



## **DCHC MPO Board Meeting Agenda**

Wednesday, September 12, 2018

9:00 AM

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

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

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

**3. Adjustments to the Agenda****4. Public Comments****5. Directives to Staff**[18-100](#)

**Attachments:** [2018-09-12 \(18-100\) MPO Board Directives to Staff.pdf](#)

**CONSENT AGENDA****6. August 8, 2018 Board Meeting Minutes**[18-174](#)

A copy of the August 8, 2018 Board meeting minutes is enclosed.

**Board Action:** Approve the minutes of the August 8, 2018 Board meeting.

**Attachments:** [2018-09-12 \(18-174\) MPO Board Meeting Minutes 8.8.18 LPA2.pdf](#)

**7. Resolution to Request Transfer of FHWA Funds to FTA**[18-165](#)**Meg Scully, LPA Staff**

On behalf of GoDurham, the Lead Planning Agency is requesting the transfer of Federal Highway Administration funds to the Federal Transit Administration for use on transit projects. This resolution supports the transfer for the Durham-Chapel Hill-Carrboro urban area.

**TC Action:** Recommended the Board approve and sign the resolution to transfer funds.

**Board Action:** Approve and sign the resolution to transfer funds.

**Attachments:** [2018-09-12 \(18-165\) Resolution to transfer FHWA funds to FTA.pdf](#)

**ACTION ITEMS**

**8. NC 98 Corridor Study (5 minutes)**[18-145](#)**Andy Henry, MPO Staff**

The MPO Board released the draft report of the NC 98 Corridor Study for a minimum 30-day public comment period at their August meeting and will conduct a public hearing today. At the August Board meeting, staff proposed that the Board also approve the final report at their September meeting; however, some Board members were concerned that the public involvement was not long enough. As a result, the TC recommends extending the final date for the comment period from the current September 6 to the proposed September 19, and approving the final NC 98 Corridor Study report at the October Board meeting.

The approved report will provide projects for inclusion in the MPO's multimodal long-range transportation plans and related local plans as they are updated. The draft report, dated 06-20-18, is available from the WSP Web site: <http://www.nc98corridor.com/library/>. The report provides the area context, public engagement process, roadway, bicycle and pedestrian recommendations, and an implementation plan. A copy of the public comments received as of 9/05 is attached.

**TC Action:** Extended the public comment period to September 19 and final Board approval to the October Board meeting.

**Board Action:** Conduct a public hearing and extend the public comment period to September 19 and final Board approval to the October Board meeting.

**Attachments:** [2018-09-12 \(18-145\) NC98PublicComments.pdf](#)

**9. Air Quality Conformity Determination Report (10 minutes)**[18-175](#)**Andy Henry, MPO Staff****John Hodges-Copple, TJCOG****Background and Request**

In the past, the DCHC MPO has been required to complete an Air Quality Conformity Determination Report (AQ-CDR) for the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Basically, the AQ-CDR demonstrates that certain pollutant emissions from the future transportation sector would not exceed a specified threshold. In the most recent updates to the 2045 MTP and FY 2018-2027 TIP, the MPO was not required to complete an AQ-CDR because the Triangle area was no longer designated as “non-attainment” or part of a maintenance program for any pollutant.

However, the ruling in a recent court case put the MPO back into a maintenance program. A maintenance program means that although the area remains designated as “attainment” it must continue to complete the AQ-CDR to demonstrate that the area’s transportation sector won’t slip back into “non-attainment.” The Technical Committee (TC) recommends releasing for public comment and approving the AQ-CDR report as soon as possible to minimize the chance for projects delays and impacts. The CDR has been drafted but the emissions model is not yet completed, so the CDR is missing emissions information. Staff expect the emissions information to be available in late September or early October and the TC recommends that the Board grant authorization to staff to release the draft CDR (with the emissions information) at that time.

The schedule will be:

- \* Release Air Quality Conformity Determination Report (AQ-CDR) for public comment -- late September or early October
- \* Conduct public hearing and approve AQ-CDR -- November 14, 2018

**Air Quality Conformity Determination Report (AQ-CDR)**

The AQ-CDR discusses the applicability of air quality regulations, the emissions budgets (i.e., thresholds for pollutant emissions), the financial, land use and transportation planning assumptions, and the methodology for calculating emissions for each county. The Report does not commit the MPO to any projects or programs that are not already in the MTP and TIP. A draft of the Research Triangle Region Conformity Determination Report is attached. Note that this draft is essentially complete except for the emissions comparison information in tables 4 through 11, which will be added when available, and any process information such as public input feedback.

**TC Action:** Recommend that the DCHC MPO Board grant authorization to staff to release the Air Quality Conformity Determination Report for a minimum 30-day public comment period as soon as the Report is ready.



**Board Action:** Authorize staff to release the Air Quality Conformity Determination Report for a minimum 30-day public comment period as soon as the Report is ready.

Attachments:      [2018-09-12 \(18-175\) AQ Conformity Determination Report.pdf](#)

10. **2045 Metropolitan Transportation Plan (MTP) -- Amendment #1 (5 minutes)**

[18-172](#)

**Andy Henry, LPA Staff**

It is anticipated that the MPO Board will authorize staff to release the draft Air Quality Conformity Determination Report (AQ-CDR) for public comment when the Report is ready. This 2045 Metropolitan Transportation Plan (MTP) agenda item is directly related to the AQ-CDR.

As part of the CDR process, federal and state oversight agencies reviewed the 2045 Metropolitan Transportation Plan (MTP) and FY2018-2027 State Transportation Improvement Program (STIP) to ensure that projects are consistent among the plans and that the MTP and STIP are properly represented in the travel demand and emissions models. The review includes all project details such as the description, mileage and regional significance, and some inconsistencies among this data between the STIP and MTP were found in the review. As a result, the MPO will need to amend the 2045 MTP so that this data matches the FY2018-2017 STIP. It is important to note that these are minor changes. No projects are added, deleted or modified. These changes do not change the cross-section, costs, construction year or other important design considerations that would impact the project capacity, financial plan or Triangle Regional Model (TRM).

The proposed schedule for this amendment includes:

- \* September -- Board release Amendment #1 for a minimum 30-day public comment period
- \* 10/10 -- Board conduct public hearing
- \* 10/16 -- public comment period ends
- \* 11/14 -- Board adopt Amendment #1

The attached document shows the proposed changes in Amendment #1 to the 2045 MTP.

**TC Action:** Recommend that the Board release Amendment #1 for a minimum 30-day public comment period.

**Board Action:** Review Amendment #1 to the 2045 MTP, provide comments, and release Amendment #1 for a minimum 30-day public comment period.

Attachments:      [2018-09-12 \(18-172\) 2045 MTP Amendment #1.pdf](#)

**11. Release of Final Scores for Regional Impact Projects (10 minutes)**[18-133](#)**Aaron Cain, LPA Staff**

On September 4, 2018, the NCDOT released the final scores for Regional Impact Projects for SPOT 5 (for the FY2020-2029 STIP). The DCHC projects that scored well enough to be funded are:

- Durham-Orange Light Rail;
- NC 55 third southbound lane and bike/ped improvements from Meridian Parkway to I-40; and
- US 15/501 from the NC 54 interchange to Ephesus Church Road.

At this time, none of these projects are programmed for the first five years of the STIP, so all of them will have to be scored again in SPOT 6. LPA staff are working with Division and other NCDOT staff on the timing of these projects so that high priority projects could be moved up in the schedule and not have to go through SPOT 6.

While those three projects scored well enough for funding in the next STIP, several projects that are currently in the STIP but had to be rescored did not. The following projects will not be funded in the FY2020-2029 STIP unless they score well enough at the Division Needs level to receive funding:

- P-5716, Grade Separation of NCRR at West Ellis Drive in Durham
- P-5728, Grade Separation of NCRR at Neal Road in Durham
- U-5720 C&D, US 70 from South Miami to Alexander Drive in Durham and Wake counties (will remain as sibling projects)
- U-5774 H, NC 54 from NC 751 to Fayetteville Road in Durham (will remain as a sibling project)
- U-6071, NC 54/Old Fayetteville Road intersection in Carrboro

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

**12. Allocation of Local Input Points for Division Needs Projects (20 minutes)**[18-153](#)**Aaron Cain, LPA Staff**

On August 8, 2018, the DCHC MPO Board approved the release of the Initial Allocation of Local Input Points for Division Needs Projects for SPOT 5, based on the adopted Methodology. The public input process began on August 22, 2018, and will culminate with a public hearing at today's meeting.

Per the request of the MPO Board, the TC has provided an initial set of recommendations for allocation of local input points for Division Needs projects. These recommendations are based on staff analysis and discussions at a TC subcommittee meeting held on August 22, 2018. The initial recommendations may change based on several factors:

- At the time of the TC subcommittee meeting, the results from the final Regional Impact scoring process were not known. Now that those scores have been released, staff and the TC have a better picture of funding possibilities at the Division Needs level;
- LPA staff will continue to coordinate with other planning organizations, particularly BGMPO, TARPO, and CAMPO, on cross-jurisdictional projects. Those organizations have not made final decisions yet on their Division Needs local input points, and several projects will need local input points from all planning organizations in order to be viable for funding; and
- LPA staff will continue to work with NCDOT to get the most up-to-date data on funding availability at the Division level.

Another TC subcommittee meeting will be held in order to finalize a recommendation to the TC and the Board. The Board is not scheduled to take action on Division points until its October meeting. The deadline for submittal of local input points for Division Needs projects is November 2, 2018.

**TC Action:** The TC authorized a subcommittee to make initial an recommendation, subject to change, and provide it to the MPO Board for information and review.

**Board Action:** Hold a public hearing on the Initial Allocation of Local Input Points for Division Needs projects. Provide input on the initial TC recommendation to staff.

**Attachments:**      [2018-09-12 \(18-153\) Initial TC Subcommittee Recommendation of Local Input F](#)  
[2018-09-12 \(18-153\) Initial Allocation of Local Input Points for Division Needs P](#)

**13. Triangle Regional Freight Plan (20 minutes)**[18-170](#)**Andy Henry, LPA Staff**

In 2015, the DCHC MPO, Capital Area MPO (CAMPO) and North Carolina Department of Transportation (NCDOT) partnered to hire a consultant to complete a freight plan for the Triangle Region. The study team has provided periodic updates to the DCHC MPO Technical Committee (TC) and Board over the last few years, and now the draft Triangle Regional Freight Plan report is completed. Staff will present the Plan's key points and recommendations, and request that the Board release the Plan for a minimum 30-day public comment period. Approval of the Freight Plan means that the MPO will consider including the Plan's recommendations in the MPO's long-range transportation plans and policies. In addition, local governments might want to consider some of the recommendations for their plans, programs and policies. The review schedule is as follows:

- \* 9/12 -- Board releases Freight Plan for public comment
- \* 10/10 -- Board conduct public hearing
- \* 10/15 -- Public comment period ends
- \* 11/14 -- Board approves Freight Plan

A copy of the presentation is attached. The executive summary, full report and appendices of the Triangle Regional Freight Plan and an interactive map of the Strategic Freight Corridor (SFC) are available at this MPO Web page: [www.bit.ly/DCHC-FreightPlan](http://www.bit.ly/DCHC-FreightPlan).

**TC Action:** Recommended that the DCHC MPO Board release the draft Triangle Regional Freight Plan for public comment.

**Board Action:** Receive presentation, provide comments, and release the draft Triangle Regional Freight Plan for public comment.

**Attachments:**      [2018-09-12 \(18-170\) RegionalFreightPlan.pdf](#)

**14. Comprehensive Transportation Plan (CTP) Amendment #1 (10 minutes)**[18-136](#)**Andy Henry, LPA Staff**

At their May meeting, the MPO Board released an amendment to the Comprehensive Transportation Plan (CTP) to change the proposed future configuration of the portion of Farrington Road between Southwest Durham Drive and the Falconbridge Road Extension from a four-lane divided to a two-lane cross-section. The Board conducted a public hearing on this item at their June meeting and the Technical Committee (TC) supported the designation of a two-lane divided cross-section (with bicycle and pedestrian facilities) at their June meeting because it would provide greater vehicle capacity than a simple two-lane section, should that capacity be needed, and can be built within a less intrusive 80-foot right-of-way. The MPO did not receive any public comments but staff did meet twice with a citizen, most recently on 8/13, who proposed a four-lane cross-section. The staff recommendation remains the two-lane divided cross-section because the pair of two-lane divided roadways (i.e, Farrington Rd and Southwest Durham Dr) will provide adequate vehicle capacity and the two-lane sections are more appropriate for the adjacent neighborhoods than a wider four-lane cross-section.

The attachment provides background on the amendment and identifies the detailed changes to the CTP report that will occur because of the amendment. This document will serve as the official CTP Amendment #1.

**TC Action:** Recommended that the MPO Board adopt amendment #1 to the Comprehensive Transportation Plan (CTP).

**Board Action:** Discuss and adopt amendment #1 to the Comprehensive Transportation Plan (CTP).

**Attachments:**      [2018-09-12 \(18-136\) CTP-Amendment#1.pdf](#)

**15. Update of the Coordinated Public Transit-Human Services**[18-168](#)**Transportation Plan (CTP) (5 mins)****Meg Scully, LPA Staff****Robert Jahn, LPA Intern**

DCHC MPO is the Designated Recipient for federal funding through the Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, and receives under \$250,000 per year to be distributed among eligible sub-recipients. Federal transit law requires that projects funded through this program be derived from a locally developed, coordinated public transit-human services transportation plan (CTP) that must be updated every five years. The current CTP for the DCHC MPO region was approved by the Board in January, 2014, and LPA staff is now in the process of preparing an updated plan. The development of a CTP must involve seniors, individuals with disabilities, representatives of transportation and human services providers, and other members of the public. The CTP elements include: an assessment of available services; an assessment of transportation needs; strategies or projects to address the gaps in service; and priorities for implementation based on resources available. To identify needs and prioritize projects, two workshops will be held in the MPO region - September 18, 2018, at the Orange County Seymour Center and on September 20, 2018, at Durham County Cooperative Extension. The workshops will be followed by development of the final plan and approval by the Board.

**TC Action:** Received report.**Board Action:** Receive report.**Attachments:**[2018-09-12 \(18-168\) Poster for Coordinated Plan.pdf](#)

16. **Enhanced Mobility of Seniors and Individuals with Disabilities** [18-166](#)  
**(Section 5310) Grant - FFY17 and FFY18 Program of Projects (5 mins)**

**Meg Scully, LPA Staff**

The Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) provides funds to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The DCHC MPO is the Designated Recipient of the funds for the Durham UZA and distributes the funds to eligible sub-recipients through a competitive selection process every other year. A Call for Projects was conducted for \$492,598 (in federal funds) which was the total funding apportioned to the Durham UZA for FFY2017 and FFY2018. Applications were reviewed by a subcommittee, and the recommended Program of Projects (PoP) is attached. Once the PoP is approved by the Board, LPA staff will begin the grant application process.

**TC Action:** Recommended the Board approve the proposed Program of Projects.

**Board Action:** Approve the proposed Program of Projects.

**Attachments:** [2018-09-12 \(18-166\) POP 5310 2018 Proposed.pdf](#)

17. **Amendment #5 to the FY2018-2027 TIP (5 minutes)** [18-167](#)  
**Aaron Cain, LPA Staff**

Amendment #5 to the FY2018-2027 TIP adds to various projects funding from the 5310 program in FY19. The full report, summary sheet, and resolution are attached.

