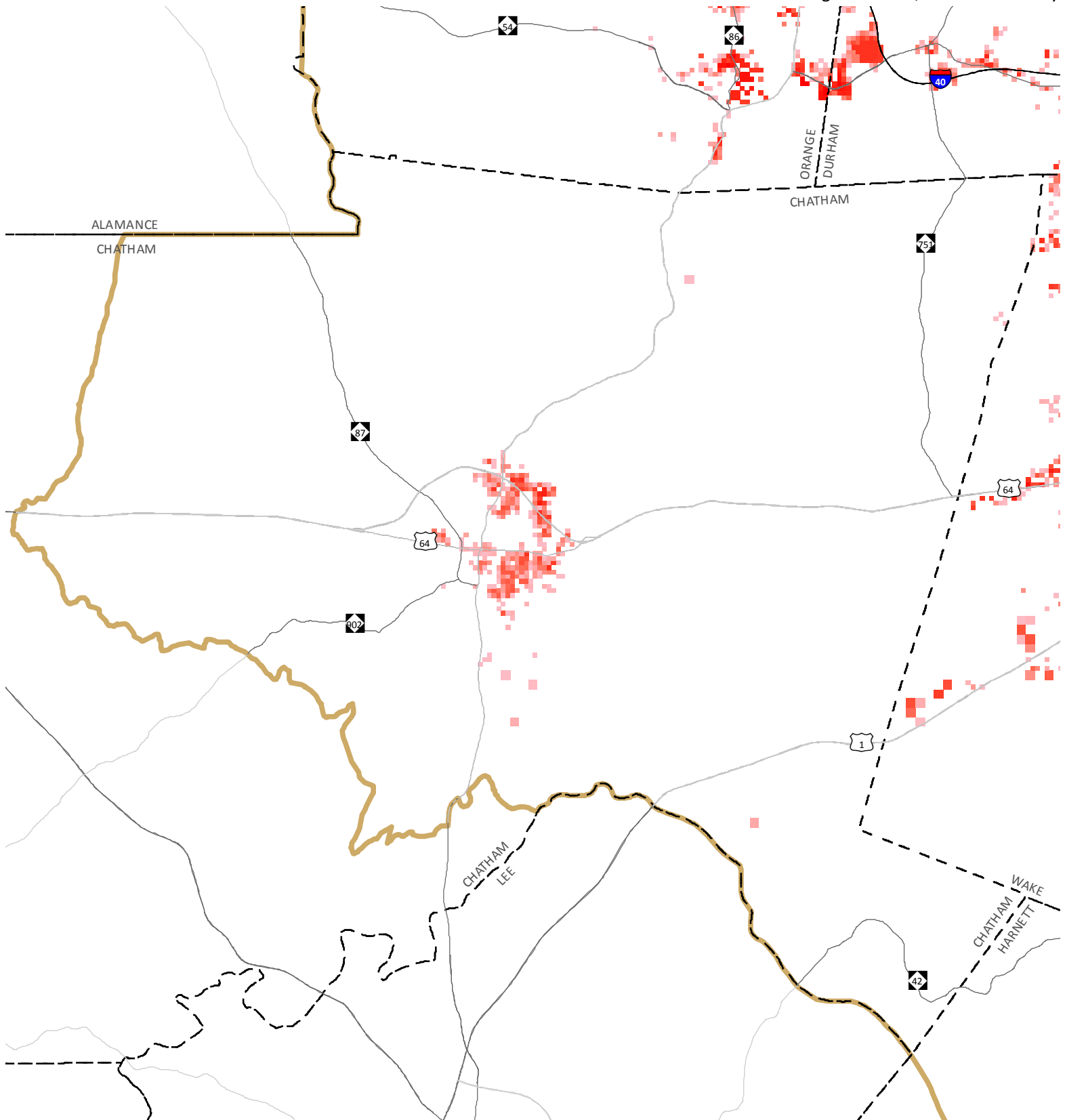
- Interstate
- US Hwy
- State Hwy



Connect 2045 - Triangle Region Scenario Planning

MPO Board 10/11/2017 Item 8

AIM High Scenario, Chatham County

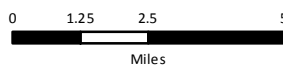


Regional Composite Map - New Employment Distribution - 32-Year Forecast (2013-2045)

Study Area Boundary (TRM V.6)
County Boundary

Interstate
US Hwy
State Hwy

0 Employees > 1,000



Highways

Background

The highway and interchange projects to be included in the Preferred Option are shown in the maps and tables below. Projects were selected based on their ability to promote the MPO's draft Goals and Objectives and the expected availability of funding.

The MTP designates and funds the highway projects by the decade in which the project will be completed for operation, i.e., current to 2025, 2026 to 2035 and 2036 to 2045. This designation helps demonstrate that the MTP is accountable to the federal fiscal constraint requirement. The North Carolina Strategic Transportation Investments (STI) funding tiers, i.e., St = statewide, Reg = regional or Div = division, are identified to abide by the current state funding process.

For the most part, new and upgraded interchanges are assumed to be part of the highway projects that are listed and therefore are not commonly listed separately. However, the fiscal year 2018-2027 Transportation Improvement Program (TIP) has listed eight new or upgraded interchanges as separate projects from the highway project. The 2045 MTP highway map and table show these as separate projects, as well.

Highway Map

The highway map on the next page shows the proposed highway improvements for the 2045 MTP. An interactive online map is also available at the Preferred tab on the 2045 MTP Web page: www.bit.ly/DCHC-MTP

The DCHC MPO adopted a multimodal Comprehensive Transportation Plan (CTP) in May 2017, which contains a larger set of proposed projects because the CTP is not fiscally-constrained. See the interactive online map called Highways and Intersections at the following link to view the CTP highways that were considered for possible inclusion in the 2045 MTP: www.bit.ly/DCHCMPO-Adopted-CTP

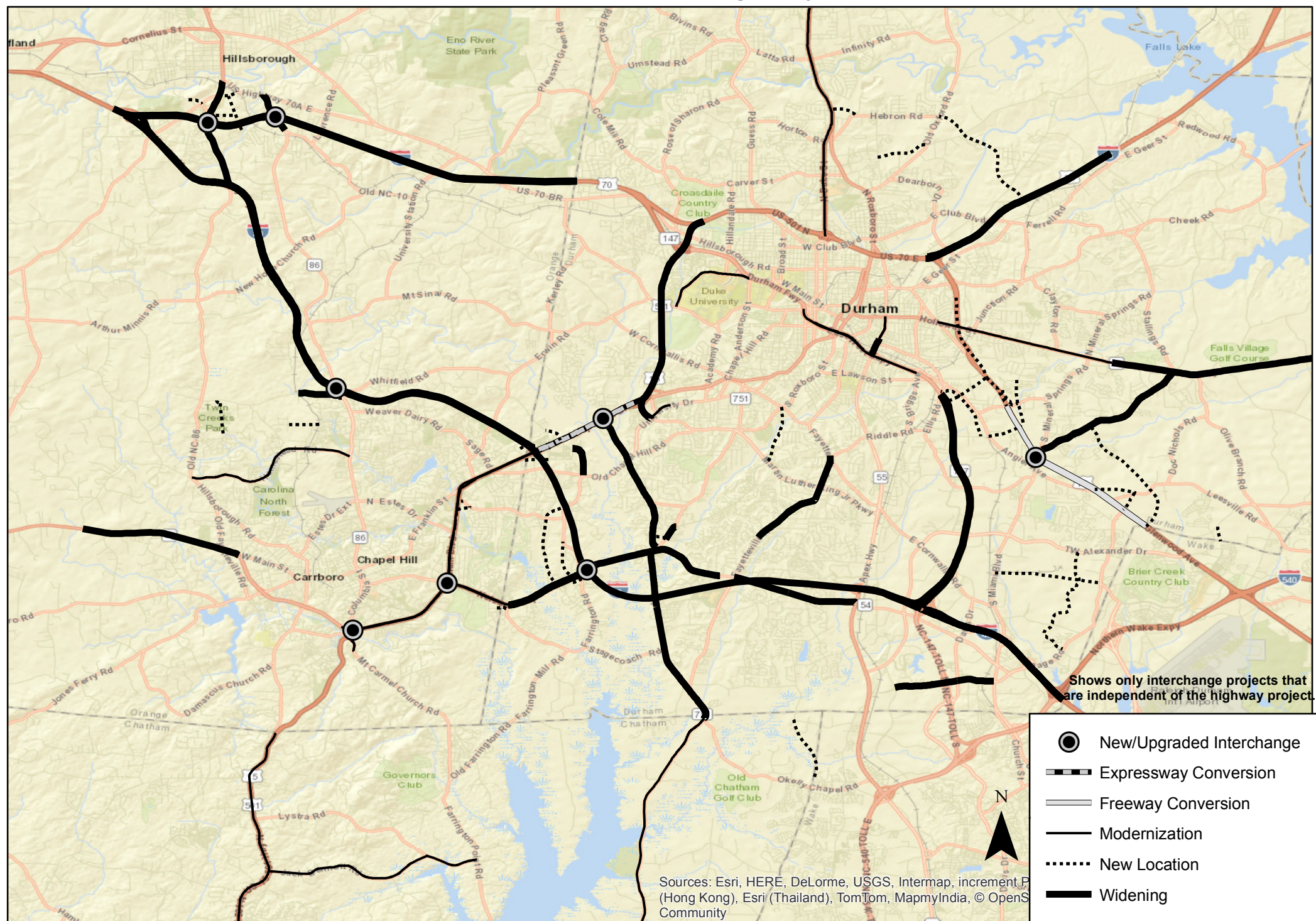
Highway Table

The highway table breaks the projects into the three funding decades, i.e., 2025, 2035 and 2045, and then lists them alphabetically.

2045 Metropolitan Transportation Plan (MTP)

Preferred Option -- Highways

MPO Board 10/11/2017 Item 8



2045 Metropolitan Transportation Plan (MTP)

MPO Board 10/11/2017 Item 8

Preferred Option -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
2025 MTP									
Brier Creek Pkwy Extension	T.W. Alexander Dr	Andrew's Chapel Rd	-	4	New Location	0.4	3,990,000	Div	Private
Carver St Ext*	Armfield St	Old Oxford Rd	-	4	New Location	1.0	8,185,000	Div	State/Fed
East End Connector (EEC)*	NC 147	US 70	-	4	New Location	3.6	140,700,000	St	State/Fed
Eubanks Rd	MLK Blvd (NC 86)	Millhouse Rd	2	4	Widening	0.8	7,487,000	Div	State/Fed
Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	3,374,000	Div	State/Fed
Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	4	Widening	1.3	4,661,000	Div	State/Fed
Fordham Blvd (US 15-501)	I-40	Franklin St	4	4	Modernization	1.6	2,052,000	St	State/Fed
Freeland Memorial Extension	S Churton St	New Collector Rd	-	2	New Location	0.5	3,203,000	Div	Private
I-40/NC 86	Interchange		-	-	Upgrade	N/A	16,500,000	St	State/Fed
I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	Widening	1.2	3,850,000	St	State/Fed
Legion Rd Ext	Legion Rd	Fordham Blvd	-	2	New Location	0.1	1,500,000	Div	Private
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	-	2	New Location	0.6	3,651,000	Div	Private
NC 147 (Operational Improvements)	Briggs Ave	W Chapel Hill St	4	4	To Be Determined	1.7	58,400,000	St	State/Fed
NC 147 (possible Managed Lanes)	East End Conn	I-40	4	8	Widening	4.9	179,248,000	St	State/Fed
NC 54	Old Fayetteville Rd	MPO Boundary	2	3	Widening	2.9	14,457,000	Reg	State/Fed
NC 55 (Alston Ave)*	NC 147	Main St	2	4	Widening	0.4	13,934,000	Reg	State/Fed
NC 55 (Alston Ave)*	Main St	NC 98	2	2	Modernization	0.5	17,252,000	Reg	State/Fed
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	-	2	New Location	0.8	7,232,000	Div	State/Fed/ Private
Orange Grove Connector	Orange Grove Rd	US 70	-	2	New Location	0.4	5,299,000	Div	State/Fed
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	-	2	New Location	0.6	3,777,000	Div	Private
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	-	2	New Location	0.3	4,230,000	Div	State/Fed/ Private
US 70 (freeway conversion)	Pleasant Dr	S Miami Blvd	4	6	Freeway	1.6	111,020,000	St	State/Fed
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	-	2	New Location	0.2	2,219,000	Div	State/Fed
US 15-501/Garrett Rd	Interchange		-	-	New Interchange	N/A	71,200,000	St	State/Fed
US 70/Miami Blvd	Interchange		-	-	New Interchange	N/A	46,621,000	St	State/Fed

STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

MPO Board 10/11/2017 Item 8

Preferred Option -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
2035 MTP									
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	-	2	New Location	0.4	5,127,000	Div	State/Fed
Erwin Rd	Cameron Blvd	W Main St	4	4	Modernization	1.8	12,025,000	Div	Private
Falconbridge Rd Connector	Falconbridge Rd	Farrington Rd	-	2	New Location	0.2	1,227,000	Div	State/Fed
Falconbridge Rd Extension	Farrington Rd	NC 54	-	4	New Location	0.9	16,685,000	Div	State/Fed/ Private
Farrington to I-40 eastbound slip ramp	Farrington Rd	I-40	-	1	New Location	0.1	1,600,000	Div	State/Fed
Fordham Blvd (US 15-501)	NC 54	Franklin Street	4	4	Modernization	2.1	45,498,000	St	State/Fed
Fordham Blvd (US 15-501)	NC 54	US 15-501	4	4	Modernization	2.2	49,832,000	St	State/Fed
Fordham Blvd/Raleigh Rd	Interchange		-	-	Upgrade	N/A	14,800,000	St	State/Fed
Fordham Blvd/S Columbia St	Interchange		-	-	Upgrade	N/A	35,000,000	St	State/Fed
Garrett Rd	NC 751	Old Durham Rd	2	4	Widening	2.1	16,064,000	Div	State/Fed
Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	10,234,000	Div	State/Fed
Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	6,855,000	Div	State/Fed
Hope Valley Rd (NC 751)	S Roxboro St	Woodcroft Parkway	2	4	Widening	0.3	2,716,000	Reg	State/Fed
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	5,200,000	Div	State/Fed
I-40	NC 86	I-85	4	6	Widening	7.8	58,784,000	St	State/Fed
I-40	US 15-501	NC 86	4	6	Widening	3.9	29,316,000	St	State/Fed
I-40 Managed Lanes	Wake County Line	NC 147	8	10	Widening	7.0	446,464,000	St	State/Fed
I-40/NC 54	Interchange		-	-	Upgrade	N/A	94,100,000	St	State/Fed
I-40/ NC 54 ramp	Farrington Rd.	I-40	-	1	New Location	0.2	1,600,000	St	State/Fed
I-85/NC 86	Interchange		-	-	Upgrade	N/A	16,488,000	St	State/Fed
I-85/S Churton St	Interchange		-	-	Upgrade	N/A	20,700,000	St	State/Fed
Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	20,567,000	Div	State/Fed
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	-	2	New Location	0.7	4,407,000	Div	State/Fed/ Private
Marriott Way	Friday Center Dr	Barbee Chapel Rd	-	2	New Location	0.2	682,000	Div	State/Fed
NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	32,106,000	Reg	State/Fed
NC 54	I-40 Interchange	NC 751	2	4	Widening	1.2	32,000,000	Reg	State/Fed
NC 54	NC 751	Rollingwood Dr	2	4	Widening	1.5	21,600,000	Reg	State/Fed

STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

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Preferred Option -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
NC 54	Fayetteville	Barbee	2	4	Widening	1.0	46,800,000	Reg	State/Fed
NC 54	Barbee	NC 55	2	4	Widening	1.3	46,400,000	Reg	State/Fed
NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	Widening	1.6	9,100,000	Reg	State/Fed
NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.5	1,000	Reg	State/Fed
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	-	2	New Location	0.4	4,588,000	Div	State/Fed
Roxboro St	Cornwallis Rd	MLK Pkwy	-	4	New Location	1.2	12,063,000	Div	State/Fed
S Churton St	US 70 Business	I-40	2	4	Widening	2.4	31,825,000	Div	State/Fed
Southwest Durham Dr	NC 54	I-40	-	2	New Location	2.0	12,402,000	Div	State/Fed
University Dr	MLK Parkway	Shannon Rd	5	4	Modernization	0.5	768,000	Div	Private
US 70 (freeway conversion)	S Miami Blvd	Northern Durham Parkway	4	6	Freeway	2.5	173,469,000	St	State/Fed
2045 MTP									
Angier Av Ext	US 70	Leesville Rd	-	2	New Location	0.8	4,784,000	Div	State/Fed
Angier/Glover Connector	Ellis Rd	Glover Rd	-	2	New Location	1.4	8,625,000	Div	State/Fed
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	-	2	New Location	2.7	11,041,000	Div	State/Fed
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	-	2	New Location	0.3	2,015,000	Div	State/Fed
Garrett Rd	Old Durham Rd	US 15-501	2	4	Widening	1.0	7,761,000	Div	State/Fed
Glover Rd	Angier	US 70	-	2	New Location	0.6	3,714,000	Div	State/Fed
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	-	2	New Location	0.5	3,612,000	Div	State/Fed/ Private
Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	17,705,000	Reg	State/Fed
Hopson Rd	Louis Stephens Dr	Davis Dr	2	4	Widening	1.1	9,195,000	Div	State/Fed
I-40 Managed Lane	NC 54	US 15-501	6	8	Widening	2.9	85,621,000	St	State/Fed
I-40 Managed Lanes	NC 147	NC 54	6	10	Widening	6.4	250,290,000	St	State/Fed
I-85	US 70	I-40	4	6	Widening	7.1	197,378,000	St	State/Fed
I-85	US 70	Red Mill Rd	4	6	Widening	8.2	215,940,000	St	State/Fed
I-85	Sparger Rd	US 70	4	6	Widening	3.0	39,118,000	St	State/Fed
Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	-	2	New Location	0.4	2,644,000	Div	State/Fed
Lynn Rd Extension	US 70	Existing Lynn Rd	-	2	New Location	1.1	6,862,000	Div	State/Fed
Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	1,997,000	Div	State/Fed
N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	13,279,000	Reg	State/Fed

STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

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Preferred Option -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	21,697,000	Reg	State/Fed/Private
NC 751	Martha's Chapel Rd	O'Kelly Ch. Rd	2	3	Modernization	5.4	9,648,000	Reg	State/Fed
NC 751	NC 54	Renaissance Pkwy	2	4	Widening	1.2	5,290,000	Reg	State/Fed
NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	7,259,000	Reg	State/Fed/Private
Northern Durham Pkwy	US 70 E	Sherron Rd	-	4	New Location	2.7	23,500,000	Div	State/Fed
Northern Durham Pkwy	I 85 North	Old Oxford Hwy	-	4	New Location	2.7	23,291,000	Div	State/Fed
Patriot Dr Extension	S Miami Blvd	Page Rd	-	2	New Location	1.9	13,086,000	Div	State/Fed
Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	14,574,000	Reg	State/Fed
Sherron Rd	S Mineral Springs Rd	Stallings Rd	2	4	Widening	3.1	25,003,000	Div	State/Fed
Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	-	4	New Location	0.4	3,667,000	Div	State/Fed/Private
SW Durham Dr	Sawyer Dr	Old Chapel Hill Rd	2	4	Widening	0.7	5,432,000	Div	State/Fed
US 15-501	Smith Level Rd	MPO Boundary	4	4	Modernization	4.9	25,673,000	St	State/Fed
US 15-501 (expressway conversion)	US 15-501 Bypass	I-40	6	6	Expressway	2.2	195,300,000	St	State/Fed
US 15-501 Bypass	MLK Parkway	I-85	4	6	Widening	4.8	80,734,000	St	State/Fed
Wake Forest Hwy (NC 98)	Nichols Farm Dr	Wake County Line	2	4	Widening	6.0	48,474,000	Reg	State/Fed
Yates Store Rd Extension	Yates Store Rd	Wake Rd	-	2	New Location	1.4	11,519,000	Div	State/Fed/Private
(1) East End Connector costs are \$35,175,000, and Alston Ave and Carver St costs are \$0 in the financial plan because the funding is before 2018.									

STI roadway tier: St = statewide; Reg = regional; Div = division

Public Transportation

Summary

As a basis, the 2045 MTP adopts the transit services as approved in the county plans:

- Durham County Transit Plan, originally approved in 2011 and updated April 28, 2017. The detailed plan is available at <http://ourtransitfuture.com/plans/durham/>
- Orange County Transit Plan, originally approved in 2012 and updated April 28, 2017. The detailed plan is available at <http://ourtransitfuture.com/plans/orange/>

The plans include major projects such as Durham-Orange Light Rail Transit (D-O LRT) and Wake-Durham Commuter Rail (CRT), but do not include specific programmed bus facility or service projects beyond 2023. The bus services operating in the DCHC MPO in 2045 reflect the MPO's best predictions of transit services operating at that time.

The 2045 MTP makes two notable transit investments that exceed the county transit plans:

- The Wake-Durham Commuter Rail Transit (CRT) is extended from West Durham to Hillsborough in the 2045 timeframe; and,
- The Durham-Orange Light Rail Transit (LRT) is extended from Chapel Hill to downtown Carrboro.

Durham County Services

The program of projects and services in the Durham County Transit Plan include the following:

■ Bus Services

Already Implemented Additional Bus Service (including new routes, increases in frequency, etc.)

- GoTriangle, 7,640 annual service hours
- GoDurham, 24,350 annual service hours

Planned Additional Bus Service

- GoTriangle, 6,260 annual service hours
- Durham County Access, 7,896 annual demand responsive trips

The Durham County Transit Plan also supports the increased cost of existing GoDurham service – e.g., the increased cost of providing service that GoDurham provided before the transit plan was implemented. About 9,000 existing annual service hours are assisted with Durham County Transit Plan funds.

An anticipated 15,000 – 27,500 additional bus service hours may be available following implementation of D-O LRT. These “rail dividend hours” reflect bus service currently

operating in the D-O LRT corridor that could be redirected to meet other Durham County transit priorities.

■ **Bus Capital Projects**

The purchase of new vehicles (and subsequent replacement) to support the service funded by the Durham County Transit Plan.

Bus facility improvements to facilitate transit access and improve the customer experience, including new park-and-ride lots, stop improvements and other capital investments along transit emphasis corridors, new transit centers, and stop improvements.

- **Durham-Orange Light Rail Transit (D-O LRT)** – 2028 estimated completion date
Light rail transit service between UNC Hospitals in Chapel Hill and North Carolina Central University (NCCU) in Durham, providing 50,000 hours of transit service. Project includes bicycle, pedestrian and bus infrastructure improvements along the alignment.

- **Wake-Durham Commuter Rail (CRT)** – 2035 estimated completion date
Commuter rail service linking Durham, RTP, Cary, Raleigh and Garner. The service will be funded in coordination with Wake County.

- **Wake-Durham Commuter Rail Extension (CRT)** – 2045 estimated completion date
Commuter rail service will be extended from West Durham to Hillsborough, with a station at NC 10/US 70 area and S Churton St/US 70 Business. This extension is not in the Durham County Transit Plan. It will be financed in the last decade of the 2045 MTP by assuming that legislative restrictions that currently restrict funding that can be used for transit will be repealed.

Orange County Services

The program of projects and services in the Orange County Transit Plan include the following:

■ **Bus Services**

Already Implemented Additional Bus Service (including new routes, increases in frequency, etc.)

- Orange Public Transit, 4,500 annual service hours
- GoTriangle, 6,708 annual service hours
- Chapel Hill Transit, 6,427 annual service hours

Planned Additional Bus Service

- Orange Public Transit, 2,387 annual service hours
- GoTriangle, 1,492 annual service hours
- Chapel Hill Transit, 6,392 annual service hours

The Orange County Transit Plan also supports the increased cost of existing Orange Public Transit and Chapel Hill Transit services – e.g., the increased cost of providing Orange Public Transit and Chapel Hill Transit service that was provided before the transit plan was implemented. About 9,000 existing annual service hours are assisted with Orange County Transit Plan funds.

An anticipated 30,000 – 45,000 additional bus service hours may be available following implementation of D-O LRT. These “rail dividend hours” reflect bus service currently operating in the D-O LRT corridor that could be redirected to meet other Orange County transit priorities.

■ **Bus Capital Projects**

The purchase of new vehicles (and subsequent replacement) to support the service funded by the Orange County Transit Plan.

Bus facility improvements to facilitate transit access and improve the customer experience, including new park-and-ride lots, improved transit amenities, and access improvements (e.g. new sidewalks) to bus stops.

■ **Hillsborough Train Station – 2020 completion date**

The station will be served by two Amtrak passenger routes.

■ **North-South Bus Rapid Transit (N-S BRT) – 2023 estimated completion date**

Bus rapid transit service using a mix of dedicated and mixed-traffic lanes between the Eubanks Road and Southern Village park-and-ride facilities, with direct service to UNC Hospitals.

■ **Durham-Orange Light Rail Transit (D-O LRT) – 2028 estimated completion date**

Light rail transit service between UNC Hospitals in Chapel Hill and North Carolina Central University (NCCU) in Durham, providing 50,000 hours of transit service. Project includes bicycle, pedestrian and bus infrastructure improvements along the alignment.

■ **Durham-Orange Light Rail Transit Extension (D-O LRT) – 2045 est. completion date**

Light rail transit will be extended from the UNC Hospitals station to a station near Main Street in Carrboro. The route, along S Columbia St and W Cameron Ave, is a conceptual placeholder until further study can be completed. This extension is not in the Orange County Transit Plan. It will be financed in the last decade of the 2045 MTP by assuming that legislative restrictions that currently restrict funding that can be used for transit will be repealed.

■ **Wake-Durham Commuter Rail Extension (CRT) – 2045 estimated completion date**

Commuter rail service will be extended from West Durham to Hillsborough, with a station at NC 10/US 70 area and S Churton St/US 70 Business. This extension is not in

the Orange County Transit Plan. It will be financed in the last decade of the 2045 MTP by assuming that legislative restrictions that currently restrict funding that can be used for transit will be repealed.

Chatham County Services

The express bus services from Pittsboro to UNC and the UNC Hospitals will be improved in frequency and service hours. Bus stops and stations will be increased and improved.

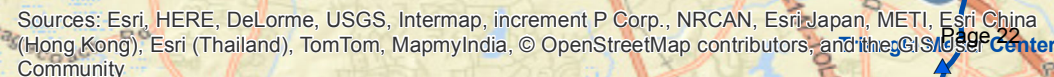
Fixed Guideway Maps

The following three pages are MPO-level, Durham close-up and Chapel Hill/Carrboro close-up maps of the fixed-guideway services in the Preferred Option. Fixed guideway includes light rail transit, commuter rail transit and bus rapid transit.