**TC Action:** Recommended approval of Amendment #5 to the FY2018-2027 TIP.

**Board Action:** Approve of Amendment #5 to the FY2018-2027 TIP.

**Attachments:** [2018-09-12 \(18-167\) TIP Amendment #5 Resolution.pdf](#)  
[2018-09-12 \(18-167\) TIP Amendment #5 Summary Sheet.pdf](#)  
[2018-09-12 \(18-167\) TIP Amendment #5 Full Report.pdf](#)

**REPORTS:**

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

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

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

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

**20. Report from LPA Staff** [18-103](#)**Felix Nwoko, LPA Manager****Board Action:** Receive the report from LPA Staff.**Attachments:** [2018-09-12 \(18-103\) LPA staff report.pdf](#)**21. NCDOT Report** [18-104](#)**Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT****Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT****Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT****Julie Bogle, Transportation Planning Division - NCDOT****John Grant, Traffic Operations - NCDOT****Board Action:** Receive the reports from NCDOT.**Attachments:** [2018-09-12 \(18-104\) NCDOT Progress Report.pdf](#)**INFORMATIONAL ITEMS****22. Recent News Articles and Updates** [18-105](#)**Attachments:** [2018-09-12 \(18-105\) news\\_articles.pdf](#)**Adjourn****Next meeting: October 10, 9 a.m., Committee Room****Dates of Upcoming Transportation-Related Meetings: None**



## MPO Board Directives to Staff

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

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
12/9/2015	Quarterly updates on D-O LRT project.	<u>On-going:</u> GoTriangle will provide quarterly updates to MPO Board.
2/15/2016	Draft Letter of Support for D-O LRT project to advance to Engineering Phase for MPO Board Chair signature	<u>Completed:</u> 2/18/2016.
4/13/2016	Research and consider renaming DCHC MPO an acronym that would be easier remember and simple to say.	<u>Completed.</u> 6/8/2016. DCHC MPO staff and the Technical Committee researched and provided a recommendation to the MPO Board.
4/13/2016	Provide the MPO Board with a breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff created a summary report and distributed it during May 11, 2016 Board meeting.
5/11/2016	Schedule presentation from NCDOT Division and City Public Works regarding flooding on Trenton Road.	<u>Completed.</u> DCHC MPO staff arranged to have an update at the June 8, 2016 Board meeting.
5/11/2016	Prepare a presentation on the breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff presented the summary report at the June 8, 2016 Board meeting.
6/8/2016	Update the DCHC MPO's tagline on the MPO website to provide information to the public that explains the MPO does regional transportation planning for the western Triangle area.	<u>Underway.</u> DCHC MPO staff is still working on updating the tagline on the MPO website.
6/8/2016	Conduct background study on toll roads and how they are used and affect municipalities like DCHC MPO.	<u>Underway.</u> Consultant will present update at joint MPO Board meeting on October 31, 2018
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>Completed.</u> MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff has followed up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	<u>Completed.</u> MPO staff has contacted Division 7 regarding this request. Once project is completed, signage plan will be finalized.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	<u>Completed.</u> Jim Dunlop of NCDOT's Congestion Management Division presented at the August 2017 MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	<u>Completed.</u> LPA staff presented at the November 8, 2017 Board meeting. Deputy Secretary Julie White presented at the March 14, 2018 Board meeting.
2-14-18	Work with local governments and partner agencies to identify additional funding streams for transit projects not being submitted through the SPOT 5.0 process. Report back on progress.	<u>Underway.</u> LPA staff is coordinating efforts with local transit providers and staff. Staff expects to present progress in October.
4-11-18	Request for staff to arrange a presentation on Managed Motorways to inform new Board members of the concept and provide an update on efforts to incorporate these projects in the Triangle region.	<u>Complete.</u> Will Letchworth from WSP made a presentation on Managed Motorways at the May 9, 2018 MPO Board meeting.

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

**8 August 2018**

## **MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on August 8, 2018, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Damon Seils (MPO Board Chair)	Town of Carrboro
Wendy Jacobs (MPO Board Vice Chair)	Durham County
Vernetta Alston (Member)	City of Durham
Charlie Reese (Member)	City of Durham
Ellen Reckhow (Member)	GoTriangle
Pam Hemminger (Member)	Town of Chapel Hill
Jenn Weaver (Member)	Town of Hillsborough
Karen Howard (Member)	Chatham County
Renee Price (Member)	Orange County
Heidi Carter (Alternate)	Durham County
Michael Parker (Alternate)	Town of Chapel Hill
Mark Marcoplos (Alternate)	Orange County
David Keilson	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Katheryn Vollert	NCDOT, Division 8
Tina Moon	Town of Carrboro
Zach Hallock	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
Bergen Watterson	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Geoff Green	GoTriangle
Evan Tenenbaum	Durham County
Nishith Trivedi	Orange County
Terry Bellamy	DCHC MPO
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Brian Rhodes	DCHC MPO
Robert Jahn	DCHC MPO
Bryan Poole	City of Durham Transportation
Bill Judge	City of Durham Transportation
Eddie Dancausse	FHWA
Talcett List	FHWA
Mike Stanley	NCDOT

47	Van Argabright	NCDOT
48	Rachel Gaylord-Miles	WSP
49	Scott Levitan	RTP
50	Lori Kelin	QUEST

51  
52 Quorum Count: 9 of 10 Voting Members  
53

54  
55 Chair Damon Seils called the meeting to order at 9:03 a.m. A roll call was performed. The  
56 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are  
57 indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being  
58 circulated.

59 **PRELIMINARIES:**

60 **2. Ethics Reminder**

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

65 **3. Adjustments to the Agenda**

66 There were no adjustments to the Agenda.

67 **4. Public Comments**

68 There were no public comments.

69 **5. Directives to Staff**

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

71 **CONSENT AGENDA:**

72 **6. Approval of June 13, 2018, Meeting Minutes**

73 Ellen Reckhow made a motion to approve the June 13, 2018, Meeting Minutes. Pam  
74 Hemminger seconded the motion. The motion passed unanimously.

**7. Approval of the May 31, 2018, Joint DCHC MPO - CAMPO Board Meeting Minutes**

Ellen Reckhow made a motion to approve the May 31, 2018, Joint MPO Board Meeting Minutes. Pam Hemminger seconded the motion. The motion passed unanimously.

**ACTION ITEMS:**

**8. STBG Funding Swap Proposal**

Van Argabright, NCDOT

Mike Stanley, NCDOT

Aaron Cain, LPA Staff

Mike Stanley stated that the August redistribution is a mechanism by which additional federal fund obligation authority can be secured by North Carolina. Mike Stanley explained that North Carolina Department of Transportation (NCDOT) has a goal to obtain \$150M of additional funding capacity. Mike Stanley explained that through the multi-year Surface Transportation Reauthorization bills, Congress apportions federal funding by formula through various core programs to North Carolina. Mike Stanley explained that obligation authority is lost if it is not used in the Federal Fiscal Year (FFY). Mike Stanley also highlighted that obligation authority is different from programming in the State Transportation Improvement Program (STIP) because the numbers in the STIP are for budgeting or planning and those funds can only be obligated to projects when they meet specific requirements.

Mike Stanley explained that at the end of the FFY, Congress collects the funding that states are not able to use and redistributes the money to the states that can obligate their current obligation authority as well as use additional obligation authority. Mike Stanley stated that NCDOT proposes that they would use \$9.2M of DCHC MPO's balance of Surface Transportation Block Grant – Direct Attributable (STBG-DA) funding to obligate to the Alston Avenue project because it is ready to obligate during the current FFY. Mike Stanley further explained that in its place, NCDOT would obligate a list of projects, located in the Agenda packet that will be available to obligate in FFY19 that would be equal

100 tothe amount of STBG-DA funding that will be directed to Alston Avenue. Mike Stanley elaborated that  
101 these projects would be obligated under STBG-Any Area instead of DA funds.

102 Ellen Reckhow requested a signed agreement that the NCDOT would commit to reimbursement  
103 of funds to the DCHC MPO. Mike Stanley responded that he would be able to provide a letter from  
104 NCDOT acknowledging DCHC MPO's approval of proposal and commitment. Chair Damon Seils and Mike  
105 Stanley discussed that the MPO Board adopting this proposal would not impact the current funding or  
106 current schedules of the projects that are allocated by STBG-DA funding.

107 Charlie Reese expressed concern regarding how the swap proposal by NCDOT would align with  
108 the policy framework adopted by the DCHC MPO Board. There was discussion about the proposed swap  
109 relating to the DCHHC MPO policy framework. Mike Stanley stated that the swap proposal does not  
110 change the policy in terms of programming DA funding, and that the swap is only would affect the  
111 accounting aspect without impacting the projects themselves. Vernetta Alston discussed the need for  
112 precise language if deviating from policy. Charlie Reese continued that he will accept the judgement of  
113 the Board that the swap proposal does not violate policy framework.

114 Renee Price and Mike Stanley discussed the need for NCDOT to guarantee the return of funds to  
115 the STBG-Any Area funds. Renee Price asked which other projects were considered along with Alston  
116 Avenue. Mike Stanley stated that he could not recall which other projects were considered, but that  
117 Alston was the best project to obligate funds to by September 30, 2018. There were questions regarding  
118 the benefits for accepting the swap proposal. Mike Stanley responded that by securing additional  
119 obligation authority in FFY18, more obligation authority in FFY19 will be available.

120 Pam Hemminger motioned to approve the swap proposal subject to having a staff create a letter  
121 stating the commitments that the NCDOT is making to replace the funds that would be swapped and  
122 requiring approval by Board Chair Damon Seils. Ellen Reckhow seconded the motion. The motion passed  
123 unanimously.

**9. Upcoming Federal Rescission**

Aaron Cain, LPA Staff

Aaron Cain stated that as part of the Fixing America's Surface Transportation (FAST) Act, one of the federal legislative acts authorizing transportation funding, a rescission of federal transportation funds is scheduled in 2019. Aaron Cain continued that any Congestion Mitigation/Air Quality (CMAQ) or Transportation Alternative Program – Direct Attributable (TAP-DA) funds that are unobligated as of September 30, 2019 are potentially subject to rescission. Aaron Cain added that at this time, STBG-Any Area and STBG-DA funds are not subject to the rescission, though that could change should any congressional action take place in that regard. Aaron Cain and Chair Damon Seils discussed that the top priority is to avoid rescission by transferring funding between core programs. Aaron Cain and Chair Damon Seils also agreed that the MPO must propose and implement strategy for combatting rescission. Aaron Cain stated that LPA staff will be working with each jurisdiction and NCDOT to identify strategies to avoid having funds rescinded.

Ellen Reckhow stated that it would be helpful to revisit the suggestions the Technical Committee addressed several years ago in regards to obligating the funds in a timely manner. Ellen Reckhow also stated it would be helpful to review the best practices of other successful North Carolina MPOs. Chair Damon Seils added that more dialogue is needed between LPA staff and local jurisdictions. Meg Scully stated that the LPA staff along with NCDOT personnel hosted local project management training in 2016 in order for local jurisdictions to deliver the projects that the MPO programmed. Meg Scully also mentioned that Felix Nwoko continues to develop an on-call process where a preapproved set of consultants are able to assist local jurisdictions to complete projects. Jenn Weaver stated that Hillsborough has had issues with coordinating with local contractors and subsequent delays.

Vice Chair Wendy Jacobs stated that it would be helpful to have a goal as to when best practices and strategies can be developed and shared with the MPO Board. Aaron Cain answered that

he has planned meetings with members of local jurisdictions, and the next MPO Board Meeting he would be able to communicate the outcomes to the Board.

No further action was required by the MPO Board.

**10. NC 98 Corridor Study**

Rachel Gaylord-Miles, WSP

Andy Henry, MPO Staff

Aaron Cain, MPO Staff

Rachel Gaylord-Miles stated that the NC 98 corridor study spanned 27 miles from US 70 in Durham to US 301 in Franklin County. Rachel Gaylord-Miles stated that WSP partnered with Capital Area Metropolitan Planning Organization (CAMPO), DCHC, and NCDOT to investigate four categories of study: Safety & Mobility, Transit Options, Planned and Existing Roadways, and Bicycle and Pedestrian Facilities.

Rachel Gaylord-Miles discussed that the study started in December 2016 by analyzing existing conditions. Rachel Gaylord-Miles stated that there are urban areas in Durham and Wake County, which generate a significant amount of traffic and congestion. Rachel Gaylord-Miles added that recreation is also an important aspect of this corridor. Rachel Gaylord-Miles stated that there is an environmentally sensitive area in the middle near Falls Lake.

Rachel Gaylord-Miles stated that the corridor study also included transportation analysis. Rachel Gaylord-Miles mentioned that 23% of the crashes along the corridor occurred in the first 2.5 miles in Durham, from US 70 to Mineral Springs Road. Rachel Gaylord-Miles also mentioned the significant amount of growth along the corridor which continues to generate more traffic. Rachel Gaylord-Miles stated that the proposed Aviation Parkway and Northern Durham Parkway projects could mitigate some of the congestion along the corridor. Ellen Reckhow asked about the timeline for the programming date of those projects. Rachel Gaylord-Miles answered that there is no set date for completion, but it would most likely be within the next 15 years. Rachel Gaylord-Miles stated that most of the economic growth is occurring in the Durham area near Miami Boulevard and especially in the east at the US 1 interchange.



Rachel Gaylord-Miles discussed short term and long term conceptual designs and plans for the NC 98 corridor, including adding alternative turn lanes. Rachel Gaylord-Miles stated that the first priority is to widen NC 98 from Sherron Road to Old Falls of Neuse Road from two lanes to four lanes, which would include a median and multiuse pathways where appropriate. Rachel Gaylord-Miles stated that there would be a road diet for Durham, taking the section from four lanes to two lanes and adding a median with a sidewalk and bike lanes. Rachel Gaylord-Miles also stated that the road diet would be dependent upon the Northern Durham Parkway and Sherron Road projects, both of which are currently unfunded and without a construction schedule. Rachel Gaylord-Miles stated that an Access Management approach would be best for the Durham side which would include adding a median, turn lanes, sidewalks, and bike lanes in order to improve safety.

Rachel Gaylord-Miles and Chair Damon Seils discussed how alternative intersection designs would maintain or increase capacity while improving safety. Rachel Gaylord-Miles stated that the NC 98 Corridor Study had great public participation that influenced and strengthened the study and outcomes.

Ellen Reckhow requested multiuse pathways in Durham be considered instead of the proposed bike lanes and sidewalks for safety concerns and increased connectivity in Durham. Rachel Gaylord-Miles stated that sidewalks were chosen due to there being bus stops and neighborhoods on both sides of the road. Michael Parker voiced his concern for the safety of walkers from bicycle injuries on multiuse paths. Rachel Gaylord-Miles stated that the designs are currently conceptual, and there will be more considerations for changes.

Michael Parker also asked about if the study included transit solutions. Karen Howard added that transportation should be equitable among those people who are differently abled. Rachel Gaylord-Miles noted that transit was considered in the study, but a transit alternative was not included in the design alternatives. Chair Damon Seils noted that, due to the long length of the corridor, a transit

solution for the entirety would not be an efficient solution, instead transit solutions broken into segments would better serve specific areas.

Ellen Reckhow and Rachel Gaylord-Miles discussed safety issues near the schools and library. Rachel Gaylord-Miles noted that a traffic signal and multiuse path were added in the conceptual design. Rachel Gaylord-Miles talked about funding for the NC 98 Corridor being broken into smaller projects; some of which would go through the NCDOT scoring process for the Transportation Improvement Program (TIP), while smaller projects might be able to be funded by NCDOT.

Vice Chair Wendy Jacobs asked about the next steps for the NC 98 Corridor Study. Aaron Cain stated the study would be a policy document as the MPO moves forward toward implementation. Aaron Cain added that it will go through a 30-day public comment period and return to the MPO Board for approval as a policy document on September 12, 2018. Aaron Cain noted that the schedule for the MPO adoption could change pending feedback from the MPO Board and from the public.

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

Geoff Green, GoTriangle  
 Danny Rogers, GoTriangle

Geoff Green stated that GoForward is a new marketing campaign that GoTriangle produced the local transit agencies and municipalities whose purpose is to communicate to the public about current and proposed transit developments. Geoff Green continued that Orange and Durham counties have experienced significantly enhanced bus service. Geoff Green stated that GoFoward will be used in future marketing of the Triangle transit system. Geoff Green added that GoTriangle has taken a stronger approach to diverse public outreach.

Heidi Carter and Geoff Green discussed the location of information of bus transit enhancements. Geoff Green continued that the information is divided by county, and he will work on integrating the information for the GoFoward website. Pam Hemminger noted her request for more frequency in bus routes within Durham County. Vice Chair Wendy Jacobs and Geoff Green discussed presenting

information about GoForward to different Planning Organizations (PO) and local transportation councils. Jenn Weaver requested that there be more information concerning the future commuter rail line running to Hillsborough included in future presentations.

Danny Rogers discussed critical items for the Durham-Orange Light Rail Transit (D-O LRT) project, including timeline and funding. Danny Rodgers stated that by April 30, 2019, the non-state and non-federal funds must be secured. Danny Rodgers stated that by November 30, 2019, the Full Funded Grant Agreement (FFGA) must be approved by the Federal Transit Administration (FTA). Danny Rodgers stated that due to the State Budget passed by the General Assembly and subsequent Technical Corrections Bill, State funding fell from \$247M to \$190M, which resulted in a gap of \$57.6M. Danny Rodgers continued that this will be reflected in the FTA Annual Report, due in September 2018, which must include a plan for securing the \$57.6M .

Danny Rogers discussed that there are 12 critical agreements defined by the FTA that must be secured at the end of the FFY18 in order for the D-O LRT to be in consideration for a FFGA. These critical agreements have been identified and include private utilities, universities, hospitals, and railroads. Danny Rodgers stated that the environmental assessment is currently being updated due to design changes. Danny Rodgers also elaborated on the job growth that occurs from large scale transit investment. Heidi Carter and Wendy Jacobs also stated their support of presenting health and environmental benefits to the community and local leaders while also discussing economic benefits.

Danny Rogers discussed the design change at the proposed Martin Luther King Jr Parkway Station Park and Ride. Danny Rodgers stated that the original plan involved demolition of a large structure on the property in order to accommodate for 250 parking spaces. Danny Rodgers continued that because of increased purchase cost, the purchase of said building is no longer economically viable. Danny Rodgers stated that additional parking spaces will shift to the next station, LaSalle Square, with a cost savings of \$8-10M.

**12. D-O LRT Project Request for Design Change Input**

Geoff Green, GoTriangle

Danny Rogers, Go Triangle

Danny Rodgers also discussed the design changes at Duke University Hospital at Irwin Road.

Danny Rodgers stated that his original plan was to incorporate the D-O LRT in the median of Irwin Road.

Due to issues with emergency vehicle right-of-way, road widening, and existing utility lines, a design

change for elevated light rail lines and stations was proposed. Danny Rodgers noted the planned D-O

LRT stations at the VA Medical Center and the Duke Eye Center. Danny Rodgers also mentioned an

environmentally sensitive pond area as well as the National Institute of Health building. Danny Rodgers

also stated that the D-O LRT project aims to minimize the construction impacts on emergency traffic.

Danny Rodgers explained that a “segmental box bridge” allows builders to minimize space requirements

for construction. Danny Rodgers concluded that the cost of the elevated railway and stations will

increase by approximately \$90M, which will be slightly offset by the aforementioned change to the

Martin Luther King Jr Parkway Station Park and Ride. Danny Rogers continued that the D-O LRT project is

currently within the \$2.47B budget.

Pam Hemminger asked about accessibility as it pertains to raised platforms. Danny Rogers

responded that all elevated railway stations will include elevators with glass walls to ensure safety and

include accessibility for cyclists, pedestrians, and people with disabilities. Wendy Jacobs discussed some

of the proximity of lower income households to future D-O LRT stations in Durham County. Vice Chair

Wendy Jacobs and Danny Rogers discussed the need for similar information pertaining to low income

households in Orange County. Heidi Carter and Danny Rogers discussed Duke University’s involvement

and contribution with the D-O LRT project. Danny Rodgers confirmed that discussions between

GoTriangle and Duke University were ongoing.

**13. Allocation of Local Input Points for Regional Impact Projects**

Aaron Cain, LPA Staff

Aaron Cain stated that on June 13, 2018, the DCHC MPO Board approved local input points for Regional Impact projects for Prioritization 5.0, subject to further discussions with MPOs, RPOs, and NCDOT, with any adjustments to be approved by the DCHC MPO Board Chair and Vice Chair. Aaron Cain continued that following discussions with NCDOT and other Planning Organizations, a final allocation of local input points for Regional Impact projects was approved by the MPO Board Chair and Vice Chair on July 23, 2018. Aaron Cain stated that subsequent to that approval, the MPO was notified by NCDOT that certain project scores were incorrect and were updated on July 26, 2018, which in turn resulted in a minor reallocation of points by the MPO.

Aaron Cain listed the changes that were made from what the MPO Board approved on June 13 as follows: allocation of 100 points to US 70 from Miami Boulevard to Page Road Extension; removal of 15 points on NC 54 from Fayetteville Street to Barbee Road; reduction of points from 100 to 17 on NC 54 from I-40 to NC 751; reduction of points from 34 to 32 on commuter rail from West Durham to Garner; and removal of two donated points from CAMPO on I-40. Aaron Cain added that Region C received less funding than previously anticipated due to cost overruns in the Fayetteville area.

No further action was required by the MPO Board.

#### **14. Initial Allocation of Local Input Points for Division Needs Projects**

Aaron Cain, LPA Staff

Aaron Cain stated that the first step in allocating local input points for Division Needs projects is to apply all eligible projects to the Methodology, adopted by the DCHC MPO Board, and an initial allocation listed has been developed for review. Aaron Cain added that Statewide Mobility and Regional Impact projects could cascade down to the Division Needs tier, but those do not meet the requirements for cascading projects as described in the Methodology are not shown on the initial list. Aaron Cain elaborated that this initial allocation must be released for a minimum 21-day public comment period and a public hearing held to receive comment on the initial allocation due the Public Involvement Policy. Aaron Cain stated that upon release for public comment, the MPO Board will hold a public hearing in

September, and then vote on a final allocation in October 2018. Aaron Cain added that the deadline for submittal of local input points for Division Needs projects is October 30, 2018. Aaron Cain mentioned that the attached spreadsheet was based on the Methodology with the caveat that cascading projects that do not meet the requirements in the Methodology for getting Division points were not included.

Pam Hemminger made a motion to release the initial allocation of local input points for Division Needs projects for public review and comment and to hold a public hearing at the September 12, 2018, meeting. Renee Price seconded the motion. The motion passed unanimously.

#### **15. Amendment #4 to the FY2018-2027 TIP**

Aaron Cain, LPA Staff

Aaron Cain stated Amendment #4 to the FY2018-2027 TIP includes two local requests and several requests from NCDOT. Aaron Cain explained the first change comes from the Town of Carrboro to add STBG-DA funds to U-4726 DE, Bolin Creek Greenway, and the second change comes from Carrboro and Chapel Hill, to split EB-5886, Estes Road Bike/Ped, into two sections split at the municipal boundary in order to allow for each jurisdiction to move forward at an appropriate delivery schedule. Aaron Cain added that the local requests to note from NCDOT are: U-5847, West Franklin/Merritt Mill intersection improvements, where NCDOT is requesting to move right-of-way from FY18 to FY19, and U-5745, NC 751 Roundabout, which delayed construction from FY18 to FY19. Aaron Cain concluded that the remaining modifications and additions, found in the attachments, are requests from NCDOT to be consistent with the STIP. Charlie Reece asked about cause and cost of the delay for NC 751. Aaron Cain and David Keilson answered that they will contact Charlie Reece when they obtain the correct information.

Pam Hemminger made a motion to Approve Amendment #4 to the FY2018-2027 TIP. Karen Howard seconded the motion. The motion passed unanimously.

#### **REPORTS:**

#### **17. Report from the Board Chair**

321 Damon Seils, Board Chair

322 There was no report from Chair Damon Seils.

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

324 Ellen Beckmann, TC Chair

325 There was no report from the Technical Committee.

326 **19. Report from LPA Staff**

327 Andy Henry, LPA Manager

328 Andy Henry stated there was a report attached with the MPO Meeting Agenda for review.

329 **20. NCDOT Report**

330 David Keilson, NCDOT Division 5, stated that there were updates on the East End Connector  
331 projects. David Keilson noted that westbound traffic on US 70 was switched new temporary alignment  
332 including railroad bridges near NC 98. David Keilson also mentioned the US 70 westbound off-ramp to  
333 NC 98 is currently closed.

334 Patrick Wilson, NCDOT Division 7, stated that the Mt Carmel Church Road and Bennett Road  
335 roundabout has been awarded and may start as early as August 15, 2018. Patrick Wilson stated that  
336 there were no bids for the Greensboro Street and Estes Drive roundabout project in Carrboro, and  
337 rebidding will continue next month. Pam Hemminger asked about the completion date of the  
338 roundabout at Pope Road and Ephesus Church Road. Patrick Wilson stated that he was not sure of the  
339 exact date. Patrick Wilson also stated that the bidding process for the Franklin Street at Merritt Mill  
340 Road project is scheduled to start in the fall of 2018. There was discussion about the final design with  
341 Chair Damon Seils advising the MPO Board to review with staff.

342 There was no report from Division 8.

343 There was no report from NCDOT Transportation Planning Division.

344 There was no report from NCDOT Traffic Operations.

345 **INFORMATIONAL ITEMS:**

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

347 No informational items were discussed.

348 **ADJOURNMENT:**

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

350 11:44 a.m.



**RESOLUTION TO REQUEST THE TRANSFER OF  
FUNDS FROM FEDERAL HIGHWAY ADMINISTRATION (FHWA) TO FEDERAL  
TRANSIT ADMINISTRATION (FTA)  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**September 12, 2018**

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**, Congestion Mitigation Air Quality (CMAQ) funds are provided to DCHC MPO for projects to reduce congestion and improve air quality; and

**WHEREAS**, Surface Transportation Block Grant – Direct Attributable (STBG-DA) funds are provided to DCHC MPO for transportation projects and planning activities; and

**WHEREAS**, the DCHC MPO approved FFY17 CMAQ funds for TIP # TA-6682 on March 8, 2017; and

**WHEREAS**, the Federal Transit Administration (FTA) administers most transit projects through the FTA's Urbanized Area Formula Grant Program; and

**WHEREAS**, in order for local governments to receive CMAQ or STBG-DA funds for transit projects, the Federal Highway Administration (FHWA) must transfer the funds to the FTA; then

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby requests that the Federal Highway Administration transfer the CMAQ funds to the Federal Transit Administration for projects described on the attached table as soon as it is authorized to do so provided here on this, the 12th day of September, 2018.

\_\_\_\_\_  
Damon Seils, MPO Board Chair

Durham County, North Carolina

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

Date: September 12, 2018

\_\_\_\_\_  
Notary Public  
My commission expires:

**Table: Funds to be transferred from FHWA to FTA**

TIP #	Subrecipient	Project Description	Federal Funds	Funding Source	FTA Project #
TA-6682	GoDurham	Purchase Electric Buses	\$400,000	FFY17 CMAQ FHWA to 5307 FTA	1060-2018-2

# NC 98 Corridor Study

## Public Comments as of 09/05/2018

MPO Board 9/12/2018 Item 8

Submission Date	Contact Info	Notes
7/27/2018	ericpulvino@gmail.com	Would really like to see some sidewalks and bikelanes on the 98. It is a wonderful long stretch of road that is only useful for cars. It cannot even be walked upon as doing so would require courage unlike any possessed by mortal men.
8/10/2018	Mdcinforequests@yahoo.com	Newspaper
8/11/2018	tnjspencer@hotmail.com	PLEASE put a stoplight in ASAP at the corner of Camp Kanata Road and 98!! For the residents living off Camp Kanata, this intersection is nightmare - and a death trap! There are more neighborhoods being built along Camp Kanata which is only going to make it worse. Sometimes we sit on Camp Kanata, trying to turn left onto 98 for 10+ minutes. WE NEED A LIGHT!!! Thank you in advance, Jodi Spencer
8/11/2018	noonystock@aol.com	Hello, I am building a new home in Waterstone Reserve off Camp Kanata. I am very concerned for my safety at the intersection of Camp Kanata and 98. Making a left turn onto 98 from Camp Kanata is nearly impossible at peak times because of 98 traffic volume in both directions. Please, please, please consider adding a traffic light at this dangerous intersection. Thank you.
8/12/2018	lesleyjg@gmail.com	I turn left from camp kanata onto 98 to take my kids to school and pick them up during peak rush hour everyday. I am okay with waiting but there have been times when I can be at the stop sign for 10 minutes. More than the time I wait, I feel that I have to gun my car when I have the slightest opportunity to get in. There have been multiple accidents in the intersection on 98 and camp kanata in the few months I have lived here and I only see this getting worse as more communities continue to come in along this road. I urge you to come and try to take a left from camp kanata onto 98 any day of the week between 7-8 am or 5-6 pml hope your team will consider getting a traffic light at this intersection. It would be great even if it was only working during those times. Thanks!
8/12/2018	Pepmailnow@earthlink.net	Please consider adding a shoulder to reduce accidents. Also there are numerous fisherman who park in the dark, late at night or early morning to access Falls Lake. A pull off with parking would make this much safer. Thank you
8/13/2018	kpwrhart9@aol.com	I read the article in the News and Observer. I totally agree about the four way stop sign on 98 and Moores Pond Rd. You can't hardly cross over 98 onto Moores Pond Rd. especially now with the circle at 98 and 96 hwy. There are way to many accidents happening at the crossroad.

Note: These are comments submitted to the consultant Web site and by Twitter.  
These are the comments submitted since the MPO public input period began.

# NC 98 Corridor Study

## Public Comments as of 09/05/2018

MPO Board 9/12/2018 Item 8

Submission Date	Contact Info	Notes
8/13/2018	susanbreis@gmail.com	Feel there is a need for a stop light at the intersection of 98 and Camp Kanata Road. That is a very busy intersection and difficult to maneuver, either coming onto 98 or exited from 98. If stop light not option then that intersection needs to be redone - minimum is to remove the island on Camp Kanata and add turn lane on 98
8/13/2018	rkeith@rkk.com	<p>I live on NC 98 near the Stony Hill Intersection. Do you know at this point if the proposed section will be curb and gutter or shoulders? Do you know what design speed you envision for the four laned section in our area? I am assuming it will not be controlled access. Thanks for any information you could provide me. [Response from Will Letchworth: Thanks for your email. At Stony Hill NC 98 is shown in our plan as a 4-lane median divided shoulder section roadway with a 60 mph design speed. It will not be control of access. See the following link for the conceptual designs of the corridor which will give you a better idea of what is planned in the immediate vicinity of Stony Hill Road.]</p> <p><a href="http://nc98corridor.com/pdfs/nc%2098%20corridor%20study%20report_appendix_%20080618.pdf">http://nc98corridor.com/pdfs/nc%2098%20corridor%20study%20report_appendix_%20080618.pdf</a></p>
	rkeith@rkk.com	<p>Just a thought, but will that be posted 55? Seems kind of dangerous for those of us with driveways trying to turn in or get out with two lanes of traffic moving at those speeds. Do you know what year this is scheduled to be let? Thanks for your help. [Response from Will Letchworth: It would be. We did our conceptual design based on 60mph, but don't really have a recommendation that it be posted 55. Once the project goes through the environmental documentation process the design criteria will be set, which could call for a lower design speed to further minimize construction impacts. We wanted to show the "worst case" to set an upper limit on the construction cost estimates, ROW impacts, and environmental impacts. There is no current schedule for letting, the project is going through NCDOT's prioritization process at this time.]</p>
7/29/2018	Tweet: Wizard Mom@WizardParenting	Several studies have found that simply adding MORE lanes won't alleviate traffic. It just causes more congestion. We need to encourage other forms of transport - bike lanes and sidewalks. Jul 29, 2018
7/27/2018	Tweet: Eric Pulvino@EricPulvino	Sidewalks and bike lanes are needed badly on NC 98. Adding more lanes is one option but giving people options other than cars is important too

Note: These are comments submitted to the consultant Web site and by Twitter.  
These are the comments submitted since the MPO public input period began.