An interactive, online map is also available at the Fixed-Guideway map tile at the top of the following MTP Web page: www.bit.ly/DCHC-MTP-Preferred

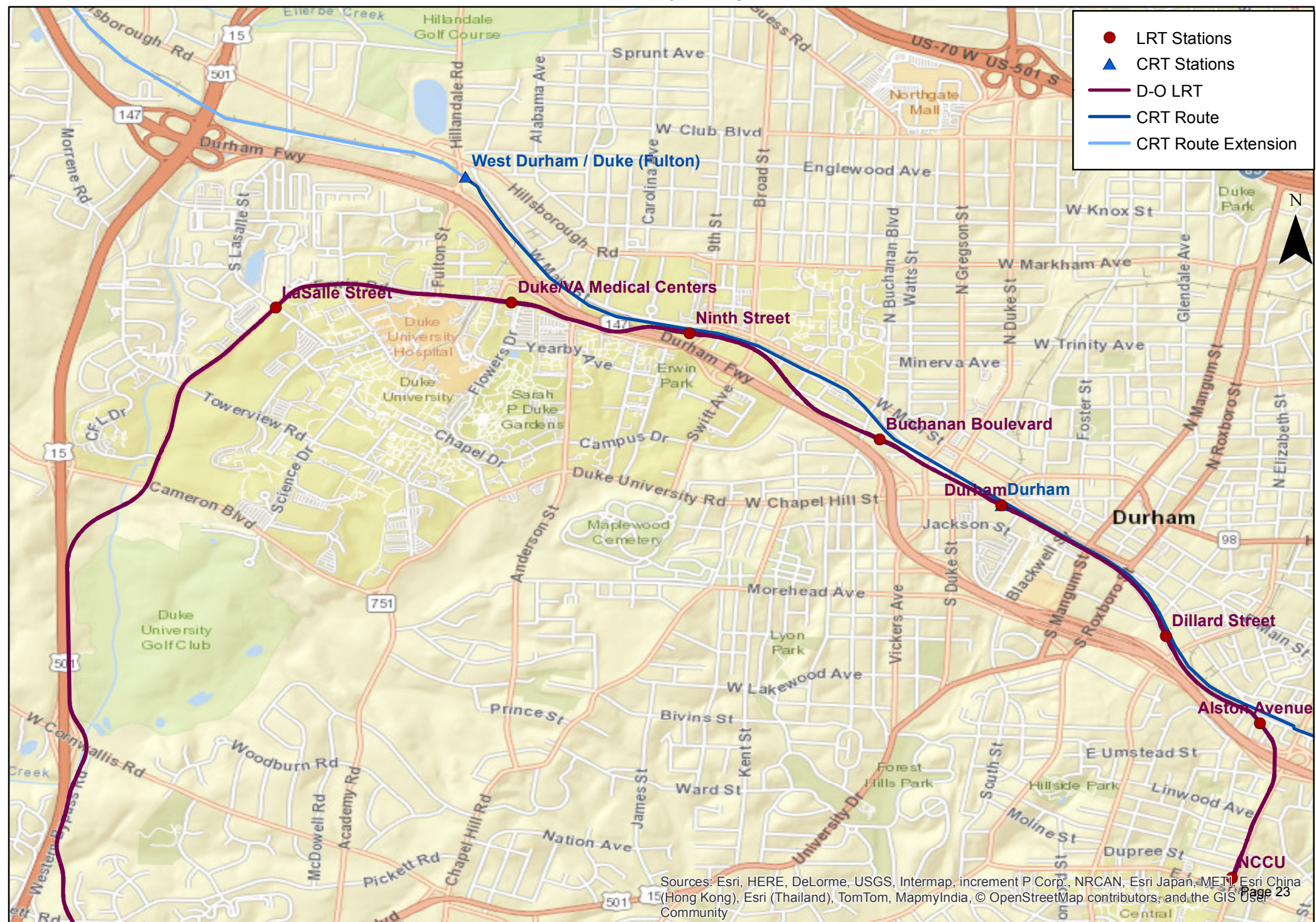
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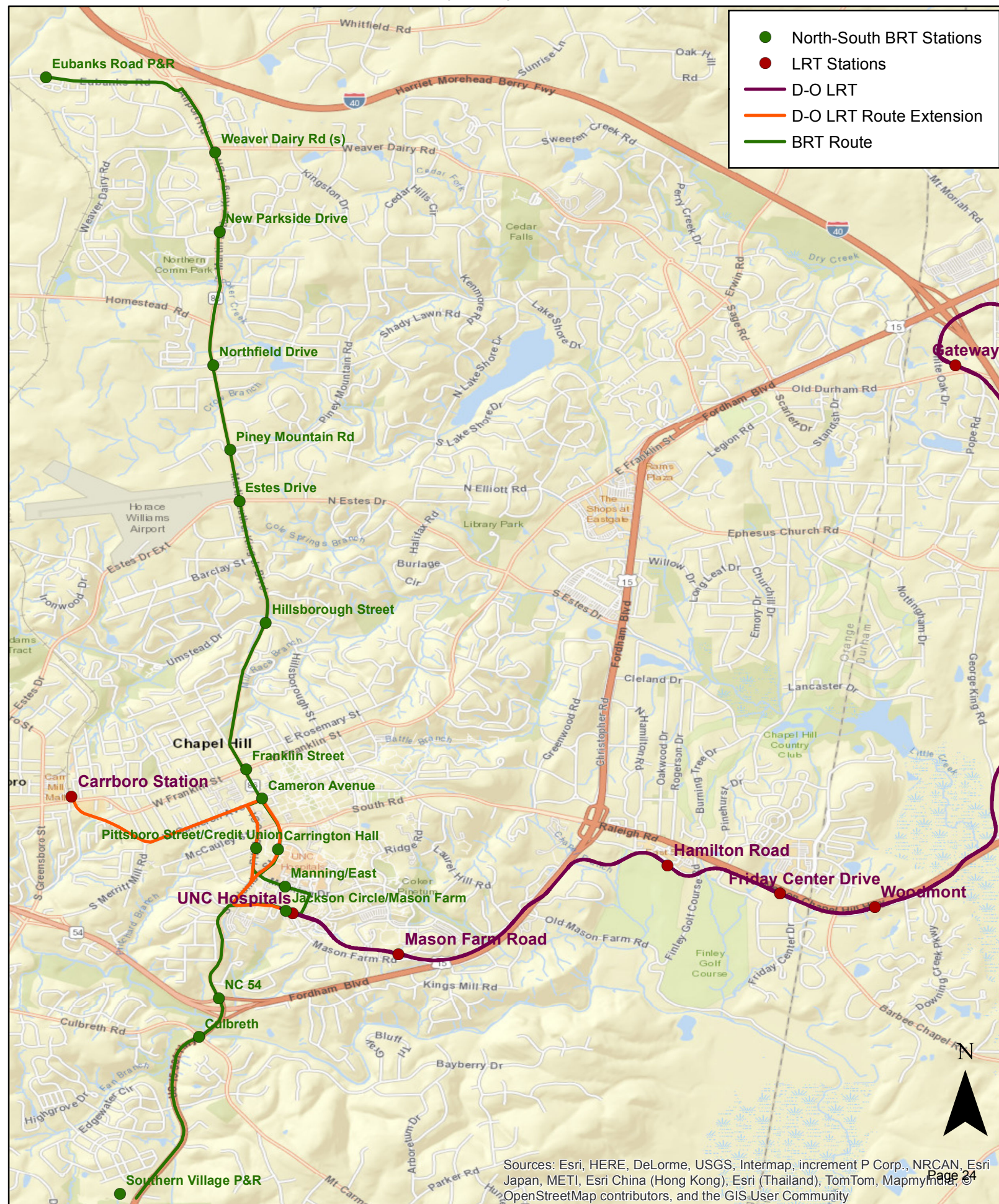
Preferred Option -- Fixed Guideway Projects -- Durham Close up



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Preferred Option -- Fixed Guideway Projects -- Chapel Hill/Carrboro Close-up



Bicycle, Pedestrian and Multiuse Paths

Summary

The 2045 MTP does not specifically list the bicycle and pedestrian projects. The local jurisdictions and counties have identified, and in many cases prioritized these projects and have coordinated their interaction in the jurisdiction boundary areas through the DCHC MPO. As a result, the 2045 MTP defers to those local governments. The financial plan provides \$225 million to implement these projects; that is \$75 million for each decade in the 2045 MTP.

Local Plans

Bicycle

The DCHC MPO adopted a Comprehensive Transportation Plan (CTP) in May 2017 in cooperation with the North Carolina Department of Transportation (NCDOT). The CTP lists all the local bicycle projects from the jurisdiction and county plans in the MPO area.

- CTP Web site: <http://bit.ly/DCHCMPO-Adopted-CTP>

The local plans provide details on the planned facilities at the following links:

- Carrboro Comprehensive Bicycle Transportation Plan (2009) -- <http://bit.ly/1PeRnsl>
- Chapel Hill Bike Plan (2014) -- <http://bit.ly/1uGbDZ5>
- Chatham County Bicycle Plan (2011) -- <http://bit.ly/1TSdlUv>
- Durham City and County Comprehensive Bicycle Plan (2006) -- <http://bit.ly/1UCSIDz>
- Hillsborough Community Connectivity Plan (2009) -- <http://bit.ly/1Uan3VO>

Pedestrian

Local pedestrian plans include:

- Chapel Hill Bicycle and Pedestrian Action Plan (2004) -- <http://bit.ly/28gbvqi>
- Durham Walks! Pedestrian Plan (2006) -- <http://bit.ly/1Y66mfG>
- Durham Bike+Walk Implementation Plan (2017) -- <http://bit.ly/2p2yHJS>
- Hillsborough Community Connectivity Plan (2009) -- <http://bit.ly/1Uan3VO>

MPO Policy

The MPO bicycle and pedestrian policy basically expects any roadway or other transportation project, whether it is a new or improved facility, to include appropriate pedestrian and bicycle accommodations. That policy provides extensive integration of bicycle and pedestrian needs into the design and construction of new and improved highway and other transportation projects. In addition, the “NCDOT Complete Streets Planning and Design Guidelines” and other

related guidelines provide planning and design guidance for use when building new projects or making changes to existing infrastructure.

Financial Plan

Background and Assumptions

The MPO created and reviewed three financial projections in the Alternatives Analysis: Constrained; Moderate; and, Optimistic (formerly known as Aspirational). The Preferred Option uses the Optimistic financial projection, and breaks out the Costs and Revenues by the funding decades, i.e., 2025, 2035 and 2045.

It is important to note that the financial plan abides by the North Carolina STI (Strategic Transportation Investment) legislation and policy in the first two decades, i.e., 2025 and 2035. In the third decade, 2045, the financial plan assumes that statewide and national policy would relax restrictions on the use of funding for transit projects, and permit the use of some traditional highway funding to be used to extend the Commuter Rail Transit (CRT) and Light Rail Transit (LRT) lines.

The text below provides notes for the financial table that follows the text. There are two graphs after the financial table that depict major financial themes.

Cost Table

Roadways and Alternative Transportation

The roadway costs are broken out by the three North Carolina STI (Strategic Transportation Investment) funding tiers to abide by the current state policy. The highway costs mostly use TIP estimates, recent feasibility studies, or the 2016 NCDOT highway cost workbook to calculate the individual project cost.

Maintenance costs are based on the STI and NCDOT statewide plan.

The estimated alternative transportation costs are shown for Bicycle and Pedestrian, Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and Transportation System Management (TSM). These programs do not have individual projects listed in the 2045 MTP and thus the program cost is a single estimate rather than the sum of the listed projects. The assumed STI tier is also shown in parenthesis in the program title.

Transit

The transit costs and revenues are based on the Durham County Transit Plan and Orange County Transit Plan that were recently updated in 2017. The costs are broken out by existing and new/expanded services because of the policy of those plans and the funding restrictions of the revenue sources.

Additional Transit

These are costs that are not included in the county plan transit costs. The transit funding match is a regional cost for the state capital match for the Durham-Orange Light Rail Transit project.

The extension of the CRT and LRT are regional funds that the MPO assumes will be available for transit capital and other expenses in the last decade of the 2045 MTP. Currently, the STI regional funds are capped at 10% of the total project cost for transit projects, which would not allow the STI funding to be used for these extensions. However, the MPO assumes that this restriction would be repealed as urban areas like those in the MPO become increasingly reliant on public transportation to provide sustainable transportation.

Revenue TableSTI/Local/Private

The STI revenues are based on the Optimistic financial scenario and abide by the STI requirements and methodology throughout the entire 2045 MTP, or the year 2045.

Maintenance revenues match the costs. Local funding are estimates based on the current 2040 MTP and a modest growth rate. CMAQ funding is based on the STI. Private funding is mostly summed from the 2045 MTP highway projects that are expected to be constructed by private concerns.

Transit

The transit costs and revenues are based on the Durham County Transit Plan and Orange County Transit Plan that were recently updated in 2017.

Balance Table

This table is a tool to help guide changes in the project lists and financial plan during the public input period of the Preferred Option. It shows the balance (i.e., revenue minus cost) by STI tier and decade. The values in parenthesis are negative, meaning that the costs are greater than the revenues.

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Draft Preferred Option -- Financial Plan

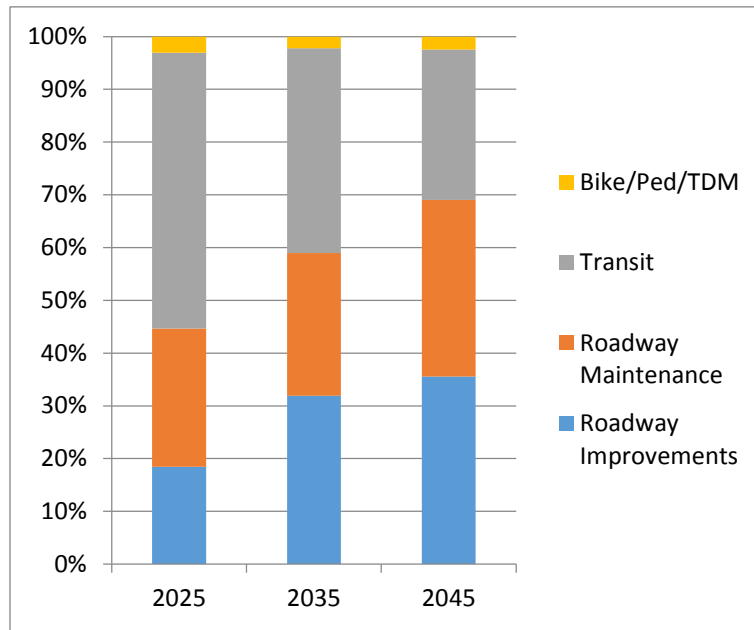
COSTS	Uses Optimistic Financial Projection			
	(in millions \$)			
Roadways & Alternative Transportation	2025	2035	2045	Total
Roadways (statewide)	480	1,048	1,090	2,618
Roadways (regional)	24	192	138	354
Roadways (division)	53	167	209	429
Maintenance (all)	874	1,242	1,409	3,525
Bicycle & Pedestrian (division)	90	90	90	270
Transportation Demand Management (division)	13	13	13	38
Intelligent Transportation Systems (statewide)	20	20	20	60
Transportation System Management (all)	40	40	40	120
Total Roadway and Alternate	1,592	2,812	3,009	7,414
Transit				
Continued Transit Funding to Support <u>Existing</u> Services	386	482	482	1,350
Funding for <u>New/Expanded</u> Transit Services	1,261	1,207	471	2,939
Additional Transit				
Transit funding match, etc. (regional)	95	96	-	191
Extend CRT from West Durham to Hillsborough (regional)	-	-	173	173
Extend LRT from Chapel Hill to Carrboro (regional)			75	75
Total Transit	1,742	1,785	1,201	4,728
Total Costs	3,334	4,597	4,210	12,141
REVENUES				
STI/Local/Private	2025	2035	2045	Total
STI (statewide)	542	898	981	2,421
STI (regional)	132	373	423	928
STI (division)	122	228	256	606
Maintenance (all)	874	1,242	1,409	3,525
Toll Revenue (statewide)	0.1	196	-	196
Local Funding (bicycle/pedestrian) (division)	35	20	20	75
Local Funding (roadway) (division)	25	25	25	75
Private Funds (division)	27	30	24	81
CMAQ Funding (division)	17	18	15	49
Total STI/Local/Private	1,773	3,029	3,153	7,956