# NC 98 Corridor Study

Public Comments as of 09/05/2018

MPO Board 9/12/2018 Item 8

Submission		
Date	Contact Info	Notes
8/11/2018	Tweet: Oaks and Spokes@OaksAndSpokes	Hey @CapitalAreaMPO / @DCHCMPO. Serious q - would you [bike] on this stretch of highway? Would you let your kids? Unless we want system to be [vehicle]only, we've got to start building for something other than [vehicles] only. <a href="https://www.heraldsun.com/news/traffic/article216306530.html">https://www.heraldsun.com/news/traffic/article216306530.html</a> ...
8/12/2018	Tweet: Brenton Leanhardt@brentonson	98 would be another idea location for a dedicated bike/active transportation highway. It's a shame there's no enjoyable or practical way to ride from Wake Forest to Durham during rush hour. Whatever they build for cars will be saturated in 2-5 years.
8/11/2018	Tweet: Don Kostelec@KostelecPlan	Had a project experience in Asheville where NCDOT proposed something similar. It became clear that they really want shoulders along the outside lanes like shown here. They then just call/mark them bike lanes to attempt to silence critics, but that space is there to serve cars.
8/12/2018	Tweet: Oaks and Spokes@OaksAndSpokes	It's pretty disheartening to consistently see get more "buffer" and protection from traffic than humans. It's time to get serious about mobility options. This rendering reinforces that cars are the only mode that's considered when planning our infrastructure
8/11/2018	Tweet: Raleigh Cyclist@CyclistRaleigh	What's odd is that they saw the need to separate the opposite direction traffic with a grassy median and yet abandoned that logic in regards to the bike lanes. You could cut the bike lanes on the ends and stick them in the median so that cars and cyclists would be separated.
Unknown	Tweet: Oaks and Spokes@OaksAndSpokes	Tweet asked why the 5-foot bike lane space could not be added to the sidewalk to create a pedestrian/bike side path. The ROW would be the same.

Note: These are comments submitted to the consultant Web site and by Twitter.  
These are the comments submitted since the MPO public input period began.

# NC 98 Corridor Study

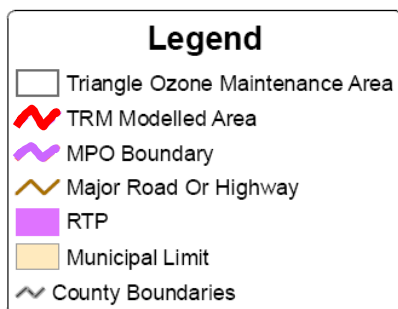
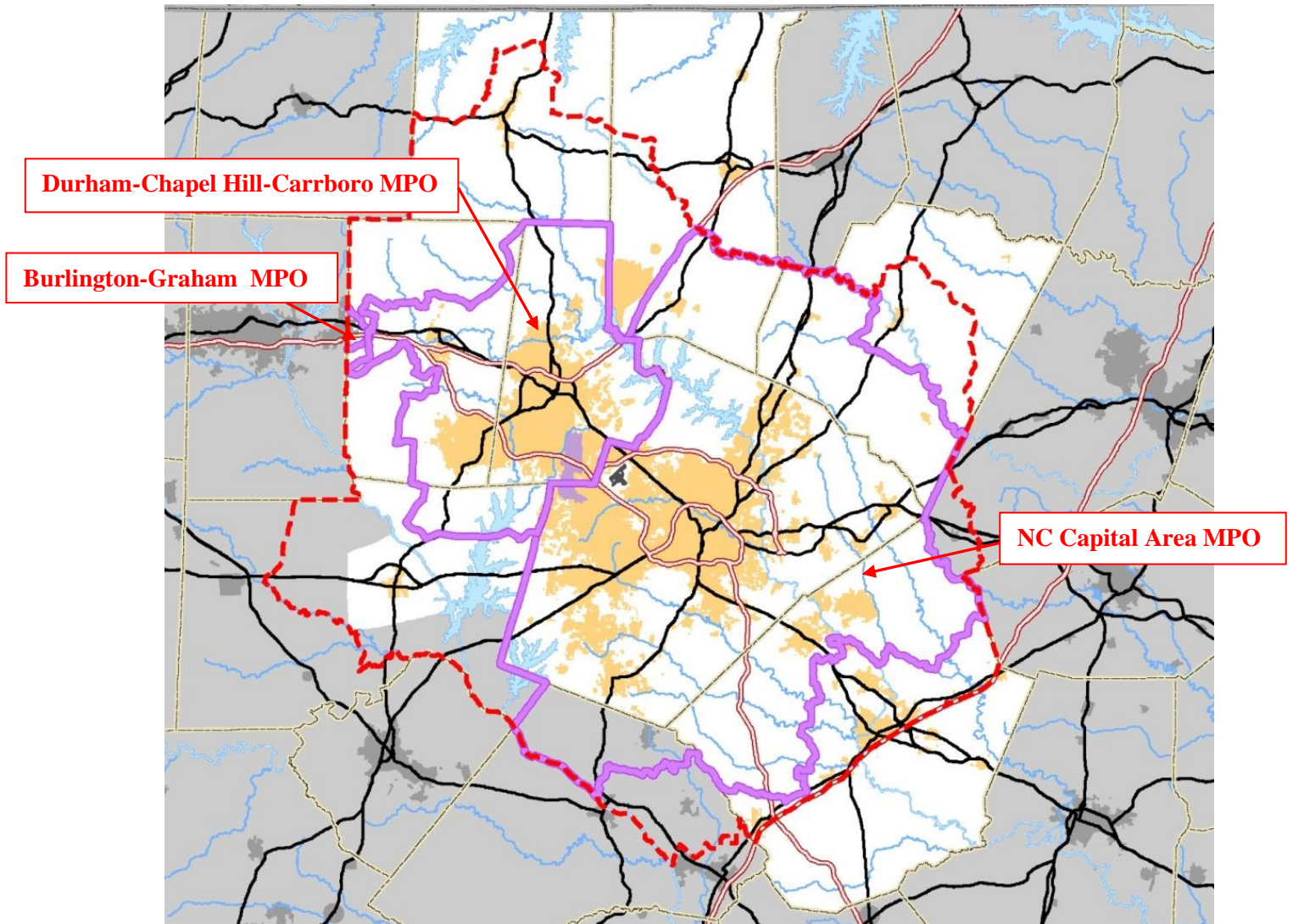
Public Comments as of 09/05/2018

MPO Board 9/12/2018 Item 8

Submission Date	Contact Info	Notes
8/14/2018	khime@aol.com	Hello. I will be moving to the above address in Waterstone Reserve by the end of the year. I am currently building a home there, so I visit the site every day. I have found the intersection of Rt 98 and Camp Kanata Rd extremely dangerous, especially during rush hours. Sometimes the wait to get out onto Rt 98 east bound from Camp Kanata is upwards of six minutes or more. I have seen people take unsafe chances on entering the highway going east bound. There have already been a number of accidents there and I hope we don't have to wait until someone is killed to take this matter seriously. I hope this intersection will be improved in the near future and will include lane widening, a traffic light, and improvements to and widening of Camp Kanata Rd, too. This is an extremely dangerous and highly used intersection and with the new building developments going up along and north of Camp Kanata, the volume of traffic will only increase and the situation will only get worse. Thank you.
Not available	Gypzieflik@gmail.com	This is a very thorough plan, I'm quite impressed. I believe we need improved East-West access much more than further expanding Falls of Neuse, again. I'd like to put in a vote to improve 98, all the way across, as the first priority and consider expanding Six Forks north of 540 before making FoN a 6 lane highway crossing thru 2 watersheds, which is ridiculous. Thanks for your consideration.
9/2/2018	hj.marshall@yahoo.com	at what is start date is expected 4 lane from old falls of Neuse to hwy 50
9/2/2018	hannah.stallkamp@gmail.com	I would like to see protected bike-priority routes along the Rt. 98 corridor as a means to increase bicycle ridership. When people feel safe biking, they are more likely to use this mode of transportation, which can help ease congestion, aid in reducing our environmental footprint, and add to the overall health of our community.

# RESEARCH TRIANGLE REGION Conformity Determination Report

2045 Metropolitan Transportation Plan  
2018–2017 Transportation Improvement Program



TRIANGLE J COUNCIL OF GOVERNMENTS  
P.O. Box 12276  
RESEARCH TRIANGLE PARK, NC 27709  
919-549-0551 ♦ [WWW.TJCOG.ORG](http://WWW.TJCOG.ORG)

*Draft Template: September 4, 2018*

## Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments  
at the following address:

Triangle J Council of Governments  
4307 Emperor Blvd, Suite 110  
Durham, NC 27703

This document, including the appendices, can be downloaded from the website:

[www.tjcog.org](http://www.tjcog.org)



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### List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FAST Act:	Fixing America’s Surface Transportation Act – 2015 federal transportation legislation
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
MAP-21:	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
MTP:	Metropolitan Transportation Plan
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO <sub>x</sub> :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

## **Conformity Analysis and Determination Report**

### **2045 Metropolitan Transportation Plans:**

- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)**
- **NC Capital Area Metropolitan Planning Organization (NC CAMPO)**
- **Burlington-Graham MPO (2040 MTP)**

### **FY 2018 – 2027 Transportation Improvement Programs**

- **NC Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**
- **Burlington-Graham Metropolitan Planning Organization (BG MPO)**

### **Projects from the FY 2018-2027 State Transportation Improvement Program:**

- **the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

## **Executive Summary**

- This report addresses the 2045 Metropolitan Transportation Plan and projects in the FY2018-27 MTIP; Appendix D gives project details.
- A regional emissions analysis is required (6-18-18 interagency consultation meeting).
- Four organizations will be responsible for making the conformity determinations in four distinct parts of the Triangle Ozone Maintenance Area:
  - the NC Capital Area MPO within the CAMPO metropolitan area boundary – all of Wake County plus parts of Franklin, Granville and Johnston Counties.
    - Adopt amendments to the 2045 MTP
    - Make conformity finding on the 2045 MTP and conforming 2018-27 TIP
  - the Durham-Chapel Hill-Carrboro MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
    - Adopt amendments to the 2045 MTP
    - Make conformity finding on the 2045 MTP and conforming 2018-27 TIP
  - the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
    - Make conformity finding on the 2040 MTP and conforming 2018-27 TIP
  - the NCDOT in a rural area comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.
    - Make conformity finding on the 2018-27 STIP

## 1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

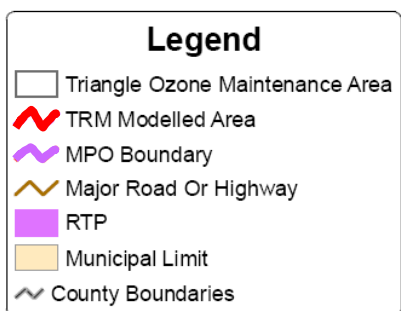
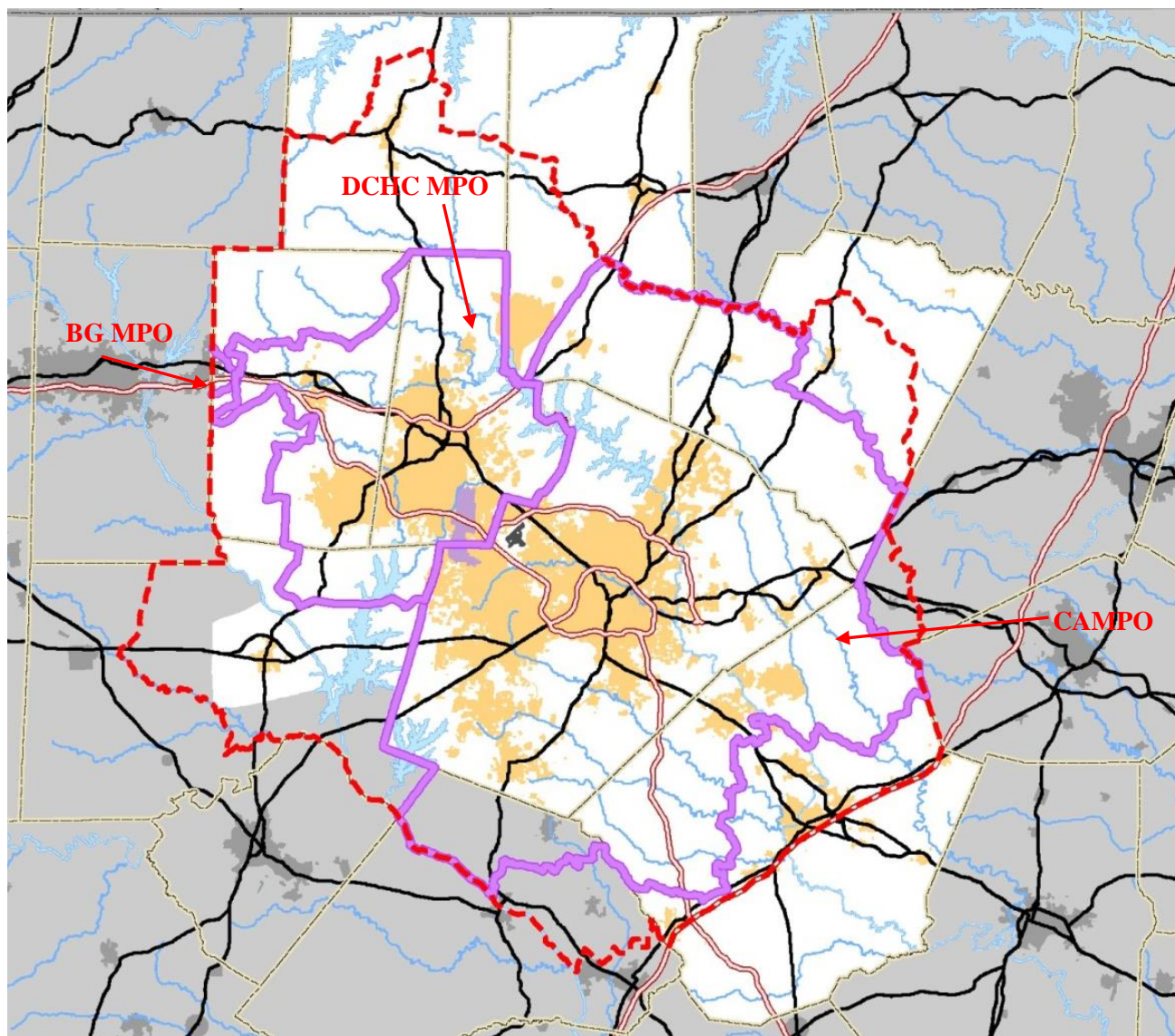
This conformity process was initiated resulting from the decision on February 16, 2018, by the US Court of Appeals for the DC Circuit in the South Coast AQ Management District v EPA, No. 15-1115. In that decision, the Court struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) State Implementation Plan Requirements Rule which vacated the revocation of transportation conformity requirements for the 1997 8-hour Ozone NAAQS. Effective on April 23, 2018, FHWA issued the Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS which states that new Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) updates and amendments that include the addition of a project that is not exempt from transportation conformity may not proceed until conformity with the 1997 ozone NAAQS is determined. This conformity determination complies with FHWA’s April 23, 2018 guidance until further notice is given.

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that the financially constrained metropolitan transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The NC Capital Area Metropolitan Planning Organization (CAMPO)
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- The Burlington-Graham Metropolitan Planning Organization (BG MPO)
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties

The above-named MPOs and rural areas combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming metropolitan transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained metropolitan transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

**Figure 1. Triangle Ozone Maintenance Area**

BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)



40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).

This report shows that each MPO's 2045 Transportation Plan (2040 Plan for Burlington-Graham MPO), the 2018-27 MTIPs and projects from the 2018-27 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for the 2045 MTP and 2018-27 TIP.

These analyses are consistent with the Transportation Conformity Regulation (40 CFR Parts 51 and 93). Based on the analysis documented in this report, the following Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- NC Capital Area MPO 2045 MTP and the 2018-27 MTIP
- Durham-Chapel Hill-Carrboro MPO 2045 MTP and the 2018-27 MTIP
- Burlington-Graham MPO 2040 MTP and the 2018-27 MTIP
- Projects from the 2012-2018 STIP in the donut areas of the Triangle Maintenance Area

The Transportation Plan and 2018-27 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2045 transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

## 2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O<sub>3</sub>) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) mix together in the atmosphere with sunlight. NO<sub>x</sub> and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

The US Court of Appeals for the DC Circuit in the South Coast AQ Management District v EPA, No. 15-1115, issued a decision on February 16, 2018. In that decision, the Court struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) State Implementation Plan Requirements Rule which vacated the revocation of transportation conformity requirements for the 1997 8-hour Ozone NAAQS. Effective on April 23, 2018, FHWA issued the Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS which states that new Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) updates and amendments that include the addition of a project that is not exempt from transportation conformity may not proceed until conformity with the 1997 ozone NAAQS is determined. This conformity determination complies with FHWA’s April 23, 2018 guidance until further notice is given.