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Draft Preferred Option -- Financial Plan

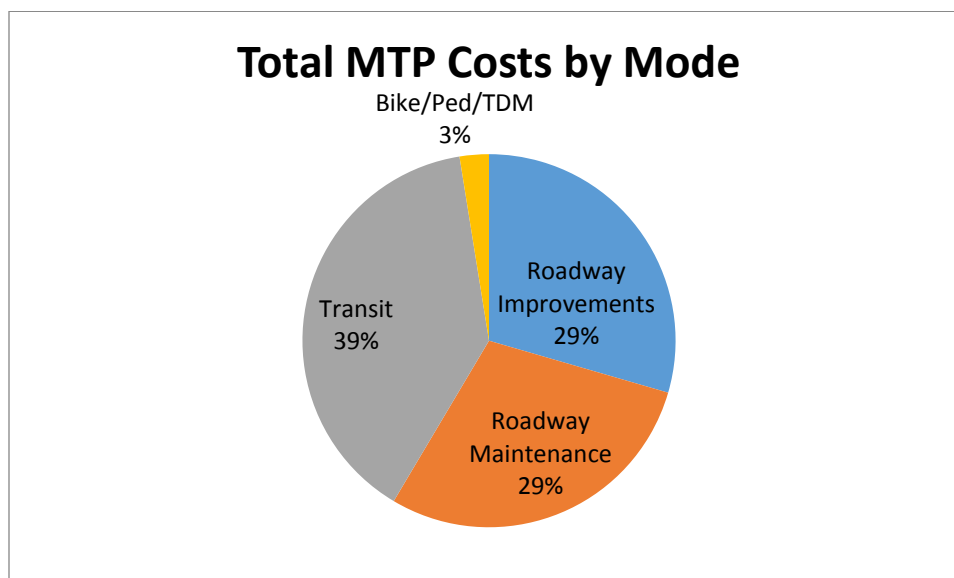
Transit				
Continued Transit Funding to Support Existing Services	386	482	482	1,350
Funding for New/Expanded Transit Services	1,261	1,207	471	2,939
Total Transit	1,647	1,689	953	4,289
Total Revenues	3,420	4,719	4,106	12,244
	(parenthesis are negative values)			
BALANCE	2025	2035	2045	Total
Statewide	32	15	(139)	(92)
Regional	(7)	65	17	75
Division	61	41	18	120
Total Balance	86	121	(104)	103

Graphics

The bar chart below shows the percent of the total investment by mode for each of the three decades. Transit investments are relatively larger in the first two decades because of the large capital investments in light rail and commuter rail.



The pie graph below shows the percent of total investment, i.e., 2025, 2035 and 2045, by mode. Roadway improvements and roadway maintenance are the same. The transit, bicycle, pedestrian and TDM investment is less than one-half of the total, 42%. It is difficult to get these investments higher and continue to mostly abide to the STI funding restrictions.



DCHC MPO

2045 MTP Alternatives Analysis Comments (as of 09/06/17)

Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) released the 2045 Metropolitan Transportation Plan (MTP) for public comment on August 9, 2017. The public comment period will close on September 20, 2017. This document compiles the public comments that the MPO has received on the MTP by email and use of the public comment form as of September 6, 2017.

For comments, questions and additional information:

- Andy Henry, andrew.henry@durhamnc.gov, 919-599-9405 ext. 36419.
- DCHC MPO Web site: www.dchcmpo.org
- MTP Web page: www.bit.ly/DCHC-MTP

Comments by Email

08/25/17

A sidewalk for South Greensboro Street in Carrboro is long overdue. This is a main thoroughfare that is in need of pedestrian access.

Allen Stutts

08/25/17

Hello, I do not see it explicitly in your list, but I strongly oppose the light rail project. Too expensive, and the numbers are not believable as far as ridership and costs. Please stop this program if you are in a position to do so.

Overall, having lived in Chapel Hill until 2010, I can tell you that Durham is way ahead of them in terms of sidewalks, bike lanes and traffic improvement. Keep up the good work!

Regards,
John M. Kramer PE

08/25/17

I support these goals and objectives. My only comment is that I want to reiterate that Durham has generally not done nearly enough to provide adequate multimodal transportation infrastructure. ALL new roadway construction must require - where feasible - separated bicycle facilities either on-street or adjacent. Let's be honest, sharrows don't really do anything and people just don't feel comfortable in bike lanes that don't have any barriers between them and 2-ton metal vehicles moving at 45 mph.

Thank you Andrew!

Nate

City of Durham resident

08/25/17

We need fast commuter rail from Durham to Raleigh five days a week. That is the most crucial component of any transportation plan. With the growing population, I-40 cannot handle the burden of so many daily commuters. Please consider the importance of fast commuter rail! r. n. ferguson

Thank you for driving slowly on neighborhood streets.

(summary of staff response: commuter rail likely to be in 2045 MTP)

08/30/17 (citizen response to staff response)

2045??????????? That's TWENTY-EIGHT YEARS FROM NOW!!!!

No, we need a fast commuter train to Raleigh from Durham NOW. It's top priority. We cannot continue to pave over paradise, making the ground impermeable, and forcing more and more vehicles onto a wider and wider I-40. Look, New York has long had commuter trains. Japan. They are all over England. WHY is it so impossible to have ONE train to Raleigh here in the Triangle, NOT in TWENTY-EIGHT years, but NOW. It's overdue as it is, since we were promised it in 2013.

(summary of staff response: commuter rail likely to be in 2035 time horizon in final Plan)

08/31/17 (citizen response to staff response)

2035??????????? That's eighteen years from now!!!!!!!!!!!!!!

No, we need the fast commuter train to Raleigh NOW.

Comments from Comment Form

Concerned that lack of parking will limit growth in downtown. Developers, City and County build parking only for their particular building or use without coordinating with other businesses in the corridor or area.

I support a build all approach and I'm all for increased taxes and tolls to pay for everything. To me, transportation infrastructure of all modes is one of the highest priorities of the government. When you have great transportation infrastructure, it promotes a healthy economy, growth, and a great quality of life.

If I have to prioritize then this is my preferred order: 1) Build/widen interstates, promote HOT lanes. 2) Build mass transit, priority given to trains/high density

Of the highways that need widening, HOT lanes, the Durham Freeway (downtown to I-40) is the #1 priority.

For trains, Durham to Raleigh is #1 priority.

.....

It would be preferable to keep higher density near metro areas and areas where mass transit is planned. Less cul-de-sac development to keep roads connected.

.....

With the development of self driving vehicles which are likely to be electrical powered, there is a need to plan for electrical charging infrastructure to support EVs. The detached single homes can easily add charging to the existing garages. When apartments and high density housing are constructed, the EV support is not easy to add. EV charging should be encouraged in all parking structures so that the benefits of EV can become available to all parts of the population. EV and self driving vehicles will likely change our way of driving. GEICO is concerned (Warren Buffett) that self driving will reduce accidents and lower insurance demands and cost. Of course the consumer will benefit but car infrastructure (internal combustion) will resist the EV due to jobs and maintenance reductions. Regardless of the business inertia, it is likely the consumer will pull this technology for its cost and simplicity, and having the electrical charging in place will help promote the diversity of the transportation system.

.....

What is the plan for congested roads? Move fast:

- 15-501 Bus Rapid Transit
- Frequent bus service for CH/Carrboro roads
- MLK/S Columbia fast track BRT
- HOV lanes I-40
- No plan in sight for commuters to use transit to RTP.

Please consider equity in time-managed lanes – making the bus only or Bus/HOV (3 or more) is more equitable than a “Lexus lane.”

Please add (before all of the build-out) a way to get to/from Carrboro-Chapel Hill to Amtrak in Raleigh with early and late hours.

Consider giving higher priority to buses and transit and bike/ped facilities than to adding lanes of traffic to existing roadways.

Please consider a connection between Durham Amtrak station and Durham Bus station for pedestrians. At the train station, you can see where people have crossed over the bent chain link fence to reach the bus station. If you want a multimodal connection, add an access point for pedestrians between the two stations. You could even tunnel under the street perhaps.

Please pay attention to the Mt. Carmel Church Rd/15-501 intersection. The traffic already backs up past Old Lystra in the morning and it will be much worse with the addition of the Chapel Hill Cooperative Preschool being built at 108 Mt Carmel Church Rd at the foot of the hill (Mt Carmel Ch Rd and 15-501).

With additional traffic from 15-501, Chatham County, Obie Creek, Briar Chapel, etc. and the additional traffic from Carolina Meadows, Governors Club area, we are already wait for a kind soul to let us into Mt Carmel Ch Rd from Old Lystra. Also, the visibility at that corner is very difficult w/the hill on the south side of Old Lystra at the corner.

I am concerned that there appear to be no solutions in the existing plans to the already-unacceptable and still worsening congestion at the Mt Carmel Ch Rd intersection with US 15-501 and associated congestion across the James Taylor Bridge and at the intersection of 15-501-54 with South Columbia St. Congestion rush hour in the area is already unacceptable, and both a major multi-use development (Obey Creek) and a newly approved daycare center on Mt. Carmel will make it even worse. There is a planned restriping lanes entering 15-501 from Mt. Carmel, but since rush hour traffic already backs up across the Taylor Bridge, the 2 lanes simply “block the box” rather than solve the problem. And, for afternoon rush hour traffic, 15-501 southbound traffic needs to be cloverleafed at South Columbia St.

DIVISION SUBMITTED PROJECTS FOR DCHC MPO IN SPOT 5.0

Division 5

- NC 55, add a third lane from Meridian Parkway to I-40 and make ramp improvements
- I-85 widening to six lanes from Midland Terrace to Red Mill Road
- US-15/501 widening from NC 751 (Cameron Boulevard) to Tower Road
- I-40 eastbound auxiliary lanes from NC 54 (exit 273) to NC 147 (exit 279)
- I-40 managed motorways from NC 147 (exit 279) to Wade Avenue (exit 289)
- Extend Aviation Parkway from Globe Road to TW Alexander Drive (CAMPO)

Division 7

- I-85 widening to six lanes from Durham County Line to I-85/I-40 split (easternmost 2.5 miles is a developmental project in STIP)
- I-40 widening to six lanes from US 15/501 (exit 270) to I-85/I-40 split

Division 8

- Install synchronized streets on US 15/501 from US 64 to the Orange County Line

**RESOLUTION TO SUPPORT THE TOWN OF CARRBORO'S NCDOT BICYCLE
PLANNING GRANT APPLICATION**

October 11, 2017

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 North Carolina Department of Transportation has issued a call for projects for the 2018 Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Carrboro, a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board, has a long history of developing bicycle facilities and includes in its policy document, *Carrboro Vision 2020*, goals relating to the implementation of the Town's bicycle plan, such as completing missing links in the bicycle network; and

WHEREAS, the Town of Carrboro is recognized by the League of American Bicyclists as a silver level Bicycle Friendly Community, and desires to achieve gold status; and

WHEREAS, an update of the 2009 Carrboro Comprehensive Transportation Bicycle Plan will help the Town in achieving this goal and qualifies as a project under the NCDOT grant initiative; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board is a policy board that coordinates and makes decisions on long and short-range transportation planning issues; and

WHEREAS, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board seeks to improve transit, pedestrian, bicyclist, and highway safety in its area; and

NOW, THEREFORE, BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board supports the Town of Carrboro's 2018 North Carolina Department of Transportation Bicycle and Pedestrian Grant Application to update the Town of Carrboro Comprehensive Bicycle Plan.

Stephen M. Schewel, MPO Board Chair

Durham County, North Carolina

I certify that Stephen M. Schewel personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: October 11, 2017

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



October 11, 2017

Secretary of Transportation James H. Trogdon, III, P.E.
N.C. Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Trogdon:

The N.C. Board of Transportation is reviewing changes to the NCDOT Bicycle Policy and Pedestrian Policy. The DCHC MPO Board supports this review and provides the following comments:

- The policies need to reflect current policies and processes, including the NCDOT Complete Streets Policy, the Comprehensive Transportation Planning process, and the Strategic Transportation Investments process.
- The policies need to reflect current design guidelines, including the NCDOT Complete Streets Planning and Design Guidelines as well as AASHTO, NACTO, and Federal Highway Administration guidelines.
- The NCDOT Bridge Policy also needs to be reviewed and updated as it addresses bicycle and pedestrian facilities on bridges.
- There needs to be outreach to all MPOs, RPOs, local governments, residents, and other stakeholders as part of the review.

In addition, the DCHC MPO Board requests that in the review of the policies several specific issues be addressed, including the following:

- Eliminating the local government cost share for pedestrian facilities that are incidental to highway projects.
- Ensuring that policies applicable to bridge construction also apply to culverts.
- Endorsing NCDOT maintenance of all bicycle facilities within NCDOT right-of-way, including bike lanes and shared use paths.
- Ensuring that the funding of facilities incentivizes and supports the selection of the most appropriate pedestrian and bicycle facility on NCDOT projects.

- Revising policies and design standards, such as those for street trees, guardrails, and streetlights, that can adversely impact the provision of facilities for people walking and biking on NCDOT-maintained streets.

The DCHC MPO Board looks forward to participating in the review of these policies. Please contact us if you have questions or need more information.

Sincerely,

Stephen M. Schewel, Chair
DCHC MPO Board

cc: Nina Szlosberg-Landis, Vice Chair, N.C. Board of Transportation
Julie White, Deputy Secretary of Multi-Modal Transportation, NCDOT
Ellen Beckmann, DCHC Technical Committee Chair

MEMORANDUM

To: DCHC MPO Board
 From: DCHC MPO Lead Planning Agency Staff
 Date: October 11, 2017
 Subject: FY 2018 Unified Planning Work Program – Amendment #1

The Lead Planning Agency (LPA) staff is requesting an amendment to the FY2018 Unified Planning Work Program (UPWP). The proposed amendment is necessary in order to reflect the following:

- De-obligation of all STBG-DA funds by Orange County (Funds to be flexed to Orange Public Transportation.)
- Addition of STBG-DA funds by Chapel Hill. (Funds had been de-obligated from FY17 UPWP.)
- Addition of STBG-DA funds by Lead Planning Agency (Funds had been de-obligated in prior UPWP to conduct additional traffic counts and associated work this fiscal year.

The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds. Funds that would not be expended during the current fiscal year (FY18) must be de-obligated through an amendment in order for the funds to be available (carried over) for programming during a later fiscal year or to be flexed for Federal Transit Administration grants.

The proposed revisions are illustrated in amendment tables below.

Orange County – STBG-DA Proposed Amendment #1 (de-obligate all funds)*

Description	After Amend. #1 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Street System Change	\$ 0	-\$ 761	\$ 761
Dwelling Unit Pop/Empl Change	\$ 0	-\$ 1,986	\$ 1,986
Mapping	\$ 0	-\$ 3,773	\$ 3,773
Bike and Ped Facilities Inventory	\$ 0	-\$ 1,533	\$ 1,533
Transit Element of MTP	\$ 0	-\$ 4,090	\$ 4,090
Congestion Management Strategies	\$ 0	-\$ 2,370	\$ 2,370
Short-range Transit Planning	\$ 0	-\$ 7,463	\$ 7,463
Planning Work Program	\$ 0	-\$ 2,685	\$ 2,685
Transportation Improvement Plan	\$ 0	-\$ 11,451	\$ 11,451
Environmental Justice	\$ 0	-\$ 993	\$ 993
Safety/Drug Control Planning	\$ 0	-\$ 821	\$ 821
Public Involvement	\$ 0	-\$ 2,904	\$ 2,904
Environmental Analysis/Pre-TIP Planning	\$ 0	-\$ 839	\$ 839
Management and Operations	\$ 0	-\$ 1,620	\$ 1,620
Total Revision	\$ 0	-\$ 43,289	\$ 43,289

Town of Chapel Hill – STBG-DA Proposed Amendment #1 (add funds that had been de-obligated in prior fiscal year)*

Description	After Amend. #1 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Traffic Counts	\$ 1,449	\$ 1,449	\$ 0
Central Area Parking Inventory	\$ 1,463	\$ 1,463	\$ 0
Bike and Ped Facilities Inventory	\$ 6,213	\$ 6,213	\$ 0
Bike and Ped Counts	\$ 4,141	\$ 4,141	\$ 0
Forecast of Future Travel Patterns	\$ 6,213	\$ 6,213	\$ 0
Highway Element of MTP	\$ 4,141	\$ 4,141	\$ 0
Financial Planning	\$ 5,178	\$ 5,178	\$ 0
Congestion Management Strategies	\$ 8,284	\$ 8,284	\$ 0
Planning Work Program	\$ 6,098	\$ 6,098	\$ 0
TIP	\$ 16,568	\$ 16,568	\$ 0
Regional or Statewide Planning	\$ 10,355	\$ 10,355	\$ 0
Management and Operations	\$ 31,065	\$ 31,065	\$ 0
Total Revision	\$ 132,647	\$ 101,168	\$ 31,480

Lead Planning Agency – STBG-DA Proposed Amendment #1 (add funds that had been de-obligated in prior fiscal year)*

Description	After Amend. #1 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Traffic Counts	\$140,000	\$ 100,000	\$ 40,000
Bike and Ped Counts	\$ 48,750	\$ 43,750	\$ 5,000
Congestion Management Strategies	\$ 119,200	\$ 62,500	\$ 56,700
Total Revision	\$ 1,346,299	\$ 206,250	\$1,140,049

*These tables only include tasks for which changes have been requested.

RESOLUTION

**TO APPROVE AMENDMENT #1 TO THE FY 2018 UNIFIED PLANNING WORK
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN
PLANNING ORGANIZATION (DCHC MPO)**

October 11, 2017

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2018 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2018

Now, therefore, be it resolved that the Board hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2018 as described in the attached sheets.

I, Steve Schewel, MPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area MPO Board, duly held on the 11th day of October, 2017

Signature of Board Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham County, North Carolina

I certify that Stephen M. Schewel personally appeared before me this day to affix his signature to the forgoing document.

Date: October 11, 2017

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

MPO-Wide STBG-DA Amendment #1 FY18 UPWP (Includes Chapel Hill, Orange County, and Lead Planning Agency Amendment)*

Task/Description	After Amend. #1 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Traffic Counts	\$	\$ 101,449	\$40,780
Street System Change	\$	-\$ 761	\$ 6,188
Dwelling Unit Pop/Empl Changes	\$	-\$ 1,986	\$ 43,240
Mapping	\$	-\$ 3,773	\$ 104,019
Central Area Parking Inventory	\$	\$ 1,463	\$ 9,841
Bike and Ped Facilities Inventory	\$	\$ 4,680	\$ 4,155
Bike and Ped Counts	\$	\$ 47,891	\$ 5,975
Forecast of Future Travel Patterns	\$	\$ 6,213	\$ 0
Highway Element of MTP	\$	\$ 4,141	\$ 30,502
Transit Element of MTP	\$	-\$ 4,090	\$ 52,807
Financial Planning	\$	\$ 5,178	\$ 5,000
Congestion Management Strategies	\$	\$ 68,414	\$ 62,966
Short-range Transit Planning	\$	-\$ 7,463	\$ 9,143
Planning Work Program	\$	\$ 3,413	\$ 41,097
Transportation Improvement Plan	\$	\$ 5,117	\$ 68,650
Environmental Justice	\$	-\$ 993	\$ 10,415
Safety/Drug Control Planning	\$	-\$ 821	\$ 15,029
Public Involvement	\$	-\$ 2,904	\$ 53,598
Environmental Analysis/Pre-TIP Planning	\$	-\$ 839	\$ 42,638
Regional or Statewide Planning	\$	\$ 10,355	\$ 106,998
Management and Operations	\$	\$ 29,445	\$ 74,914
Total Revision	\$ 1,738,388	\$ 264,129	\$ 1,474,259

*These tables include only those tasks for which a change was requested.

**DCHC MPO FY19 Allocation of Surface Transportation Block Grant -Direct Attributable
(STBG-DA) and Transportation Alternative Program (TAP) Funds Per Distribution Policy
approved by MPO Board on October 14, 2015**

Jurisdiction/Agency	STBG-DA Allocation	TAP Allocation	Totals
LPA Routine Planning	\$800,000		
LPA Extra Planning	\$0		\$800,000
TJCOG Planning	\$55,000		\$55,000
Transit			
GoTriangle	\$182,688		
GoDurham	\$463,895		
Chapel Hill Transit	\$392,957		
Orange Public Transit	\$16,619		\$1,056,159
Local Discretionary (#)			
City of Durham	\$1,336,753		
Town of Chapel Hill	\$387,523		
Town of Carrboro	\$178,639		
Town of Hillsborough	\$103,770		
Durham County	\$44,836		
Orange County	\$43,300		
Chatham County	\$17,498		\$2,112,319
Regional Bicycle and Pedestrian Projects (*)	\$692,841	\$363,318	\$1,056,159
Total Allocation	\$4,716,318	\$363,318	\$5,079,636

Notes

Allocations represent federal funds only. Local match is required for projects.

(*) Call for Regional Bicycle and Pedestrian projects to be conducted in Spring, 2018, for the FY18 and FY19 allocation, and in Spring, 2019, for the FY20 allocation.

(#) Funds may be flexed to Section 5307 for transit agencies. Call for STBG-DA Local Discretionary projects to be conducted in Spring, 2019, for STBG-DA FY19 and FY20 allocation.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION 2019 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

The tentative development schedule for the 2019 UPWP is presented below. The work program will contain new initiatives for FY2019 and a continuation of select initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
Oct - Dec 2017	Development of draft 2019 UPWP and coordination with the Oversight Committee & local agencies.
3-Nov-17	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
20-Dec-17	TC reviews draft 2019 UPWP and recommends Board release draft for public comment.
10-Jan-18	MPO Board reviews draft of 2019 UPWP and releases draft for public comment.
24-Jan-18	TC receives draft 2019 UPWP and recommends Board hold public hearing and approve draft at February Board meeting.
31-Jan-18	Draft 2019 UPWP submitted to NCDOT/PTD
14-Feb-18	MPO Board holds public hearing and approves draft 2019 UPWP including approval of self certification process and local match.
2-Apr-18	Deadline for final FY2019 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: October 11, 2017

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

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

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

Major UPWP – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Deficiency Analysis – December 2014-January 2015
- ✓ Release Draft CTP Deficiency Analysis for Public Comment – February 2015
- ✓ Submit draft CTP to NCDOT for internal review – June 2016
- ✓ Release CTP for Public Comment – December 2016
- ✓ Draft CTP to Local Jurisdictions - December 2016 to February 2017
- ✓ MPO Adopts CTP – May 2017
- ✓ NCDOT BOT Adopts CTP – August 2017
- ✓ Final CTP documentation and distribution – September 2017

2045 Metropolitan Transportation Plan (MTP)

- ✓ MTP Schedule/Timeline & development process Approval – January 2016
- ✓ MTP Public Involvement plan – January 2016
- ✓ MTP Goals, Objectives and Performance Measures – In progress
- ✓ Deficiency Analysis & Needs Assessment– May 2017
- ✓ Socioeconomic Forecasts – May 2017
- ✓ Land use Scenarios – May 2017
- ✓ Alternative Analysis – August 2017
- ✓ Preferred Option – October 2017
- Air Quality analysis and Conformity (not required)
- Adopt 2045 MTP – December 2017
- Technical report and implementation – December 2017

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

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

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

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

GIS Online (AGOL)/Data Management

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

MPO Website Update and Maintenance

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

Triangle Regional Model Update

- ✓ Household Survey
- ✓ Parking Survey
- ✓ Household Survey – On-going
- ✓ 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 5.0/STI

- ✓ Summarize MPO P4 projects not funded (“Holding Tank” for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 – May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) – July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 – September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT – September 29, 2017
- LPA updates local ranking methodology – February 2018
- TCC makes recommendation on local ranking methodology – February 2018
- Board approves local ranking methodology – March 2018
- Deadline for approval of Local Input Points Assignment Methodologies –April 1, 2018
- MPO applies local ranking methodology (points) – April - May 2018
- Board releases MPO assigned points for local input/public comments – April 11, 2018
- Board holds public hearing – June 2018
- LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2018
- Approval of Regional Impact points – June 2018
- Submission of Regional Impact points to NCDOT – June 2018
- Assignment of Division Needs points (begins August 2018)

2018-2027 TIP

- ✓ LPA Staff releases call for projects for inclusion into 2018-27 MTIP – February 22, 2017
- ✓ MPO Board releases Draft STIP for public comment – March 8, 2017
- ✓ MPO Board holds public hearing on Draft STIP – April 12, 2017
- ✓ Local projects due to LPA staff for inclusion in MTIP – April 17, 2017
- ✓ Final amendments to FY16-25 STIP due to LPA staff – May 10, 2017
- ✓ TC reviews final FY16-25 STIP Amendment – May 24, 2017
- ✓ Draft MTIP prepared by LPA staff – July 14, 2017
- ✓ TC reviews Draft MTIP – July 26, 2017
- ✓ MPO Board reviews Draft MTIP – August 9, 2017
- ✓ State Board of Transportation approves FY18-27 STIP – August 2017
- TC approval of the 2018-27 MTIP – October 25, 2017
- MPO Board Approval of the 2018-2027 MTIP – November 8, 2017

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 – October-December 2015
- ✓ Stakeholder outreach – February 2017
- ✓ Roundtable discussion – May 11, 2017
- ✓ Self-assessment Data Analysis – July 2017-December 2017
- FHWA/NCDOT Final Review – February 2018
- Final approval – TBD

NC 98 Corridor Study

- ✓ Project kick-off and initial public engagement – February 2017
- ✓ Transportation analysis (and public engagement) – June 2017
- ✓ Conceptual designs and options (and public engagement) – September/October 2017
- Final plan – February 2018

NC 54 West Corridor Study

- ✓ Select consultant – February 2017
- ✓ Project kick-off and initial public engagement – September 2017

- Inventory and Existing Conditions – October 2017
- Transportation analysis (and public engagement) – January 2018
- Conceptual designs and options (and public engagement) – April 2018
- Final plan – August 2018

US 15-501 Corridor Study

- Funding approved by NCDOT

Regional Intelligent Transportation System

Project Development/NEPA

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction

DOLRT-Engineering

Contract Number: C203394		Route: I-885, NC-147, NC-98 US-70	
Division: 5		County: Durham	
TIP Number: U-0071			
Length: 4.009 miles		Federal Aid Number:	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)840-0914	
Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM.			
Contractor Name: DRAGADOS USA INC			
Contract Amount: \$141,949,500.00		Cost Overrun/Underrun: 4.89%	
Work Began: 02/26/2015		Letting Date: 11/18/2014	
Original Completion Date: 05/10/2020		Revised Completion Date:	
Latest Payment Thru: 09/30/2017		Scheduled Progress: 52.09%	
Latest Payment Date: 09/28/2017		Actual Progress: 52.67%	

Contract Number: C203492		Route: SR-2220	
Division: 5		County: Durham	
TIP Number: EB-4707B			
Length: 1.756 miles		Federal Aid Number: STPDA-0505(64)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)220-4680	
Location Description: SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).			
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY			
Contract Amount: \$7,295,544.75		Cost Overrun/Underrun: 0.33%	
Work Began: 06/26/2017		Letting Date: 05/16/2017	
Original Completion Date: 05/14/2019		Revised Completion Date:	
Latest Payment Thru: 08/31/2017		Scheduled Progress: 9.37%	
Latest Payment Date: 09/12/2017		Actual Progress: 10.32%	

Contract Number: C203567		Route: NC-55	
Division: 5		County: Durham	
TIP Number: U-3308			
Length: 1.134 miles		Federal Aid Number: STP-55(20)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)220-4680	
Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST).			
Contractor Name: ZACHRY CONSTRUCTION CORPORATION			
Contract Amount: \$39,756,916.81		Cost Overrun/Underrun: 1.5%	
Work Began: 10/05/2016		Letting Date: 07/19/2016	
Original Completion Date: 03/30/2020		Revised Completion Date: 07/16/2020	
Latest Payment Thru: 09/15/2017		Scheduled Progress: 14%	
Latest Payment Date: 09/25/2017		Actual Progress: 18.45%	