## 2.1 Emissions Budgets

DENR prepared emissions budgets as part of their 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO<sub>x</sub>. Emissions budgets were established for 2008 and 2017. The 2008 budgets applied for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO<sub>x</sub> budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Each county (or portion for Chatham County) has a Motor Vehicle Emission Budget established for 2008 and 2017. Table 1 below shows the individual 2017 NO<sub>x</sub> budgets which will be compared to future year emissions.

**Table 1. NO<sub>x</sub> Motor Vehicle Emission Budgets**

NO <sub>x</sub> MVEB Comparisons for Transportation Conformity				
Budget Area	MVEB (kg/day)	Comparison Year		
		2025	2035	2045
Chatham*	2017 NO <sub>x</sub> Budget	2,112	2,112	2,112
Durham	2017 NO <sub>x</sub> Budget	12,610	12,610	12,610
Franklin	2017 NO <sub>x</sub> Budget	2,645	2,645	2,645
Granville	2017 NO <sub>x</sub> Budget	3,278	3,278	3,278
Johnston	2017 NO <sub>x</sub> Budget	11,838	11,838	11,838
Orange	2017 NO <sub>x</sub> Budget	7,364	7,364	7,364
Person	2017 NO <sub>x</sub> Budget	1,674	1,674	1,674
Wake	2017 NO <sub>x</sub> Budget	38,441	38,441	38,441

\* partial county, covering only the maintenance area within Chatham County

## 3. Metropolitan Transportation Plans

The 2045 Transportation Plans were developed between 2015 and 2018. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

### **3.1 Consultation**

The Transportation Plan and the FY2018-27 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through an interagency consultation meeting held on June 18, 2018 and subsequent consultations by phone and email as needed. A summary of the topics discussed and decisions reached is included in Appendix C.

### **3.2 Financial Constraint Assumptions**

The Transportation Plans are fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Transportation Plans are fiscally constrained to the year 2045 (2040 for Burlington-Graham MPO). All projects included in the 2018-27 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and methods used in the NCDOT Strategic Transportation Investments legislation and policy, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective MPO Transportation Plans.

### **3.3 Latest Planning Assumptions**

The 2045 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. Four components combine to represent planning assumptions and translate them into travel:

- a. A single travel demand model was developed for the urbanized portion of the Triangle maintenance area. A new version of the model, termed TransCAD version 6, was adopted by the DCHC MPO and CAMPO and used for the modeled area.
- b. A single set of population, housing and employment projections was developed and adopted by the MPOs, using GIS-based growth allocation software (CommunityViz).
- c. A set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO and partner cooperation.
- d. Forecasts of travel entering and leaving the modeled area were updated to reflect the most recent traffic count data and a special study conducted for I-95; the updates were developed in consultation between the model service bureau, the MPOs, NCDOT, FHWA, DENR and other partners.

This collection of socioeconomic data, highway and transit networks and travel forecast tools and methods, representing the latest planning assumptions, was finalized through the adoption of their respective Transportation Plans by the MPOs. Additional detail on planning assumptions is available in the MPO Transportation Plan documents.

### **3.4 Future year roadway projects**

Roadway improvements used for conformity modeling were developed in the Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2018-2027 TIP served

as the future year roadway projects. For the MPO Transportation Plans, lists of projects were developed based on congestion and identified local needs. Improvements were coded into the TRM and analyzed. The final 2013 (modelling base year), 2025, 2035, and 2045 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled available funding. The base network (2013) and the three future networks (2025, 2035, and 2045) used for the conformity determination were the same as the networks used for the MPO Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

Project details, including the proposed number of lanes, distance and air quality analysis year are listed in Appendix D, color-coded by MPO and grouped by analysis year.

The interagency partners also jointly developed lists of regionally significant and exempt projects. The checklist below was used to identify regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA.

<i>Regionally Significant Project Checklist</i>
---

- |   |
|---|
| <ol style="list-style-type: none"> <li>1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).</li> <li>2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).</li> <li>3. The facility is a fixed guideway transit facility.</li> <li>4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).</li> </ol> |
|---|

To be regionally significant a facility should meet one or more criteria. 40 CFR Part 93.101
--

### **3.5 Transit networks**

Each MPO developed transit projects for its Plan. The base year network was modeled from existing routes and fares for the transit systems in 2013. Future year networks were based on fiscally-constrained projected new or expanded services from regional and county plans, local bus system short range plans, and corridor transit plans. The MPOs and NCDOT rectified any initial timing or project characteristic inconsistencies where transit projects crossed jurisdictional boundaries.

### **3.6 Congestion Mitigation/Air Quality (CMAQ) Projects**

The NC DOT has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis.

## 4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area under the 8-hour standard have emissions budgets. Table 2 shows what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Four counties in the maintenance area are completely within the Triangle Regional travel demand Model (TRM) boundary: Durham, Orange, Wake and the four townships in Chatham County that are covered by the maintenance area. The other 4 counties, Granville, Franklin, Johnston and Person, have parts that are within the modeled area and parts that are outside of the modeled area.

### 4.0.1. Sub-area emission budgets

Each county or, in the case of Chatham County, county portion, have NO<sub>x</sub> emission budgets. In addition, Durham and Wake Counties have CO emission budgets. These Motor Vehicle Emission Budgets were used in performing the emissions analysis.

### 4.0.2 Emissions analysis source

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. VMT and speeds for the portions of Franklin, Granville, Person and Johnston Counties outside the modeled area came from the NCDOT non-modeled area analysis spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

### 4.0.3 Emissions comparison years (ozone)

For affected *areas with budgets under the 8-hour standard* (Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties and the four townships in Chatham County), emissions must be analyzed for years where there is an 8-hour emissions budget, the attainment year (if a region is in non-attainment), the horizon year and intermediate years such that intervals do not exceed 10 years. The Triangle area is currently an attainment maintenance area, so no attainment year analysis is required. The following years were analyzed to meet the requirements: 2017 (8-hour budget year), 2025 and 2035 (intermediate years), 2040 (horizon year for BG MPO) and 2045 (MTP horizon year for DCHC MPO and CAMPO).

All analyzed years were modeled; interpolation was not used in the analysis. In accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2025, 2035 and 2045, the 2017 budgets were used for these years.

**Table 2. Triangle Area Transportation Conformity Analysis Matrix (2045 MTPs)**

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years			
				2025	2035	2040 <sup>2</sup>	2045
Person	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>1</sup>	O3	O3	O3	O3
Granville	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>1</sup>	O3	O3	O3	O3
Franklin	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>1</sup>	O3	O3	O3	O3
Johnston	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>1</sup>	O3	O3	O3	O3
Chatham (part)	modeled (all)	emissions budget	TRM	O3	O3	O3	O3
Orange	modeled (all)	emissions budget	TRM	O3	O3	O3	O3
Durham	modeled (all)	emissions budget	TRM	O3	O3	O3	O3
Wake	modeled (all)	emissions budget	TRM	O3	O3	O3	O3

TRM: Triangle Regional Model    NMAA: Non-Modeled Area Analysis    O3: Ozone

<sup>1</sup> where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT rural spreadsheet, factored by the percentage of county's population that lives outside of the modeled area.

<sup>2</sup> 2040 is modeled since it is the horizon year for the Burlington-Graham MPO Metropolitan Transportation Plan.

#### 4.1 Emissions Model

MOVES 2014a was used to develop the emissions; the region has existing MOVES-based MVEBs. Motor vehicle emissions controls considered in the model include the following:

##### **Strategy**

*I/M Program*

*Tier 2/Tier 3 vehicle Emission Standards*

*Low Sulfur Gasoline and Diesel fuels*

*Heavy Duty Vehicle Rules 2004 and 2007*

*Low RVP Gasoline*

*On board vapor recovery*

##### **Methodology/Approach**

*Accounted for in the MOVES model*

*Accounted for in the MOVES model*

*Accounted for in the MOVES model*

*Accounted for in the MOVES model*

*Accounted for in the MOVES model*

*Accounted for in the MOVES model*

##### **4.1.1 MOVES Model Settings**

A typical summer weekday for NO<sub>x</sub> was used, with July as the evaluation month. Travel periods were based on VMT and speed data availability from the Triangle Regional Model (TRM) and Non-Modeled Area Analysis (NMAA), processed according to USEPA guidance to generate hourly speed and VMT distribution data in the required MOVES input formats. Gasoline Reid Vapor Pressure was 9.0 psi for all counties. The following inspection/maintenance (I/M) program parameters were applied to applicable counties: compliance rate = 96%, waiver rate = 5% with an exemption for vehicles from the 3-year latest model years. I/M program does not apply to Person County.

#### ***4.1.2 Source Type (Vehicle Type) Population and Age Distributions, and VMT Mix***

The 13 MOVES vehicle categories were used for the analysis. Vehicle population estimates were developed for each future modeling year based on the latest available 2016 vehicle registration data provided by NCDOT. This data includes the total number of registered vehicles by county, divided into nine source type categories. The data was first reorganized into thirteen source type categories (i.e. passenger cars, light commercial trucks, combination long-haul trucks, etc.) as required for MOVES2014a. These source type population estimates were projected for each required modeling year, using the same base and future year-county human population data that were used in the TDM model, according to the following formula:

**Total Vehicle Population** <sub>future year</sub> =

Total Vehicle Population <sub>base year</sub> \* (Human Population <sub>future year</sub> / Human Population <sub>base year</sub>)

The latest available 2016 vehicle registration data provided by NCDOT, which also includes a breakdown of the number of vehicles by model year, was used to create the required source type age distribution input file for each county. As per EPA guidance, the source type age distribution will not be projected for future years. For the VMT mix, the statewide mix based on 2016 data was used applying the method in the August 2004 USEPA Guidance.

#### **4.2 Transportation Control Measures**

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

#### **4.3 Estimation of Vehicle Starts**

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. MOVES includes national default rates. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. This methodology has been previously endorsed by USEPA and has been used in the prior conformity analysis in the Triangle.

#### **4.4 Off-model Analysis**

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Two types of activities currently exist in the Triangle that have been shown to significantly affect VMT and speeds and which could be candidates for adjusting emissions results:

- The regional Transportation Demand Management (TDM) program jointly funded by the two MPOs and NCDOT and which covers approximately 10% of the region's workforce,
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.



In order to accurately account for the impacts of such activities, they are reflected through “off-model” analyses. Although these and other programs are suitable for off-model analysis, this conformity determination did not include any off-model, although it may be appropriate to include them in future conformity analyses. FHWA Region IV’s *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects.

#### 4.5 Emissions Comparison Tests by Location and Pollutant

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O<sub>3</sub>) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a “basic” non-attainment area for eight-hour ozone with an effective date of June 15, 2004. The Triangle Area was subsequently redesignated to a Maintenance Area for eight-hour ozone on December 26, 2007.

The current maintenance designation covers the following geographic areas:

- Durham County      • Wake County      • Person County      • Granville County
- Orange County      • Johnston County      • Franklin County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>) are precursors of ozone. In the most recently approved maintenance plans for ozone for the areas listed above, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for only NO<sub>x</sub>, as VOC was deemed insignificant. USEPA approved the most recent emissions budgets on December 26, 2007 with an effective date of the same day. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, and portions of Franklin, Granville and Johnston Counties.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in the rural “donut” area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in the maintenance area (Chatham County). Table 3 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

**Table 3. Emissions Test and Responsibility for Conformity Findings**

<b>Location</b>	<b>Pollutant(s)</b>	<b>Emissions Test</b>	<b>Conformity Finding Responsibility</b>
Wake County	O3	budget	Capital Area MPO
Durham County	O3	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	budget	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County ( <i>Baldwin, Center, New Hope, Williams Townships</i> )	O3	budget	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	budget	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 4 through 11. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show decreases during the earlier analysis years, even with continuing increases in vehicle miles of travel (VMT), for several reasons:

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles have gotten cleaner with each model year. The most recent Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: [www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm](http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm)

- Gasoline fuels are improving. Refiners and importers of gasoline were required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: [www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm](http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm)
- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NO<sub>x</sub> emission standards were phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) were phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area in the earlier analysis years. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at:

<http://www.fhwa.dot.gov/environment/vmtems.htm>

**Table 4. Durham County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>2</sup>	12,610	
2035 <sup>3</sup>	12,610	
2040 <sup>4</sup>	12,610	
2045 <sup>4</sup>	12,610	

**Table 5. Wake County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>2</sup>	38,441	
2035 <sup>3</sup>	38,441	
2040 <sup>4</sup>	38,441	
2045 <sup>4</sup>	38,441	

**Table 6. Granville County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>2</sup>	3,278	
2035 <sup>3</sup>	3,278	
2040 <sup>4</sup>	3,278	
2045 <sup>4</sup>	3,278	

**Table 7. Franklin County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>3</sup>	2,645	
2035 <sup>3</sup>	2,645	
2040 <sup>4</sup>	2,645	
2045 <sup>4</sup>	2,645	

**Table 8. Johnston County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>3</sup>	11,838	
2035 <sup>3</sup>	11,838	
2040 <sup>4</sup>	11,838	
2045 <sup>4</sup>	11,838	

**Table 9. Orange County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>3</sup>	7,364	
2035 <sup>3</sup>	7,364	
2040 <sup>4</sup>	7,364	
2045 <sup>4</sup>	7,364	

**Table 10. Person County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>3</sup>	1,674	
2035 <sup>3</sup>	1,674	
2040 <sup>4</sup>	1,674	
2045 <sup>4</sup>	1,674	

**Table 11. Chatham County (part) Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2025 <sup>3</sup>	2,112	
2035 <sup>3</sup>	2,112	
2040 <sup>4</sup>	2,112	
2045 <sup>4</sup>	2,112	

1. To obtain kilograms per day, multiply tons per day by 907.18
2. Budget year
3. MTP interim year
4. MTP Horizon year

## 5. Public Involvement and Interagency Consultation

The Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington-Graham MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and an interagency consultation meeting was held on June 18, 2018. The discussion summary is included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process are incorporated into the final Conformity Analysis and Determination Report. Those comments are included in Appendix G of the final report.

## 6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the transportation plans and TIPs are less than the emissions budgets established in the SIP.

**Table 12: Summary of Conformity Status of Triangle Transportation Plans**

<b>Criteria</b> (√ indicates the criterion is met)	<b>Burlington-Graham MPO 2040 MTP &amp; 2018-27 TIP*</b>	<b>Durham-Chapel Hill-Carrboro MPO 2045 MTP &amp; 2018-27 TIP*</b>	<b>Capital Area MPO 2045 MTP &amp; 2018-27 TIP*</b>	<b>Rural (Donut) Area of the Triangle 2018-27 STIP</b>
Less Than Emissions Budgets	√	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	√	√	√	√
Latest Emissions Model	√	√	√	√
Latest Planning Assumptions	√	√	√	√
Fiscal Constraint	√	√	√	√

\* The 2018-27 TIPs are direct subsets of the 2045 MTPs (2040 MTP for Burlington-Graham MPO)

Specific conformity findings for each of these areas are listed below:

**Burlington-Graham MPO Ozone Conformity Finding for the 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham 2018-27 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

**Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the 2045 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO 2045 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub>; therefore the MTP and TIP are in conformity with the 8-hour ozone standard.

**Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the 2045 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO 2045 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2045 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub>; therefore the MTP and TIP are in conformity with the 8-hour ozone standard.

**NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the 2012-2018 State Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the 2012-2018 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2012-2018 State Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

# 2045 Metropolitan Transportation Plan (MTP)

## Amendment 1 (September 12, 2018)

Changes to Appendix 1: Roadway Project List      Sorted by Project Name.    **Bold font** denotes additions.      ~~Strikethrough~~ denotes deletions.