Contract Number: DE00172		Route: I-540	
Division: 5		County: Durham	
TIP Number: I-5307B			
Length: 0 miles		Federal Aid Number: IM-0540(035)	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)840-0914	
Location Description: BRIDGE #342 ON I-540 OVER I-40 & NW EXPRESSWAY IN DURHAM COUNTY			
Contractor Name: PROSHOT CONCRETE, INC.			
Contract Amount: \$509,276.00		Cost Overrun/Underrun: 0.01%	
Work Began: 05/22/2017		Letting Date: 10/26/2016	
Original Completion Date: 06/09/2017		Revised Completion Date: 07/14/2017	
Latest Payment Thru: 07/14/2017		Scheduled Progress: 100%	
Latest Payment Date: 07/20/2017		Actual Progress: 39.22%	

Contract Number: DE00173		Route: SR-1104	
Division: 5		County: Durham	
TIP Number: W-5205V			
Length: 0 miles		Federal Aid Number: HSIP-1104(19)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)220-4680	
Location Description: SR 1104/SR 1105 (HERNDON RD) AT SR 1106 (MASSEY CHAPEL/ BARBEE RD) IN DURHAM COUNTY			
Contractor Name: TRIANGLE GRADING & PAVING INC			
Contract Amount: \$1,046,988.75		Cost Overrun/Underrun: 0.42%	
Work Began: 05/01/2017		Letting Date: 11/09/2016	
Original Completion Date: 08/18/2017		Revised Completion Date:	
Latest Payment Thru: 09/15/2017		Scheduled Progress: 100%	

Latest Payment Date: 09/28/2017		Actual Progress: 24.92%	
Contract Number: DE00193 Division: 5 TIP Number: R-4436EJ, R-4436EK Length: 0 miles NCDOT Contact: David B. Moore Location Description: INTERCHANGE OF I-85 AND SR 1637 (DURHAM CO) AND I-85 AND NC 56 (GRANVILLE CO) Contractor Name: CAROLINA ENVIRONMENTAL CONTRACTING INC Contract Amount: \$272,457.77 Work Began: 07/06/2017 Original Completion Date: 11/22/2017 Latest Payment Thru: 08/31/2017 Latest Payment Date: 09/13/2017		Route: I-85 County: Durham Federal Aid Number: STP-1637(004) NCDOT Contact No: (919)562-7000 Cost Overrun/Underrun: 6.85% Letting Date: 05/24/2017 Revised Completion Date: Scheduled Progress: 52% Actual Progress: 49.53%	
Contract Number: DE00195 Division: 5 TIP Number: I-5729A Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: I-85 FROM 0.5 MILES W OF US 501 TO 0.1 MILES EAST OF SR 1827 IN DURHAM COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$3,797,637.47 Work Began: 07/22/2017 Original Completion Date: 10/31/2017 Latest Payment Thru: 09/07/2017 Latest Payment Date: 09/13/2017		Route: I-85 County: Durham Federal Aid Number: NHPP-0085(027) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: -0.54% Letting Date: 03/08/2017 Revised Completion Date: Scheduled Progress: 64% Actual Progress: 69.4%	
Contract Number: DE00211 Division: 5 TIP Number: R-5785B Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: MUNICIPALITIES OVER 5,000 POPULATION VARIOUS ROUTES DIVISIONWIDE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$0.00 Work Began: 05/30/2017 Original Completion Date: 08/31/2017 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: TAP-0505(079) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 03/20/2017 Revised Completion Date: 05/09/2018 Scheduled Progress: 0% Actual Progress: 0%	
Contract Number: DE00212 Division: 5 TIP Number: R-5785A Length: 0 miles NCDOT Contact: David B. Moore Location Description: MUNICIPALITIES LESS THAN 5,000 POPULATION VARIOUS ROUTES DIVISIONWIDE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$0.00 Work Began: Original Completion Date: 08/31/2017 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: TAP-0505(078) NCDOT Contact No: (919)562-7000 Cost Overrun/Underrun: 0% Letting Date: 10/12/2016 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%	
Contract Number: DE00213 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: Cameron D. Richards Location Description: VARIOUS PRIMARY AND SECONDARY ROUTES IN DURHAM COUNTY Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: Original Completion Date: 06/01/2018 Latest Payment Thru: Latest Payment Date:		Route: NC-55 County: Durham Federal Aid Number: NCDOT Contact No: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 06/28/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%	

Contract Number: DE00214 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: VARIOUS SECONDARY ROUTES IN DURHAM AND PERSON COUNTIES Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: Original Completion Date: 07/01/2018 Latest Payment Thru: Latest Payment Date:	Route: - County: Durham Federal Aid Number: NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00216 Division: 5 TIP Number: W-5601GD, W-5601GG, W-5601HX W-5601HY Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: SR 1361 (VICKERS AVE) AT LAKEWOOD AVENUE IN DURHAM COUNTY Contractor Name: BRENTWOOD DISPLAY SERVICES INC. Contract Amount: \$0.00 Work Began: 07/05/2017 Original Completion Date: 12/05/2017 Latest Payment Thru: Latest Payment Date:	Route: - County: Durham Federal Aid Number: HSIP-1361(010) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 05/24/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00229 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: REDWOOD ROAD OVER FALLS LAKE Contractor Name: NORTH STATE ENVIRONMENTAL, INC Contract Amount: \$410,868.44 Work Began: 09/05/2017 Original Completion Date: 10/23/2017 Latest Payment Thru: 09/30/2017 Latest Payment Date:	Route: SR-1637 County: Durham Federal Aid Number: 15005.1032011 NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: -1.32% Letting Date: 08/10/2017 Revised Completion Date: Scheduled Progress: 48.7% Actual Progress: 46.64%

NCDOT Division 5 Contract Status

<u>LET Est.</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
08/17	C-5178	5	NON - DOT LET (LAP)	DURHAM - CAMPUS WALK AVENUE, MORRENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS		\$336,000		
08/17	SR-5001C	5	NON - DOT LET (LAP)	SAFE ROUTES TO SCHOOLS DURHAM - FAYETTEVILLE STREET ELEMENTARY SCHOOL	07/16			
08/17	U-4726HM	5	NON - DOT LET (LAP)	DURHAM - SIDEWALK ON AVONDALE DRIVE				
08/17	W-5601EM	5	Division POC Let (DPOC)	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.		\$14,000		waiting on Durham to complete road diet project related to SR-5001C
09/17	2018CPT.05.04	5	Division Design Raleigh Let (DDRL)	Durham County Resurfacing and Preservation				
09/17	W-5707C	5	Division POC Let (DPOC)	I-40 WESTBOUND AT US 15-501 SOUTH OF DURHAM IN ORANGE AND DURHAM COUNTIES. REVISE PAVEMENT MARKINGS AND OVERHEAD LANE USE SIGNS ON I-40 WESTBOUND IN VICINITY OF US 15-501.	06/17	\$145,000		Division 7 Design
09/17	W-5705K	5	Division POC Let (DPOC)	SR 1327(GREGSON STREET)AT LAMOND AVENUE(MP:0.386-0.386); AND SR 1445(DUKE STREET)AT WEST CORPORATION STREET (MP:1.230-1.230) SAFETY IMPROVEMENTS	06/17	\$65,000	\$5,000	Gregson/Lamond under design, Duke/Corporation under construction by city forces
09/17	W-5601EH	5	Division POC Let (DPOC)	SR 1118 (FAYETTEVILLE ROAD) AT COOK ROAD. SAFETY IMPROVEMENTS.	08/17	\$545,000	\$130,000	Scope revised for signal installation only.
10/17	17BP.5.R.54	5	Division POC Let (DPOC)	REPLACE BRIDGE 117 OVER MUD CREEK ON SR 1308 (CORNWALLIS ROAD)		\$600,000		
10/17	I-5729	5	Division POC Let (DPOC)	I-85 - US 15/US 501 TO EAST OF SR 1827 (MIDLAND TERRACE ROAD) IN DURHAM. PAVEMENT PRESERVATION.		\$8,319,000		
12/17	U-4726HJ	5	NON - DOT LET (LAP)	CONSTRUCTION OF SIDEWALKS ON NC 751 BETWEEN GARRETT RD AND NC 54, AND ON NC 54 BETWEEN NC 751 AND DRESDEN DRIVE				
12/17	44932.3.1	5	On Call Contract (OCC)	US 70 Bus (Hillsborough Rd) at US 15-501 SB Ramp. Widen for an eastbound right turn lane		\$117,000		Signal design in progress. Considering channelization opportunities.
01/18	B-4943	5	Raleigh Letting (LET)	REPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	12/16	\$1,450,000	\$92,000	
01/18	W-5705C	5	Division POC Let (DPOC)	US 501 AT GARRETT ROAD, US 501 BUSINESS AT WESTGATE DRIVE,US 501 BUSINESS AT TOWER BOULEVARD, AND US 501 BUSINESS AT SHANNON ROAD SAFETY IMPROVEMENTS		\$375,000		plans received, need environmental documents and R/W certification
02/18	EB-4707A	5	Division POC Let (DPOC)	SR 1838/ SR 2220 FROM US 15/501 IN ORANGE COUNTY TO SR 1113(POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	08/15	\$3,500,000	\$1,534,000	
06/18	U-5745	5	Division POC Let (DPOC)	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	10/17	\$1,300,000	\$150,000	Public meeting held. Beginning R/W acquisition.
07/18	EB-5514	5	NON - DOT LET (LAP)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)		\$1,025,000		
09/18	C-5183B	5	NON - DOT LET (LAP)	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		\$706,000	\$99,000	
09/18	U-4724	5	NON - DOT LET (LAP)	SR 1158 (CORNWALLIS RD) FROM SOUTH ROXBORO RD TO SR 1183 (UNIVERSITY DR) IN DURHAM, BIKE AND PEDESTRIAN FEATURES.		\$4,978,000		

NCDOT Division 5 Contract Status

<u>LET Est.</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
09/18	C-4928	5	NON - DOT LET (LAP)	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	
06/19	U-4726HN	5	NON - DOT LET (LAP)	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	09/17			
08/19	U-5516	5	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	08/18	\$5,500,000	\$2,000,000	Second public meeting being planned.
09/19	EB-5703	5	NON - DOT LET (LAP)	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE		\$525,000		
09/19	EB-5704	5	NON - DOT LET (LAP)	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET		\$250,000		
09/19	EB-5708	5	NON - DOT LET (LAP)	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE		\$250,000		
09/19	EB-5715	5	NON - DOT LET (LAP)	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS		\$1,269,000		
09/19	EB-5720	5	NON - DOT LET (LAP)	BRYANT BRIDGE TRAIL - NC 55 TO KELLY BRYANT BRIDGE IN DURHAM		\$1,061,000		
10/19	17BP.5.R.97	5	Division POC Let (DPOC)	REPLACE BRIDGE 89 OVER LICK CREEK ON SR 1902 DURHAM COUNTY		\$1,250,000		
01/20	U-5968	5	Raleigh Letting (LET)	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM				
04/20	U-5717	5	Raleigh Letting (LET)	US 15 / US 501 - SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	04/19	\$18,000,000	\$53,000,000	Public meeting planned for September.
06/21	U-5823	5	NON - DOT LET (LAP)	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	05/20	\$1,798,000	\$421,000	
01/22	U-5934	5	Raleigh Letting (LET)	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT				
03/22	U-5720A	5	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)		\$78,705,000	\$30,315,000	Concurrence received on purpose & need
03/22	U-5720B	5	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)		\$22,914,000	\$2,190,000	Concurrence received on purpose & need
06/22	I-5707	5	Raleigh Letting (LET)	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/20	\$3,550,000	\$300,000	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status
R-5787B 44917.3.3	Curb ramp improvements at various intersections in Orange and Alamance Co.	7/6/17	Fall 2017	\$303,400	Project awarded to Atlantic Contracting Company, Inc.
SS-4907BS 44894.2.1 44894.3.1	Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of Mebane.	Aug. 2017	Fall 2017	\$40,500 R/W \$43,200 CON	Signal design complete, R/W acquisition complete and certified, utility relocations pending
SS-4907BW 47356.1.1 47356.3.1	Intersection improvements at SR 1114 (Buckhorn Road) and SR 1146 (West Ten Road) east of Mebane. Convert two way stop to ALL WAY STOP. Construct radius improvements to accommodate turning traffic	Sept. 2017	Dec. 2017	\$3000 PE \$55,000 CON	Planning and design activities underway, Installation of 4-way stop in Sept. 2017
U-5549/SS-4907AZ 50153.3.F1 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.	11/1/2016	Fall 2017	\$156,000 CON \$245,000 CON \$120,000 CON	Construction underway - 30% complete
U-5846 50236.1.1 50236.2.1 50236.3.1	Construct a Roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in Carrboro.	Jan. 2018	Mar. 2019	\$775,000	Planning and design activities underway, R/W acquisition underway
U-5847 50238.1.1 50238.2.1 50238.3.1	Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in Chapel Hill / Carrboro.	Jan. 2019	Mar. 2019	\$775,000	Planning and design activities underway

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status
U-5854 46382.1.1 46328.2.1 46382.3.1	Construct a roundabout at SR 1008 (Mt. Carmel Church Road) and SR 1913 (Bennett Road) in Chapel Hill	Jun. 2018	Fall 2019	\$775,000	Planning and design activities underway, Utility coordination underway, R/W acquisition underway
W-5707A 44853.1.1	Curb ramp improvements at the following intersections: SR 2048 (South Road) at Raleigh Street; SR 2048 (South Road) at Country Club Road, SR 1902 (Manning Drive) at Paul Hardin Drive, and SR 1902 (Manning Drive) at Ridge Road / Skipper Bowles Road in Chapel Hill	6/15/2017	Aug. 2017	\$80,000	Planning and design activities underway. Signal pedestrian improvements complete. Project let, Bid exceeded engineer's estimate, Re-bid pending
W-5707C 44853.1.3 44853.3.3 47490	Revise pavement markings and overhead lane use signs for removal of inside lane drop configuration on I-40 Westbound in vicinity of US 15-501 interchange. Resurfacing I-40 WB by use of contingency funds	Aug. 2017	Nov. 2017	\$395,000	Planning and design activities underway, Signs have been ordered
47418	Install chain link fence on both sides of SR1006 (Orange Grove Rd.) bridge over I-40 in Orange Co.	Oct. 2017	Dec. 2017	\$100,000	Project development underway, Tentative construction schedule pending design



North Carolina Department of Transportation

Active Projects Under Construction - Orange Co.

<u>Contract Number</u>	<u>TIP Number</u>	<u>Location Description</u>	<u>Contractor Name</u>	<u>Resident Engineer</u>	<u>Contract Bid Amount</u>	<u>Availability Date</u>	<u>Work Start Date</u>	<u>Completion Date</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
C203274		REPLACEMENT OF 11 BRIDGES IN ALAMANCE CO AND 3 BRIDGES IN ORANGE CO.	HAYMES BROTHERS, INC.	Kirkman, PE, Christopher D	\$6,356,520.00	04/29/2013	05/23/2013	12/13/2016	99.99	99.91
C203640		REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.	HAYMES BROTHERS, INC.	Lorenz, PE, Kris	\$3,124,500.00	06/01/2015	09/02/2015	11/01/2017	76.00	70.82
C203641		REPLACEMENT OF 5 BRIDGES IN GUILFORD COUNTY AND 5 BRIDGES IN ORANGE COUNTY.	R.E. BURNS & SONS CO., INC.	Kirkman, PE, Christopher D	\$5,940,323.00	06/01/2015	06/01/2015	11/01/2018	42.50	87.50
DG00299		RESURFACE 22 SECTIONS OF SEC. ROADS IN SOUTHEAST ORANGE CO.	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,331,325.36	06/01/2016	09/28/2016	11/17/2017	44.00	99.83
DG00302	P-4405K	EXTEND BRYDSVILLE ROAD TO NC 86 AND REMOVE RAIL CROSSING	TRIANGLE GRADING & PAVING INC	Kirkman, PE, Christopher D	\$1,683,900.00	07/01/2016	09/29/2016	12/30/2017	100.00	40.59
DG00319		RESURFACE SR 1002 (ST. MARY'S ROAD) FROM US 70 TO THE DURHAM CNTY LINE AND SR 1548 (SCHLEY ROAD) FROM NC 57 TO SR 1002	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$2,173,386.35	04/03/2017	03/06/2017	11/17/2017	24.00	77.37
DG00323	C-5600F	INSTALLATION OF FIBER-OPTIC COMMUNICATION NETWORK AND RELATED WORK FOR CENTER TO CENTER CONNECTION	ALS OF NORTH CAROLINA LLC	Kirkman, PE, Christopher D	\$885,605.60	11/14/2016	02/27/2017	09/09/2017	86.00	55.17
DG00325		INSTALL ARCH PIPE ON SR 1919 (SOUTH GREENSBORO ST.) AT NC 54	FSC II LLC DBA FRED SMITH COMPANY	Kirkman, PE, Christopher D	\$1,970,791.00	11/14/2016	12/07/2016	11/30/2017	100.00	99.89
DG00331		RESURFACE 17 SECTIONS OF SECONDARY ROADS AND WIDEN AND RESURFACE SR 1354, SR 1504, SR1506 AND SR1577	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$2,144,964.12	04/03/2017	03/09/2017	11/17/2017	26.00	94.68
DG00332	W-5601 IF	GUARDRAIL END TERMINAL UPGRADES ON I-40	NICKELSTON INDUSTRIES, INC.	Kirkman, PE, Christopher D	\$494,243.00	12/05/2016	05/01/2017	09/05/2017		
DG00340		REPLACE BRIDGE NO. 137 ON SR 1550 (EDMUND LATTA RD) OVER FORESET CREEK	SMITH-ROWE, LLC	Kirkman, PE, Christopher D	\$389,523.35	03/15/2017	04/26/2017	12/15/2017	100.00	53.59
DG00341		REPLACE BRIDGE NO. 18 ON SR 1421 (LIB ROAD) EAST BACK CREEK TRIBUTARY WITH CULVERT	SMITH-ROWE, LLC	Kirkman, PE, Christopher D	\$310,294.00	03/15/2017	04/17/2017	01/15/2018	83.33	13.90
DG00345	U-3306(L)	LANDSCAPE ON SR 1733 WEAVER DAIRY ROAD	MOTS LANDSCAPING & LAWNS LLC	Kirkman, PE, Christopher D	\$73,101.80	01/23/2017	04/05/2017	06/15/2018	89.58	84.83
DG00346		REPLACE BRIDGE #209 OVER FRANK CREEK ON SR 1366 (ATKINS ROAD)	APPLE TUCK & ASSOCIATES INC	Kirkman, PE, Christopher D	\$363,834.19	05/01/2017	05/24/2017	02/07/2018	47.00	34.10
DG00356		AST RETREATMENT ONE SR IN ALAMANCE CO., ONE SR IN CASWELL CO. AND 21 SEC. ROADS IN ORANGE CO.	WHITEHURST PAVING CO INC	Kirkman, PE, Christopher D	\$956,526.41	04/03/2017	04/17/2017	10/13/2017	34.02	98.29
DG00360		RESURFACE US 70 FROM NC 86 TO THE DURHAM COUNTY LINE	S T WOOTEN CORPORATION	Kirkman, PE, Christopher D	\$1,780,970.19	06/14/2017	06/21/2017	08/19/2017	83.00	80.34
DG00383		REPLACE BRIDGE # 84 OVER COLLINS CREEK ON SR 1005 (OLD GREENSBORO RD)	DANE CONSTRUCTION INC	Kirkman, PE, Christopher D	\$1,290,279.37	07/24/2017	07/24/2017	05/15/2018		

ACTIVE PROJECTS - June 2017							
TIP/WBS # or Contract #	Project Description	Length (mi)	Let Date	Completion Date	Cost	Contractor	Comments
44195.3.1 DH00212	Construct a southbound left turn lane on NC 751 at New Hope Church Road & at NC 751 at SR 1617 Big Woods Road	1.74	9/27/2016	2/27/2018	\$1,489,500.00	FSC II, LLC, DBA Fred Smith Company	80% Completion
DH00211, 44807.3.1, SS- 4908BB	Improve edgeline and centerline markings on SR 1731 O'Kelly Chapel Rd from NC 751 to beginning of three lane section west of Pittard Sears Rd. Work includes adding 6" Thermoplastic w/Highly Reflective Elements (Edgelines) and 4" Thermoplastic Standard Bead (centerline)	2.2	9/13/2016	7/30/2017	TBD	Clark Pavement Marking, Inc	Contract covers other various counties.

UPCOMING PROJECTS				
TIP/WBS # or Contract #	Project Description	Let Date	Cost	Comments

Here's how a diverging diamond interchange works

The News and Observer Traffic October 4, 2017

The N.C. Department of Transportation made this video to explain the "diverging diamond" interchange or DDI. The department is planning to build two of them in the Triangle, at the Beltline and Western Boulevard in Raleigh and at Interstate 40 and N.C. 42 in Johnston County.

View video at: <http://www.newsobserver.com/news/traffic/article177011061.html>

NCDOT

Clearing an accident scene could soon be a lot faster for state troopers. Here's why.

The News and Observer By Richard Stradling September 29, 2017

RALEIGH – When a big accident closes the highway, it can take state troopers hours to make the measurements and take the pictures they'll need to determine what happened. Meanwhile, the crashed vehicles sit in the roadway in front of a line of exasperated drivers.

Now the State Highway Patrol says it can use drones to document and reconstruct serious accidents. The drones can make 3-D images of crash scenes, just like the laser systems that troopers use now on tripods. But drones can take aerial images the troopers can't. Plus, the drones do all of it much faster.

"What used to take hours can now be done in minutes," said Trooper Dan Souther, a member of the Highway Patrol's Collision Reconstruction Unit.

Souther and other members of the reconstruction unit demonstrated the drone's capabilities at the Highway Patrol's test track off Tryon Road in Raleigh on Friday morning. Trooper John Collins used GPS to map out an area over a Highway Patrol cruiser that had been hit from behind, then launched the drone.

It rose to about 40 feet in the air over the crumpled cruiser, then flew back and forth over it in neat rows, making images as it went. The system's software quickly knitted those images together into a 3-D image that can be viewed from all different angles on a computer screen.

The drone was finished in a few minutes. Collins said it would take troopers on the ground about an hour to do the same work, as they move their tripods every time they make a new image.

The 21 troopers in the crash reconstruction unit investigate about 200 high-profile crashes in the state a year, working out of five offices across the state. The unit has only two drones now, but at \$1,300 per drone, 1st Sgt. Alex Justice, the unit's leader, hopes to have one for each of the 21 troopers within a year.

"It's incredible technology, and we're really fortunate to have it," Justice said.

The Highway Patrol has been working on its drone program for several years, with the help of the state Department of Transportation's Division of Aviation. The division regulates the use of drones in the state, but also uses them, primarily to gauge the progress at road construction sites, said Basil Yap, who manages NCDOT's Unmanned Aerial Systems program.

The potential use for the drones in accident reconstruction became clear in Buncombe County in May, when a head-on collision was staged at a state training facility. A team from Yap's program used drones to map the accident scene, while the Highway Patrol used a traditional laser scanner. (CONTINUED...)

The troopers took an hour and 51 minutes to gather the information they needed. The drones did the same in 25 minutes.

New stoplights installed at I-540 ramps will be 'tweaked' for Wednesday

WRAL.com Reporters Sarah Krueger, Kathryn Brown September 26, 2017

RALEIGH, N.C. – Major changes to several on-ramps went into effect Tuesday on Interstate 540 in Raleigh, but officials say the new technology was turned off and needs some "tweaking" before it will be reactivated for the Wednesday morning commute.

Officials with the North Carolina Department of Transportation activated the new "on-ramp signals" at 6:45 a.m. The technology is brand new to the state, and I-540 in northern Wake County is the first highway to employ it.

The four signals are installed on Falls of Neuse Road, Six Forks Road, Creedmoor Road and Leesville Road on-ramps to I-540.

The signals are essentially stoplights installed on heavily used highway on-ramps that aim to space out the flow of cars getting on the highway. Officials with the NCDOT said the technology was successfully tested across the country, including in cities like Atlanta and Houston, where the signals have decreased travel time by as much as 22 percent. Sensors monitor traffic to activate the signals during peak congestion times.

Despite the signals' promised results, officials with the NCDOT said the stoplights were turned off mid-morning when syncing problems confused some drivers.

According to Steve Abbott, Assistant Director of Communications with the DOT, the system appeared to work correctly until officials noticed the stoplights were having syncing problems.

"They weren't working the way we wanted, and that could have confused some drivers, so we decided to turn the system off," said Abbott. "Our software vendor and wiring contractor are checking the system out to make adjustments and corrections."

Abbott also encourages drivers to use both lanes leading up to the stoplights.

Be prepared to stop: Traffic lights on I-540 ramps go live on Tuesday, Sept. 26

The News and Observer By Richard Stradling September 22, 2017

RALEIGH – Commuters getting on westbound Interstate 540 in North Raleigh on Tuesday morning will find new traffic lights on the on-ramp that are meant to moderate the flow of cars entering the highway.

The ramp meters have been used around the country for decades, but these are the first in North Carolina. If the experiment on I-540 goes well, the N.C. Department of Transportation will look to use them elsewhere.

The signals have been installed on four westbound on-ramps: Falls of Neuse, Six Forks, Creedmoor and Leesville roads. The lights will let one or two cars onto the freeway at a time during morning rush hour and other times of heavy traffic.

The idea is that putting some space between the vehicles leaving the ramp should make it easier for them to merge into traffic on the highway, improving the flow and reducing the number of accidents. (CONTINUED...)

NCDOT engineers don't know when exactly the lights will come on; sensors in the pavement of the on-ramps will detect if traffic has gotten to the point where the lights are needed, said John Sandor, deputy division traffic engineer. When traffic thins out, the lights will automatically go off, Sandor said.

Those sensors in the pavement will also determine if traffic from the on-ramp is backing up onto the road and will turn the light green long enough to clear the backup. NCDOT's traffic operations center will monitor the ramps via cameras and can manually adjust the signals if necessary as well.

The light systems cost \$2.5 million to install on the four on-ramps, which includes some widening of the ramps and the software that can be used as other ramp meters are installed in the state.

Sandor said studies in other cities show that ramp meters can cut travel time in half on congested stretches of highway simply by making it easier for entering traffic to merge. The lights will help make the most of three-lane I-540 before it becomes necessary to add another lane, at the cost of tens or hundreds of millions of dollars.

"Ramp meters are kind of a tried and true method to maintain interstate flow," Sandor said.

State Highway Patrol troopers will be parked alongside the ramps the first week or so and may issue warnings or tickets to drivers who fail to stop at a red ramp lights. Sandor said NCDOT knows many drivers are skeptical about the lights, but he said the experience in other cities is that they work.

"It will become a normal function of life," he said. "It's just a traffic signal."

Researchers at N.C. State University will compare traffic movement and accidents on the ramps before and after the signals to help NCDOT determine how well they are working. If they're deemed a success, DOT has a list of other on-ramps in the Triangle where it will consider installing them, Sandor said.

Think there's no such thing as a free ride? In Durham, it's time to think again

The Herald-Sun By Go Triangle September 18, 2017

RESEARCH TRIANGLE PARK – Margaret McNab has a love-hate relationship with traveling the Triangle's increasingly congested roads. She hates, hates, hates driving, but she loves taking GoTriangle's Durham to Raleigh Express route or DRX.

"Love isn't even a strong enough word," says McNab, a freelance marketing specialist in Durham who calls herself a superfan of transit. "I love that rule where buses can drive on the shoulder. I love sitting there with my headphones in and whizzing pass all those cars. It's so nice to not have to dedicate any brain space to navigating traffic."

If your brain needs a rest from the stress, this coming week is the perfect time to hand over the driving to a transit operator. Try Transit Week begins Monday, Sept. 18 and runs through Friday, Sept. 22, with Thursday the 21st being Fare Free Day at GoTriangle, GoRaleigh, GoCary and GoDurham.

"For some people, transit provides an alternative to the aggravation of driving in traffic or maintaining the expense of a car," GoTriangle General Manager Jeff Mann says. "For others, transit is their only access to get to work, school or their doctor's office. A strong regional transit system means better access and opportunities for everyone, and we hope more people will take advantage of it."

McNab found that to be true of transit in Portland, Oregon, where she lived before she moved to Durham about eight years ago. Because of Portland's extensive transit system, she had never needed a car. She chose her second Durham home based on its proximity to transit and to her workspace at Gridworks so she could scrap the old Saab she had been forced to buy. (CONTINUED...)

"I sold my car on Craig's list for 300 bucks, which I used to buy a bike and some candy," says McNab, who now walks, bikes or buses to the office. When she needs to meet clients in Raleigh, she takes the DRX, and getting to Chapel Hill also is easy for her on GoTriangle Route 400, which runs every 30 minutes on weekdays.