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Reg. Sig.(a)	Exempt (b)	TIP#
2025 MTP												
15	East End Connector (EEC)	NC 147	<del>US 70 to north of NC 98 in Durham</del>	-	4	New Location	<del>3.6</del> <b>3.2</b>	35,175,000	St	Yes	No	U-0071
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1	3,374,000	Div	<del>No</del> <b>Yes</b>	No	N/A
23.1	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	4	Widening	<del>1.3</del> <b>1.4</b>	4,661,000	Div	<del>No</del> <b>Yes</b>	No	U-6021
111	Fordham Blvd (US 15-501)	I-40	<del>Franklin St</del> <b>Ephesus Ch Rd</b>	4	4	Modernization	1.6	2,052,000	St	Yes	No	<del>U-5304B</del> <b>U-5304F</b>
240	Fordham Blvd (US 15-501)	NC 54	<del>Franklin Street</del> <b>Ephesus Ch Rd</b>	4	4	Modernization	2.1	45,498,000	St	Yes	No	<del>U-5304A</del> <b>U-5304D</b>
73	Fordham Blvd (US 15-501)	NC 54	<del>US 15-501</del> <b>NC 86 (S Columbia St)</b>	4	4	Modernization	<del>2.2</del> <b>2.3</b>	49,832,000	St	Yes	No	<del>U-5304A</del> <b>U-5304B</b>
204	Fordham Blvd/Raleigh Rd	Interchange	--	-	-	Upgrade	N/A	14,800,000	St	<del>Yes</del> <b>No</b>	93.127	U-5774A
626	Fordham Blvd/S Columbia St	Interchange	--	-	-	Upgrade	N/A	35,000,000	St	Yes	No	<del>U-5304E</del> <b>U-5304A</b>
638	I-40/NC 86	Interchange	--	-	-	Upgrade	N/A	16,500,000	St	<del>No</del> <b>Yes</b>	No	I-3306AC
64.12	NC 147 (Operational Improvements)	<del>East End Connector S</del> <b>Duke St</b>	<del>Swift Av</del> <b>Briggs Av</b>	4	4	Modernization	<del>1.7</del> <b>1.8</b>	58,400,000	ST	Yes	No	U-5937
64.13	NC 147 (possible Managed Lanes)	East End Conn	I-40	4	8	Widening	<del>4.9</del> <b>3.9</b>	179,248,000	St	Yes	No	U-5934
428	NC 54	Old Fayetteville Rd	MPO Boundary	2	2	Modernization	2.9	14,457,000	Reg	<del>No</del> <b>Yes</b>	No	R-5821A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Reg. Sig.	Exempt	TIP#
69.21	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	<del>1.5</del> 0.4	(see #69.2)	Reg	<del>Yes</del> No	93.126	U-5774H
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	<del>0.5</del> 0.6	-	Reg	No	No	U-3308
87	S Churton St	<del>US 70 Business</del> Eno River in Hillsborough	I-40	2	4	Widening	<del>2.4</del> 2.2	31,825,000	Div	No	No	U-5845
485	US 70 (freeway conversion)	<del>Pleasant Dr</del> Lynn Rd	S Miami Blvd	4	6	Freeway	1.6	111,020,000	St	Yes	No	U-5720A
116.1	US 70/Miami Blvd/ <del>Sherron Rd</del>	Interchange	--	-	-	New	N/A	46,621,000	St	Yes	No	U-5720B
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	-	2	New Location	<del>0.2</del> 0.0	2,219,000	Div	No	No	U-5823
<b>2035 MTP</b>												
43	I-40	<del>US 15-501</del> Durham County Line	NC 86	4	6	Widening	3.9	29,316,000	St	Yes	No	I-3306AB
45	I-40 Managed Lanes	Wake County Line	NC 147	8	10	Widening	<del>7.0</del> 3.4	446,464,000	St	Yes	No	I-5702B
70.4	I-40/ NC 54 ramp	Farrington Rd.	I-40	-	1	New Location	0.2	1,600,000	St	Yes	No	<del>U-5517</del> N/A
113	US 15-501 (expressway conversion)	US 15-501 Bypass	I-40	6	6	Expressway	<del>2.2</del> 2.0	195,300,000	St	Yes	No	U-6067
116	US 70 (freeway conversion)	S Miami Blvd	<del>Northern Durham Parkway</del> MPO Boundary	4	6	Freeway	2.5	173,469,000	St	Yes	No	U-5720C
<b>2045 MTP</b>												
364	Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	<del>0</del> 2	2	New Location	0.3	2,015,000	Div	No	93.126	N/A
48	I-85	<del>US 70</del> Mt Herman Ch Rd	I-40	4	6	Widening	<del>7.1</del> 6.0	197,378,000	St	Yes	No	<del>I-5983</del> N/A
48.1	I-85	<del>Sparger Rd</del> Mt Herman Ch Rd	<del>US 70</del> Durham County Line	4	6	Widening	<del>3.0</del> 2.5	39,118,000	St	Yes	No	I-5983



MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Reg. Sig.	Exempt	TIP#
81	NC 86 (and US 70 intersection)	US 70 Bypass	NC 57	2	4	Widening	0.3	4,742,000	Reg	No	No	<del>1-5984</del> N/A
81.1	Wake Forest Hwy (NC 98)	Nichols Farm Dr	Wake County Line	2	4	Widening	6.0	48,474,000	Reg	<del>No</del> Yes	No	N/A

These footnotes are to clarify the table data and will not be part of the amended 20450 MTP:

- (a) Reg. Sig. means Regionally Significant. Changes to these projects, e.g., deletion from the plan, could require a new air quality conformity determination
- (b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.

August 22, 2018

## DCHC Local Input Points for Division Needs Projects - Initial TC Subcommittee Recommendation

<u>SPOT ID</u>	<u>Mode</u>	<u>Route/ Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Cost to NCDOT</u>	<u>Jurisdiction</u>	<u>SPOT Score</u>	<u>DCHC Points Assigned</u>	<u>Follows Methodology?</u>	<u>Reason</u>	<u>Notes</u>
H170072	Highway	NC 98 (Holloway Street)	SR 1838 (Junction Road)	SR 1919 (Lynn Road)	Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed.	\$ 16,000,000	Durham	43.16	100	N	Local priority and excellent chance for funding	Above the cut line
T150453	Transit	Fayetteville St Transit Corridor Improvements	N/A	N/A	Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805.	\$ 40,000	Durham	41.35	100	Y		Very good chance of being funded
H170312	Highway	US 501 Business (Roxboro Road)	SR 1443 (Horton Road)		Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.	\$ 3,300,000	Durham	40.51	100	Y		Likely above the cut line if costly cascaded projects are not funded
B140789	BikePed	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	\$ 1,174,514	Carrboro	40.44	100	N	Local priority and excellent chance for funding	Excellent chance of being funded
B170485	BikePed	American Tobacco Trail	US 70 Business (Ramseur Street)	American Tobacco Trail	Construct tunnel underneath NCRR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail.	\$ 9,741,612	Durham	40.24	100	N	Local priority that scored well	Could be funded in 6% flex
B150143	BikePed	Sandy Creek Trail	Pickett Rd	Al Buehler Trail at Cornwallis Rd	Construct a shared use trail.	\$ 2,847,422	Durham	40.08	100	N	Local priority that scored well	Slim, but possible, chance for funding
B170480	BikePed	NC 54	RTP Trail	American Tobacco Trail	Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road.	\$ 6,798,330	Durham	39.91	100	Y		
B170481	BikePed	NC 55 (Apex Highway)	American Tobacco Trail Spur	Cornwallis Road	Construct shared use path on one side of roadway and make intersection improvements.	\$ 4,609,168	Durham	39.82	100	Y		
B150607	BikePed	US 15/501 (Fordham Blvd)	Willow Drive	Old Durham Chapel Hill Road	Construct multi-use side paths paralleling US 15/501 (Fordham Blvd) on both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations.	\$ 1,797,992	Chapel Hill	35.78	100	Y		Slim, but possible, to be funded in 6% flex
H170122	Highway	SR 1321 (Hillandale Road)	SR 1443 (Horton Road)		Construct roundabout	\$ 2,600,000	Durham	35.45	100	Y		Below the cut line

H140374-E	Highway	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	\$ 1,700,000	Carrboro	31.70	100	N	Local priority and excellent chance for funding	Above the cut line
B170402	BikePed	NC 86 (Martin Luther King, Jr. Parkway)	SR 1770 (Estes Drive)	SR 1777 (Homestead Road)	Construct bicycle lanes and upgrade sidewalks along NC 86.	\$ 614,169	Chapel Hill	31.48	100	N	Highest priority under Methodology to not receive points; more competitive for funding than others	Very slim chance for funding
H170785	Highway	NC 147 (Durham Freeway)	Elba Street/Trent Drive		Improve ramps by tying them into a roundabout with Elba Street and Trent Drive.	\$ 1,850,000	Durham	31.17	100	N	Local contribution could make project competitive	Donor may contribute funds that would increase score to fundable level
B171175	BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Construct a sidepath along the entire corridor from Estes Drive to Homestead Road.	\$ 3,341,552	Chapel Hill, Carrboro	29.19	100	N	Considered a local priority	
B141103	BikePed	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	\$ 1,290,866	Chapel Hill	28.62	100	N	Considered a local priority	
H111036	Highway	NC 86	US 70 Bypass	North of NC 57	Widen to four lanes with a median and Improve intersections at US 70 Bypass and NC 57.	\$ 12,400,000	Hillsborough	27.42	100	N	Local priority that scored well	Likely above the cut line if costly cascaded projects are not funded
T150449	Transit	Village Neighborhood Transit Center	N/A	N/A	Design and Construction of NTC: Village Neighborhood Transit Center. Serves GoDurham routes 2B, 3, 3B, 3C	\$ 100,000	Durham	35.10	59	Y		
T171425	Transit	Orange Public Transit additional vehicles	N/A	N/A	Purchase two light transit vehicles	\$ 97,560	Orange County	24.81	49	N	Considered a local priority	49 points from DCHC, 51 from TARPO
H171698	Highway	US 15, US 501	SR 1919 (Smith Level Rd)	US 64 Pittsboro Bypass	Convert remaining non-synchronized sections of US 15-501 to synchronized between the Orange County Line and the US 64 Pittsboro Bypass	\$ 39,900,000	Chatham County	25.98	47	Y		Very slim chance for funding; 53 points would come from TARPO
H111162	Highway	SR 1005 (Old Greensboro Road)	SR 1942 (Jones Ferry Rd)	NC 87 in Alamance County	Modernize and add 4-foot Paved Shoulders	\$ 42,500,000	Orange County, Alamance County	22.36	22	N	Considered a local priority	Very slim chance for funding; 22 points from DCHC, 54 from TARPO, 24 from BGMPO
H172189	Highway	Division 5 Non-Municipal Divisionwide Signal System			Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals.	\$ 4,600,000	Division 5	40.00	14	N	Local priority that scored well	Likely above the cut line if costly cascaded projects are not funded; 14 points from DCHC, 48 from Kerr-Tar RPO, 37 from CAMPO

T171420	Transit	Chatham Transit additional vehicles	N/A	N/A	Purchase three new ramp-equipped minivans	\$ 126,900	Chatham County	33.52	9	Y		Potentially funded in 6% flex; 9 points from DCHC, 91 from TARPO
H170375	Highway	US 501 Business (Roxboro Road)	NC 55 (Avondale Drive)	SR 1004 (Old Oxford Road)	Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities.	\$ 37,300,000	Durham	42.71	0	Y		High cost may dissuade Division from assigning points
H111013	Highway	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	\$ 727,650,000	Durham	42.56	0	Y		
H170126	Highway	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	Omega Road	Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements.	\$ 23,900,000	Durham	40.61	0	Y		High cost may dissuade Division from assigning points
H172045	Highway	I-40	NC 54 (exit 273)	NC 751 (exit 274)	Construct auxiliary lane between ramps	\$ 15,200,000	Durham	39.49	0	Y		
H129638-C	Highway	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	\$ 68,100,000	Durham	39.37	0	Y		
B170469	BikePed	SR 1183 (University Drive) and Old Chapel Hill Road	SR 1116 (Garrett Road)	Martin Luther King Jr. Parkway	Construct shared use path along one side of the roadway.	\$ 2,246,078	Durham	39.06	0	N	Project not competitive	
B141106	BikePed	Horton Road	US 501 Business (Roxboro Road)	NC 157 (Guess Road)	Construct a sidewalk on one side of the road, sidepath on the other side.	\$ 5,090,502	Durham	38.95	0	N	Project not competitive	
B170482	BikePed	US 15/501 Business (University Drive)	Woodridge Drive	US 15/501 Business Lakewood Avenue	Construct sidewalks along entire length and bicycle lanes where needed.	\$ 4,339,496	Durham	38.80	0	Y		
B170468	BikePed	SR 1669 (Club Boulevard)	SR 1332 (Broad Street)	Washington Street/Ellerbe Creek Trail	Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings.	\$ 1,849,507	Durham	38.75	0	Y		
B150405	BikePed	Cook Rd	American Tobacco Trail	Martin Luther king Jr Parkway	Construct buffered bike lanes and sidewalks on both sides of the road.	\$ 6,599,861	Durham	38.75	0	Y		
B170470	BikePed	US 501 (Roxboro Road)	SR 1456 (Milton Road)	Fairfield Road	Construct sidewalks on both sides of the road.	\$ 6,655,782	Durham	38.42	0	Y		
B170479	BikePed	SR 1959 (Miami Boulevard)	SR 1954 (Ellis Road)	Cornwallis Road	Construct a multi-use pathway along east side of Miami Boulevard.	\$ 5,932,258	Durham	38.23	0	N	Project not competitive	
B170526	BikePed	Warren Creek Trail Phase II	Warren Creek Trail/Horton Road	US 501	Construct a shared use trail through and outside the boundary of West Point on the Eno Park.	\$ 1,976,022	Durham	38.01	0	N	Project not competitive	
B170467	BikePed	NC 55 (Apex Highway)	NC 54	Carpenter Fletcher Road	Construct pedestrian facilities on both sides of the road.	\$ 1,886,285	Durham	37.97	0	Y		
H149001-D	Highway	US 15, US 501	US 15-501 / NC 54 interchange (Raleigh Road)	SR 1742 (Ephesus Church Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	\$ 35,800,000	Chapel Hill	37.75	0	Y		
B170484	BikePed	US 15/501 Business (Durham-Chapel Hill Boulevard)	Nation Avenue	US 15/501 Business (University Drive)	Construct sidewalks, improve bicycle lanes, and install intersection improvements.	\$ 3,392,554	Durham	37.68	0	Y		

H090366-A	Highway	US 15, US 501	I-40	US 15/501 Business	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway	\$ 195,300,000	Durham	36.68	0	Y		
H140374-A	Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937 / SR 1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	\$ 83,000,000	Orange County	36.58	0	Y		
T171689	Transit	Durham-Orange Light Rail Transit	N/A	N/A	Construct a 17.7 mile light rail transit line from NC Central University in Durham to UNC Hospitals in Chapel Hill. The entire alignment will be dedicated light rail tracks, with portions in downtown Durham and Chapel Hill that will be accessible to bus traffic (but not automobiles). All service provided will utilize light rail vehicles. On weekdays, peak services will operate at 10 minute intervals, and off-peak at 20 minutes. Weekend services will operate at 20-30 minute intervals.	\$ 247,630,000	Durham, Chapel Hill	36.30	0	Y		
B170466	BikePed	NC 98 (Holloway Street)	US-70 Bypass	Ganyard Farm Way	Construct sidewalks on both sides of the road and include intersection improvements.	\$ 6,000,552	Durham	35.97	0	N	Project not competitive	
H149000-H	Highway	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	Durham	35.72	0	Y		
B172002	BikePed	Briar Creek Loop Trail & Connector	Briar Creek Parkway/Lumley Rd	Little Briar Creek	Construct 10' multi-use path along Little Briar Creek to connect to the Briarcreek Loop Trail	\$ 5,722,880	Raleigh, Durham	35.03	0	Y		
R140014	Rail	NS/NCRR H Line	N/A	N/A	Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham.	\$ 11,750,000	Durham	34.80	0	Y		
B150104	BikePed	NC 751 (Academy Road), Cornwallis Road	Duke University Rd	Chapel Hill Rd	Construct on road bicycle lanes and sidewalks for the entire length of the route.	\$ 4,859,386	Durham	34.80	0	Y		
H149000-J	Highway	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 19,000,000	Durham	34.65	0	Y		
H170298	Highway	US 15, US 501	NC 751	Pickett Road Overpass	Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes	\$ 54,300,000	Durham	34.22	0	Y		
H170805	Highway	US 15, US 501	NC 147 (Durham Freeway)	US 70 Business (Hillsborough Road)	Signalize collector-distributor ramp intersections to improve safety.	\$ 995,000	Durham	34.08	0	Y		
H170127	Highway	New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct multi-lane roadway on new location.	\$ 29,700,000	Durham	33.85	0	Y		
H170038	Highway	SR 1116 (Garrett Road)	NC 751 (Hope Valley Road)	SR 2220 (Old Chapel Hill Road)	Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements.	\$ 34,200,000	Durham	33.37	0	Y		