"It's just so nice to have that time to sit and prepare for meetings, for whatever it is I'm going out to do," McNab says. "Sometimes I listen to a podcast. It's fun on the bus to try it on for size. The Wi-Fi enablement is awesome."

Thanks to voter-approved investments in transit, GoTriangle, GoDurham, GoRaleigh and GoCary all expanded service last month, making it even more convenient for riders and other residents to get out of their cars and enjoy the benefits of buses.

"I'm always surprised when people haven't tried transit," McNab says. "Just because, if you're a curious person, why not? There are so many smart and curious people in the Triangle. They should get curious about transit."

GoTriangle has numerous park-and-ride lots to help those who don't live near a transit stop connect with jobs, schools or doctors, with six lots in Raleigh, two in Apex, three in Cary, two in Fuquay-Varina, two in Garner and one each in Knightdale, Wake Forest, Wendell and Zebulon. Find maps at gotriangle.org.

Never ridden the bus? Get all you need to know at bit.ly/ridegotriangle then start by plugging in your address and the address of your destination at gotriangle.org. Need help planning a route? Call GoTriangle at 919-485-7433.

Use the free TransLoc app to see buses moving in real time and get arrival predictions and proximity alerts. No one need waste time waiting at bus stops. Learn about TransLoc at gotriangle.org/transloc.

"As this area becomes more metropolitan, the eco-friendliness of the choices we make around commuting will become increasingly more important," McNab says. "And transit does keep people off the roads. Whether on a bus, on a bike, or ridesharing, they are all small ways people can make a big difference."

'TRY TRANSIT' EVENTS/SCHEDULE

First, get a Transit Bingo card online at gotriangle.org/trytransit or at the Regional Transit Center or Durham station so that you can win prizes for doing simple things like signing up for rider alerts, giving us a shoutout on social media, using our free Wi-Fi on the bus or watching our "Ride the Bus" video at bit.ly/ridethebusvideo.

Tuesday, Sept. 19 – Follow us on Twitter [@GoTriangle](https://twitter.com/GoTriangle) to find out more about popular destinations in your city.

Thursday, Sept. 21 – All GoTriangle, GoDurham, GoRaleigh and GoCary routes will be free to encourage first-time riders to try the bus. It's also Rider Appreciation Day at GoTriangle and GoDurham. Spot our team out and about at the Regional Transit Center and Durham Station and grab a thank you gift! This is also the last day to turn in your Transit Bingo card, which you can find online at gotriangle.org/trytransit or at the RTC or Durham Station.

Try Transit Week begins Sept. 18 and runs through Sept. 22, with Thursday the 21st being Fare Free Day at GoTriangle, GoRaleigh, GoCary and GoDurham.

Hillsborough businesses hold out hope that rough summer will pay off in the end

The Herald-Sun By Tammy Grubb September 18, 2017

HILLSBOROUGH – Matthew Shepherd was forced to watch as his chocolate shop lost several thousand dollars in sales and three part-time employees this summer during sidewalk construction on South Churton Street.

While the summer months are typically slow for Matthew's Chocolates, Shepherd said this year was especially tough and most of the trouble could have been avoided with more cooperation between town officials and downtown business owners. (CONTINUED...)

"My main beef with this is they had a grant to do it, they could have done it at night, and they chose not to," he said. "Now, it will be nice once we've got our little fences up. Families stayed out there three or four hours the other day. It was nice to see that."

The nearly yearlong [project](#) started in April and is replacing old sidewalks with wider ones that allow for outdoor seating, tables and street trees, while leaving pedestrians a clear, four- to six-foot path. The Town Board approved new [rules](#) Monday for permitting outdoor seating and displaying merchandise on sidewalks.

Crews also have been constructing bus stops, installing audible pedestrian crossing signals, replacing street gutters and curbs, and making corner ramps accessible for people with disabilities. While they lost a dozen on-street parking spaces to the projects, leaving three spaces on each block, Stephanie Trueblood, the town's public space manager, said the losses were offset by 13 new off-street spaces the town got when a Bank of America branch closed.

The town used more than \$500,000 in state and federal funding to pay for the joint project with the N.C. Department of Transportation. Crews worked from 9 a.m. to 4 p.m. six days a week, construction officials said; working at night would have cost the town extra money.

But even with a six-week delay due to rain, Trueblood said the work is ahead of schedule and could be finished by November. The town has one more project scheduled for next year – installing brick pavers in the crosswalks around the same time that the N.C. Department of Transportation will repave the streets.

The work was needed, Shepherd said, but he doesn't think anyone cared whether businesses survived. The town's monthly Last Friday events usually bring in a lot of people, for instance, but the street corners remained closed and construction signs made it hard for pedestrians to navigate the orange fencing and barrels, he said.

He asked about hanging temporary signs and balloons to attract shoppers, but was rebuffed, Shepherd said. They should have respected the businesses enough to do that, he said.

The town did post a highway sign at the Churton Street and U.S. 70 intersection encouraging citizens to patronize downtown businesses. Smaller posters staked downtown were difficult to read because they folded over time.

Several business owners, concerned about "small-town politics," hesitated to talk publicly about their financial hit and what they said was limited town help.

Jane Vacchiano, co-owner of 108 Churton boutique, said the town appeared to learn from mistakes during the first phase of work on Shepherd's block. She also credited Trueblood for her weekly updates. The store held a buy one-get one free event in August to boost their sales as construction started outside, she said.

"I think it worked for us, and we've tried to stay really optimistic, because when it's done, it'll look really nice," Vacchiano said. "I do know that I've heard other people comment, especially when that walk was being done, that a lot of people felt like their businesses were greatly impacted by it."

Panciuto owner Aaron Vandemark also credited Trueblood for managing the project. The restaurant's loyal locals and out-of-town customers largely shielded them from the effects that retail stores experienced, he said.

They haven't committed to using the new sidewalk space yet, he said, but they're thinking about it.

"Whatever we do out here will be an asset, hopefully for the restaurant, but also for the community. For all I know, it could just be public seating to sit down and eat your ice cream and hang out," Vandemark said.

Everyone agreed it was a relief to see the work nearing an end and customers returning. The town knows it's been tough on downtown businesses, and they're trying to wrap up in time for the holidays, Trueblood said. "You could just feel the anxiety," Hillsborough Mayor Tom Stevens added, while noting that feeling is being replaced with excitement about the results. (CONTINUED...)

"When the street gets repaved and everything looks really, really sweet, it's going to be really beautiful," Stevens said. "But I think this fall and during the Christmas season, it's going to be just lovely because the construction will be done."

Solution to traffic puzzle stands between Chapel Hill and future Wegmans Food Market

The Herald-Sun By Tammy Grubb September 15, 2017

CHAPEL HILL – Traffic may be the biggest speed bump that a developer could face in bringing a Wegmans Food Market to the U.S. 15-501 corridor.

The \$30 million Wegmans project, if approved, would replace the 14.7-acre Performance AutoMall, which will be moved to the Southpoint Auto Mall near The Streets at Southpoint mall. The store is one of four Wegmans Food Markets proposed for Chapel Hill, Cary and Raleigh.

The public hearing held this week will continue Oct. 25, when the Chapel Hill Town Council could make a decision.

Chapel Hill and Orange County have offered to use new tax revenues to pay Wegmans a \$4 million incentive if the company creates 185 full-time jobs and 413 part-time jobs over five years and meets annual property and sales tax revenue goals. The project could bring in over \$366,000 in property taxes and up to \$1.5 million in sales taxes each year.

A traffic study estimates the 130,000-square-foot grocery store could add 3,200 more cars to surrounding streets. About two-thirds would come from Chapel Hill, passers-by or the surrounding area, development officials said Wednesday. The rest would be westbound from Interstate 40 or Durham, they said.

The existing plan would route all traffic through two driveways on Old Durham Road, one located on a future roundabout. More turn lanes would be added at Old Durham Road and U.S. 15-501, and a longer median would block cross-traffic at Old Durham Road and Scarlett Drive.

The plan calls for directing westbound traffic on U.S. 15-501 left onto Lakeview Road, past the Red Roof Inn, and then right on Old Durham Road.

That intersection could be tricky, since drivers now wait several minutes to turn left when Old Durham Road is busy. However, the N.C. Department of Transportation won't add a traffic light until the intersection meets specific standards, NCDOT engineer Chuck Edwards said. Another traffic study could be done after Wegmans opens to show that a traffic light is justified, he said. Wegmans would pay the town \$150,000 toward any future traffic upgrades.

Council member Ed Harrison advised keeping a closer eye on Lakeview Road, too, since that road was not designed for heavy traffic.

The hope remains that Wegmans' main entrance could be on a service road that intersects with Eastowne Drive and U.S. 15-501, but efforts to reach a deal on that with the State Employees Credit Union have failed, officials said.

The road would remain open to SECU and Hardees traffic, however, forcing Wegmans shoppers to circle back to the highway and find another way to the store or cut through the Hardees parking lot and try to turn left.

Visible signs will be important to drivers who may be unfamiliar with the area, Council member Michael Parker said, noting confusion can cause accidents.

"I really think there needs to be some thought given to working in cooperation with NCDOT and anyone else to develop a really good, comprehensive signage plan for this area to make sure that people can really figure out where (CONTINUED...)

they need to go and where they shouldn't be going at a broader array of intersections than you're currently thinking about," he said.

Residents who spoke didn't have issues with Wegmans but about the potential for worse traffic. They've had disruptions from construction – at Ephesus Church Road and Fordham Boulevard, Old Durham Road and U.S. 15-501, and now for bike lanes – for a long time, Doris Smith said.

"There are a lot of people who live in that neighborhood. It's not a big, high-class neighborhood; it's little pockets of ordinary people," she said. "I would like to know who on the council is going to be thinking about us and the impact on us with all the decision that have to be made between now and October."

Town staff and the developer are "very sensitive" to the potential effects on neighborhood traffic, said Judy Johnson, the town's interim operations manager. Drivers already use small, narrow neighborhood streets to avoid Old Durham Road, sometimes exceeding the posted speed limit and ignoring stop signs.

Other Wegmans project issues considered by the Town Council Wednesday included:

- Landscaping: Smaller green buffers than required – although more than exists now along U.S. 15-501 – so that passers-by can see the store. Council member Sally Greene said a landscaping buffer similar to what's along Fordham Boulevard at University Place "is the right way to go." Council member Donna Bell asked for larger trees than planned.
- Sustainability: Council members want Wegmans to add solar rooftops – they might, project manager Steve Leaty said – and more details about stormwater plans. The site – now about 78 percent impervious surfaces, such as roofs and pavement – could be closer to 80 percent.
- Parking: The developer is seeking 750 parking spaces – 87 more than town rules allow.

What do Duke students hate more than UNC?

The News and Observer By Camila Molina September 12, 2017

RALEIGH – College rivals the Wolfpack, Blue Devils and Tar Heels can probably agree on at least three things.

Campus parking is steep, inconvenient and prices go up every year.

Parking on campus is such a nuisance at Duke University that students might hate it more than the University of North Carolina at Chapel Hill, [The Chronicle](#), Duke's student newspaper, reported.

The paper surveyed students about campus parking on Facebook and found that 45 of the 69 comments were negative.

Undergraduate students at Duke can pay up to \$402 for an annual campus parking pass and students at UNC-Chapel Hill up to \$444, [The Chronicle](#) reported.

At N.C. State University, parking can cost as much as \$395 for some students, [according to the university's transportation page](#). The Wolfline Transit System, N.C. State's bus system, is free for everyone.

This fall, [the University of North Carolina at Chapel Hill rolled out a five-year transportation and parking system plan](#). It balances the cost of transportation and parking across students, employees and visitors. (CONTINUED...)

The plan will ensure there's enough funding through 2022 to keep Chapel Hill Transit free, but will add an extra \$5.74 to students' fees in 2017 and increase the cost of daytime parking permits by 1 percent each of the first three years of the plan. It also increased visitor parking by 25 cents an hour on North Campus, bringing it to \$2 an hour.

Campus parking after 5 p.m. is free until 2019, after that employees will be charged between \$234 to \$402 to park on campus at night. Some employees may not be able to afford it, [the Daily Tar Heel reported](#).

Parking on campus is free on the weekends, but can be limited on game days.

Do you use NC 98? Come hear some ideas for making it better

The Herald-Sun By Richard Stradling September 11, 2017

RALEIGH – People who use N.C. 98 in Durham and northern Wake counties were asked last spring how they thought the road could be made safer and traffic run more smoothly.

Now traffic engineers have taken what they heard and combined it with data on traffic and crashes to come up with a series of ideas for improving N.C. 98 from Durham across Wake to the Franklin County line. They will present the ideas at two workshops next week, one in Wake Forest and the other in Durham, in hopes of getting more feedback to guide their final recommendations.

The study was commissioned by the Durham and Wake transportation planning groups – the Capital Area Metropolitan Planning Organization and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization – and the state Department of Transportation. The three organizations and local governments will refer to the study as they plan future changes to the road.

N.C. 98 is a two-lane road for most of its 27-mile route between U.S. 70 in Durham and U.S. 401 in Franklin, and traffic engineers say it is approaching or has exceeded its capacity. At the same time, the western section in Durham has seen a relatively high number of crashes, many involving pedestrians or cyclists.

There have been 857 accidents along the corridor between 2012 and 2016, more than half of them at the Durham end of the road. Eight of those accidents resulted in deaths, including two pedestrians and a cyclist.

The study began with two public meetings in March.

"We wanted to understand what was important to people and what problems they saw out there," said Will Letchworth, an engineer with WSP, the firm conducting the study.

The study will support the widening of N.C. 98 to four lanes, particularly between Sherron Road in Durham and the bypass on the west side of Wake Forest. But that's a long-term project that is not among the ones the NCDOT expects to undertake in the next decade.

But there are a number of potential smaller improvements to address problems people identified along N.C. 98. These include new turn lanes at Camp Kanata Road, new and longer turn lanes at Six Forks/New Light roads and a new traffic light at Nicholas Farm Road/Oak Grove Parkway.

"Those are things that could be implemented quickly, within the next couple of years," Letchworth said.

All of the ideas will be presented at the two meetings and on the study's website, www.nc98corridor.com. The meetings will take place Tuesday, Sept. 19, at Wake Forest Town Hall, 301 Brooks St., and Thursday, Sept. 21, in the Durham County Library, 211 Lick Creek Lane. Both meetings will run from 5 to 7 p.m.

There will be two more public meetings next spring to review the study's final recommendations.