R150325	Rail	NS/NCRR H Line	N/A	N/A	Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	\$ 650,000	Durham	32.96	0	Y		
T171898	Transit	Commuter Rail from Durham to Garner	N/A	N/A	Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches.	\$ 111,421,000	Durham, Wake	32.59	0	Y		
T171696	Transit	GoTriangle Rougemont Park & Ride and service	N/A	N/A	Construct park-and-ride and additional vehicle to provide new service between Rougemont and central Durham.	\$ 155,000	Durham	32.59	0	N		
B170478	BikePed	Old Durham-Chapel Hill Road	SR 1113 (Pope Road)	Mount Moriah Road	Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment.	\$ 4,444,910	Durham	31.84	0	Y		
H129638-D	Highway	US 70	Page Road Extension / New Leesville Road in	Alexander Drive in Wake County	Upgrade Roadway to Freeway	\$ 87,900,000	Durham, Wake	31.65	0	Y		
H170117	Highway	SR 1171 (Riddle Road)	SR 2100 (South Alston Avenue)		Construct roundabout	\$ 1,600,000	Durham	31.25	0	Y		
B171043	BikePed	US 15-501 (Fordham Boulevard)	Legion Road (future)	Service Road	Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side.	\$ 2,400,000	Chapel Hill	31.15	0	Y		
H171549	Highway	I-540	I-40	US 1	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	\$ 59,400,000	Wake, Durham	30.75	0	Y		
T171911	Transit	Durham to Raleigh Commuter Rail Service	N/A	N/A	Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches.	\$ 84,896,916	Wake, Durham	30.74	0	Y		
B170483	BikePed	NC 54, Alston Avenue	Cornwallis Road	RTP Trail	Construct bicycle lanes and sidewalks.	\$ 8,953,131	Durham	30.53	0	Y		
B150258	BikePed	Campus to Campus Connector/Tanyard Branch Extension	Broad Street	Village Drive and Tanyard Branch Greenwa	Construct an off-road multi-use path providing bicycle and pedestrian safety.	\$ 450,505	Chapel Hill	30.44	0	Y		
B141356	BikePed	Hardee St/SR 1800 (Cheek Road)	NC 98 (Holloway St)	SR 1800 (Cheek Rd/Sherwood Park)	Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road.	\$ 5,779,080	Durham	30.21	0	Y		

B171963	BikePed	SR 1010 (West Franklin Street)	SR 1010 (East Main Street)	Merritt Mill Street/Brewer Lane	Construct pedestrian improvements, such as crosswalks, improved signage, and pedestrian signals, at the West Franklin/East Main/Merritt Mill/Brewer intersection on the border of Chapel Hill and Carrboro.	\$ 279,680	Chapel Hill, Carrboro	29.47	0	Y		
R150312	Rail	NS/NCRR H Line	N/A	N/A	Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham.	\$ 5,492,000	Durham	29.26	0	Y		
H090555-A	Highway	NC 751	SR 1740 (Lewter Shop Road)	O'Kelly Chapel Road	Widen road to 4 Lanes with bicycle lanes on existing location.	\$ 91,800,000	Chatham County	29.17	0	Y		
H149000-I	Highway	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 23,900,000	Durham	28.51	0	Y		
H150278	Highway	NC 751 (Hope Valley Road)	South Roxboro Road	Woodcroft Parkway	Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection.	\$ 8,500,000	Durham	27.47	0	Y		
T171912	Transit	Durham to Wake Forest Commuter Rail	N/A	N/A	Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches.	\$ 135,698,527	Wake, Durham	27.41	0	Y		
T171915	Transit	Durham to Raleigh to Garner/Wake Forest commuter rail	N/A	N/A	Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches.	\$ 162,222,611	Wake, Durham	27.04	0	Y		
H149000-G	Highway	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 32,000,000	Durham	25.78	0	Y		
B171147	BikePed	American Tobacco Trail	American Tobacco Trail	American Tobacco Trail	Construct a tunnel or bridge across O'Kelly Chapel Road.	\$ 2,417,453	Chatham County	25.65	0	Y		
T150993	Transit	Regional Transit Center	N/A	N/A	An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.	\$ 1,040,000	Durham	25.58	0	N	Project not competitive	
H140374-D	Highway	NC 54	Neville Road		Improve intersection	\$ 1,100,000	Orange County	25.22	0	Y		
H150716	Highway	I-540	I-40	I-87	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	\$ 110,970,000	Wake, Durham	25.14	0	Y		
B150122	BikePed	SR 1669 (Club Boulevard)	Ambridge St	SR 1666 (Dearborn Dr)	Construct on road bicycle lanes and sidewalks for the entire length of the route.	\$ 3,852,229	Durham	24.81	0	Y		
H171433	Highway	New Route - Northern Durham Parkway	US 70	SR 1811 (Sherron Road)	Construct roadway on new location.	\$ 41,800,000	Durham	24.65	0	Y		
B150456	BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Improve bicycle and pedestrian facilities along the entire corridor from Estes Drive to Homestead Road. Construct bike lanes and sidewalks to fill-in gaps.	\$ 3,341,552	Chapel Hill, Carrboro	24.56	0	Y		

T171692	Transit	Commuter Rail Transit, West Durham to Garner	N/A	N/A	Construct commuter-rail transit service adjacent to and/or within the existing NCRR corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide 4 trains each direction during the morning rush hour, 4 in the evening rush hour, and 1 train each direction in the off-peak AM and PM (a total of 10 trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am, 7:00 am, 8:00 am, etc.).	\$ 111,421,000	Wake, Durham	24.45	0	Y		
H170037	Highway	SR 1978 (Hopson Road)	NC 54	Distribution Drive	Widen to a four lane divided roadway with bicycle and pedestrian facilities.	\$ 8,400,000	Durham	24.40	0	Y		
H170372	Highway	SR 1008 (Farrington Point Road), SR 1726 (Old Farrington Point Road), SR 1109 (Farrington Mill Road)	SR 1110 (Farrington Road)	SR 1717 (Lystra Road)	Modernize roadway to current standards.	\$ 36,100,000	Chatham County	23.99	0	Y		
H149000-A	Highway	NC 54 (Raleigh Road)	US 15-501		Improve Interchange	\$ 28,000,000	Chapel Hill	23.51	0	Y		
B170403	BikePed	SR 1008 (Mt. Carmel Church Road)	US 15/501	SR 1913 (Bennett Road)	Construct a multi-use path on one side of Mt. Carmel Church Road.	\$ 469,423	Chapel Hill	23.03	0	Y		
H170787	Highway	US 70 Business (Morgan Street, Ramseur Street), NC 98 (Morgan Street)	US 15-501 Business (Roxboro Street)	US 15/501 Business (Roxboro Street)	Convert the Downtown Loop from one-way to two-way traffic	\$ 15,100,000	Durham	22.92	0	Y		
R150318	Rail	NS/NCRR H Line	N/A	N/A	Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue.	\$ 21,575,000	Hillsborough	22.86	0	Y		
T171711	Transit	GoTriangle DRX Route bus service expansion FY 19	N/A	N/A	Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.	\$ 135,000	Durham, Raleigh	22.59	0	Y		
H111011	Highway	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	\$ 16,500,000	Durham	22.30	0	Y		
R170032	Rail	NCRR/NS H line	N/A	N/A	Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.	\$ 3,500,000	Orange County	21.97	0	Y		



H172198	Highway	US 15 Business (Roxboro Street)	Pettigrew Street	East Main Street	Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro.	\$ 31,100,000	Durham	21.88	0	Y		
R150320	Rail	NS/NCRR H Line	N/A	N/A	Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham.	\$ 53,900,000	Durham	21.70	0	Y		
H170114	Highway	SR 1731 (O'Kelly-Chapel Road)	NC 751	Yates Store Road	Widen existing road to four lanes and include bicycle accommodations.	\$ 31,400,000	Chatham County	20.88	0	Y		
H170399	Highway	SR 1009 (Old NC 86)	SR 1777 (Homestead Road)	SR 1107 (Old Fayetteville Road)	Upgrade roadway corridor and intersection with Homestead Road to improve the safety of users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities and sidewalks. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland) for all modes. Intersection improvement could include a roundabout. Design of roadway and facilities may vary along the corridor.	\$ 8,700,000	Orange County, Carrboro	19.99	0	Y		
T171904	Transit	Mebane to Selma Commuter Rail Service	N/A	N/A	Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches.	\$ 250,727,364	Alamance, Orange, Durham, Wake, Johnston	19.26	0	Y		
B150435	BikePed	Old NC 86 - Hillsborough Road	SR 1777 (Homestead Road)	Farm House Road	Construct bicycle lanes on both sides of roadway	\$ 990,199	Orange County, Carrboro	19.22	0	Y		
R170033	Rail	NCRR/NS H line	N/A	N/A	Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	\$ 3,500,000	Orange County	17.16	0	Y		
T171722	Transit	GoTriangle ODX Route bus service expansion FY23	N/A	N/A	Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.	\$ 48,000	Orange County, Durham	15.93	0	Y		
H140638	Highway	Elliott Road	US 15-501 (Fordham Boulevard)	Ephesus Church Road	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501.	\$ 9,400,000	Chapel Hill	15.44	0	Y		
H150280	Highway	SR 1148 (Eno Mountain Road), SR 1192 (Mayo Street)	SR 1006 (Orange Grove Road)		Construct new section of SR 1192 (Mayo Street) to align with SR 1148 (Eno Mountain Road) and install signal.	\$ 8,700,000	Hillsborough	14.36	0	Y		
H170804	Highway	US 70	US 70 Connector		Reconstruct interchange to an at-grade intersection.	\$ 8,200,000	Orange County	13.03	0	Y		

R170029	Rail	NS/NCRR H Line	N/A	N/A	Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure.	\$ 7,400,000	Hillsborough	12.46	0	Y		
R150319	Rail	NS/NCRR H Line	N/A	N/A	Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham.	\$ 50,800,000	Durham	10.73	0	Y		
R171833	Rail	I-40 Rail Bridge in Durham County	N/A	N/A	Construct triple track bridge over I-40 in Durham County.	\$ 20,000,000	Durham	7.36	0	Y		
									1800			

August 8, 2018

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

## Highway Projects

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

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

## Non-Highway Projects

## Methodology Criteria

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

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

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

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





# Regional Freight Plan

September 12, 2018

[www.dchcmpo.org](http://www.dchcmpo.org)

# Today's Objective

- ▶ Familiar with regional freight plan scope and process
- ▶ Understand key points in freight plan
- ▶ Familiar with recommendations
- ▶ Provide comments and release freight plan for minimum 30-day public comment period

# Ultimate Objective

- ▶ **Schedule:**
  - 9/12, Board release for public comment
  - 10/10, Board conduct public hearing
  - 10/15, Public comment period ends
  - 11/14, Board approve Freight Plan
  
- ▶ **Use of Freight Plan**

Freight Plan recommendations considered for inclusions in long-range transportation plans and local land use plans.

# Scope

- ▶ First multimodal freight plan for Triangle Region
- ▶ Purpose: create vision of future multimodal freight system and identify policies and investments
- ▶ Joint effort by DCHC MPO, CAMPO and NCDOT
- ▶ Report + Appendices + Executive Summary = 383 pages

# Process

- ▶ Started in 2015; periodic updates to TC/Board
- ▶ WSP and five sub consultants
- ▶ Guided by:
  - set of freight specific goals that were based on 2045 MTP goals
  - Regional Freight Stakeholder Advisory Council (RFSAC)
  - Workshops, stakeholder interviews, and online survey

# Process

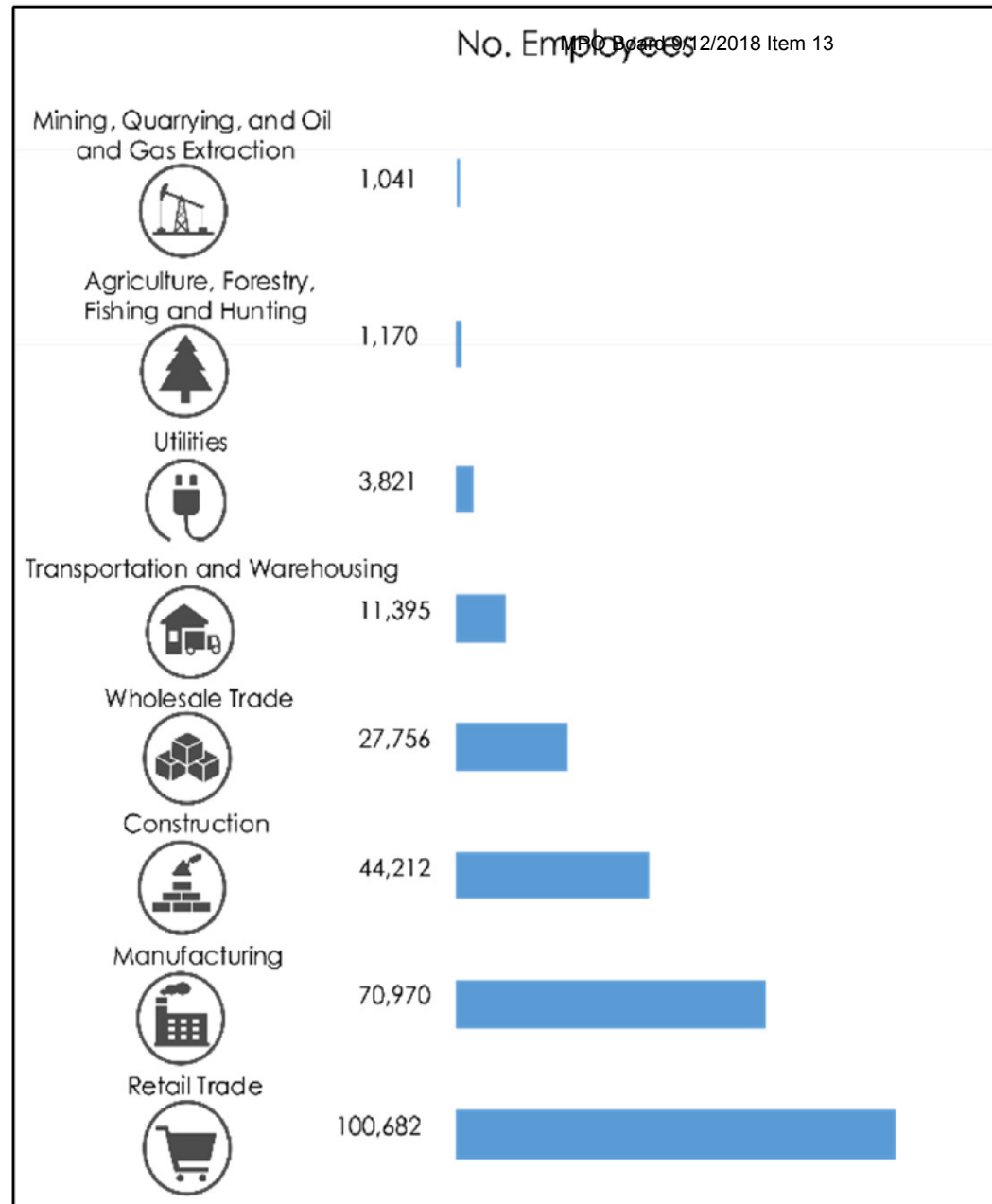
- ▶ Data Collection and Analysis (all modes):
  - Inventory
  - Trends
  - Forecasts of demand and capacity
  - Supply chains (e.g., high-tech manu., home delivery)
  
- ▶ Modes:
  - Highway
  - Rail
  - Air
  - Ports
  - Pipelines

# Key Points

Many freight intensive industries in Triangle

Raleigh-Durham moved ~20% (in value) of freight in N.C.

**Industries dependent on freight transportation make a \$21 billion contribution to the region's economy, accounting for one-third of its Gross Regional Product.**

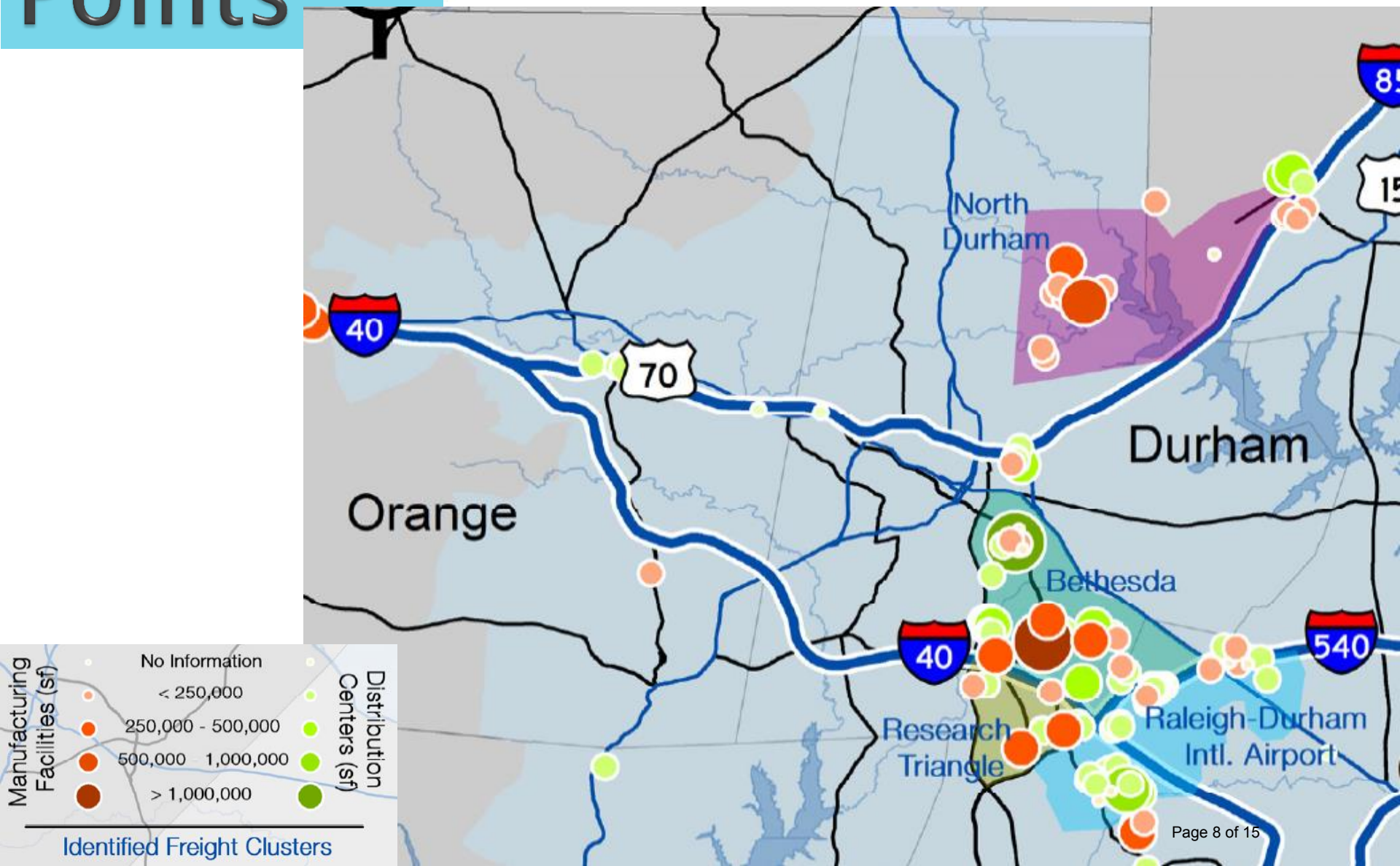


Triangle Region Employment by Freight-Dependent Industry, (InfoUSA – 2013)



# Key Points

There are several freight clusters in the DCHC MPO planning area





# Key Points

## Fundamental Requirements

Freight for manufacturing goods and consumer goods have a few fundamental requirements as fast, reliable delivery in a world where service standards continue climbing:

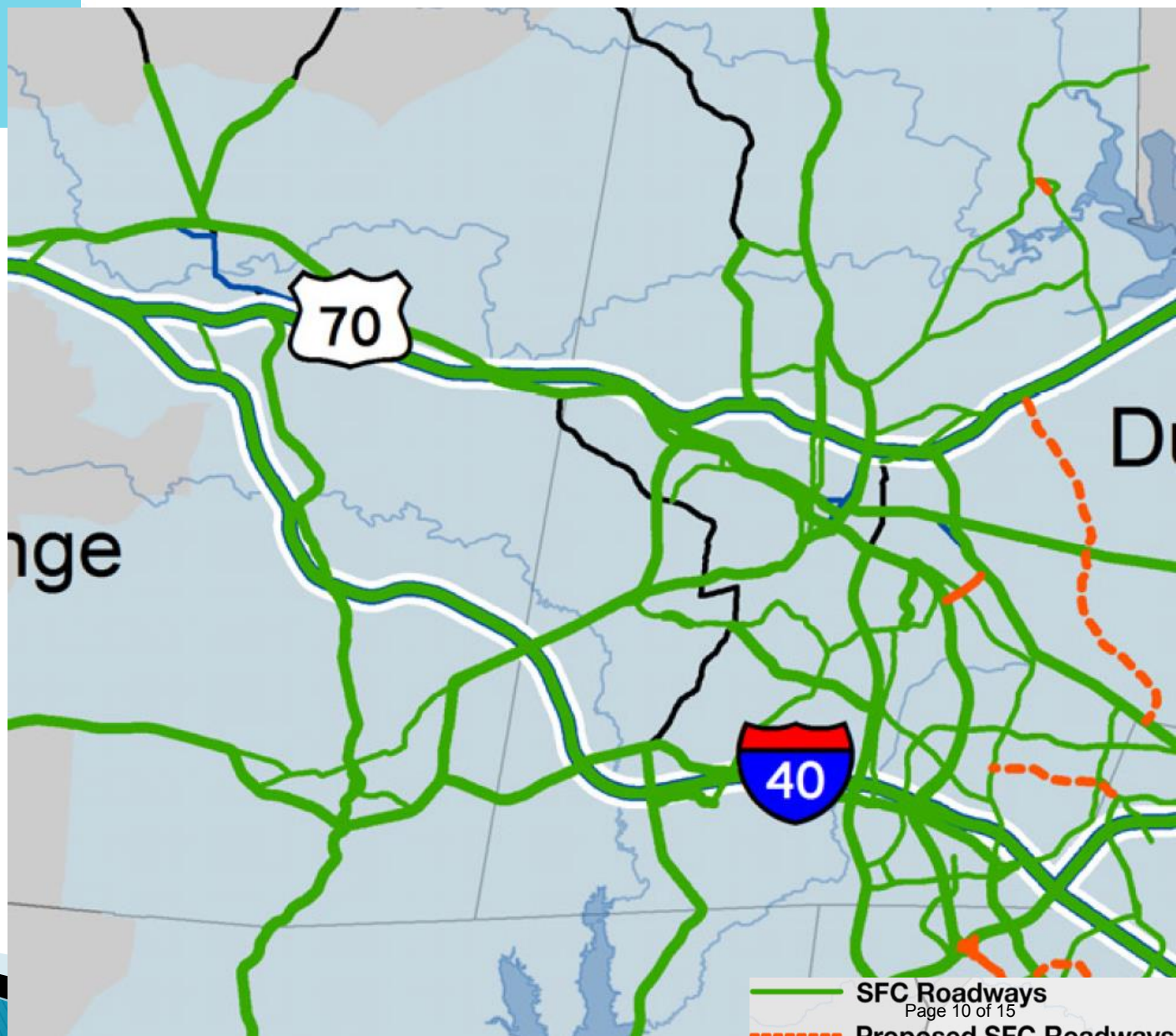
- Overcome delays and higher costs associated with congestion;
- Ability to locate logistics facilities where they are needed; and,
- Improve operations (e.g., tight turns, low bridges, access management)

# Strategic Freight Corridor (SFC)

## Key Points

The Strategic Freight Corridor (SFC) is the core roadway freight network for long-term investment and protection.

Used many criteria: future truck volume, crashes, access to freight related industry and employment, and stakeholder feedback.

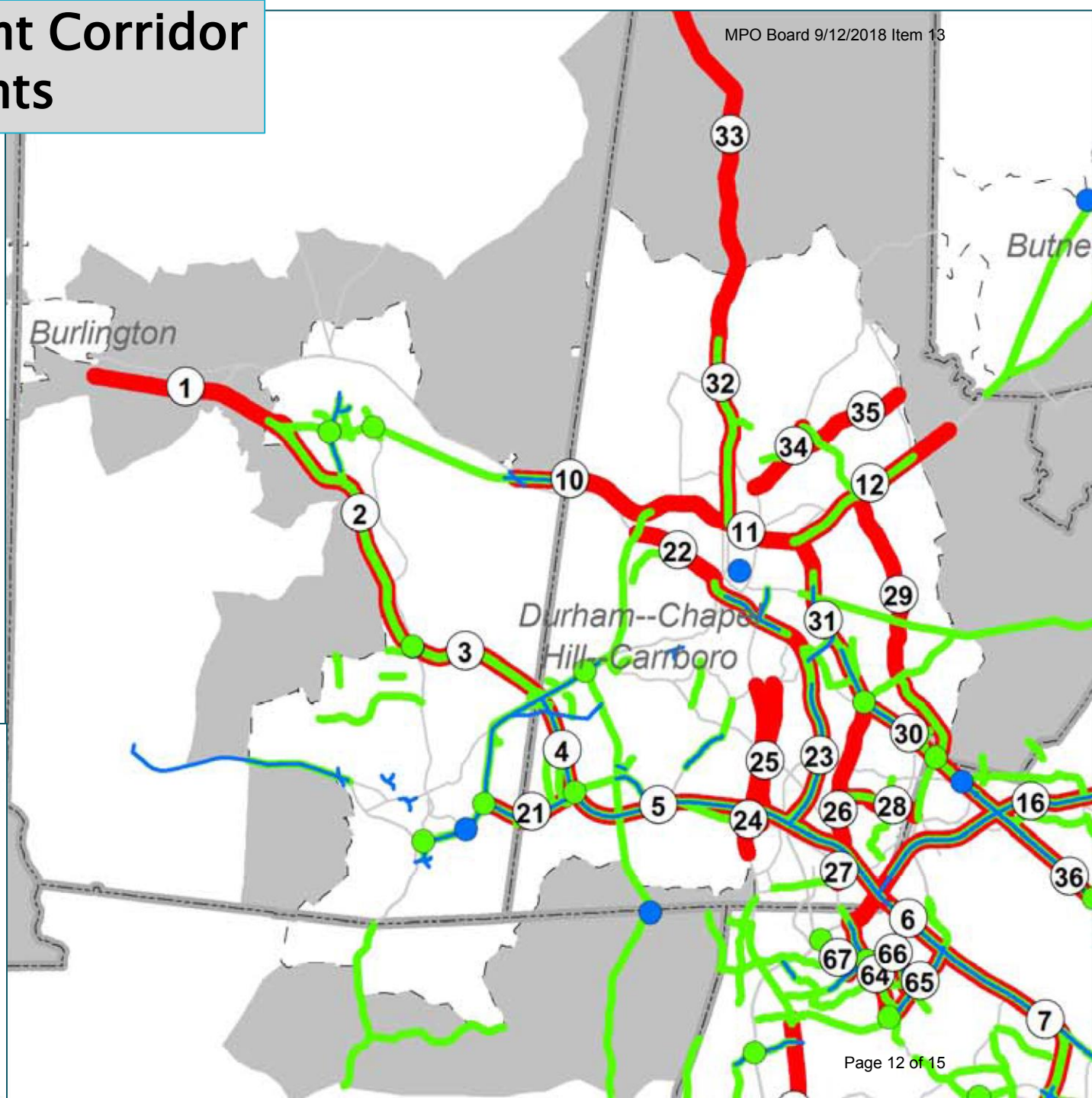
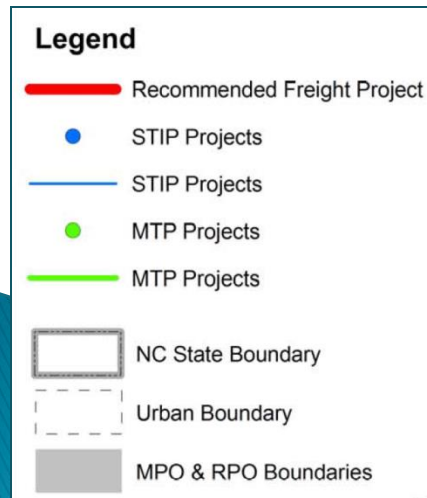


# Recommendations

## Strategic Freight Corridor (SFC) -- Improvements

- 24 project recommendations. Total cost is ~\$2.2 Billion for DCHC MPO
- Improvements – Almost all projects widening or new roadway.
- Overlap – Most projects already in 2045 MTP and CTP; and, many in 2018–2027 TIP
- Gap – Ten projects not in TIP, but relatively minor
- Operations – Set of operational standards for SFC

# Strategic Freight Corridor -- Improvements





# Recommendations

## Development Policy & Programs

- Freight Oriented Development (FOD) – support development of new FOD in diverse points of access to regional market
- Support redevelopment of older freight clusters
- Adopt access management strategies
- Adopt roadway design standards in FOD areas that are adequate for heavy truck movement.
- Discourage incompatible uses (e.g., residential) along freight and rail lines

# Recommendations

## Multimodal

- Maintain/Improve port access to Wilmington (I-40) and Norfolk (I-87)
- Improve rail intermodal access in Greensboro and Rocky Mount corridor
- Retain rail carload service
- Improve rail/roadway grade crossings
- Support GoTriangle passenger rail for indirect benefits to freight
- Maintain/Improve airport access corridors including I-40, I-540, and US 70

# **\*\* Discussion \*\***



**DCHC**  
Metropolitan Planning Organization  
Planning Tomorrow Today



*Chatham County  
Durham County  
Orange County  
Town of Carrboro  
Town of Chapel Hill  
City of Durham  
Town of Hillsborough*

## **Amendment #1 -- Farrington Road**

**Durham-Chapel Hill-Carrboro Metropolitan  
Planning Organization**  
Comprehensive Transportation Plan  
September 14, 2018



## Amendment #1 – Farrington Road

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) hereby amends the Comprehensive Transportation Plan (CTP) to change the proposed future configuration of the segment of Farrington Road between Southwest Durham Drive and the Falconbridge Road Extension. The originally adopted CTP lists this roadway segment as a future four-lane, divided cross-section. Amendment #1 changes the cross-section to be a two-lane, divided cross-section with bike lanes and sidewalks. The CTP highway map on page 4 shows the roadway segment that is to be amended. A larger, interactive map can be found at the top of the following CTP Web page: [www.bit.ly/DCHCMPO-Adopted-CTP](http://www.bit.ly/DCHCMPO-Adopted-CTP)). Note that the CTP uses a distinct name, i.e., boulevard, and map symbology for divided roadways.

## Reasons for the Change

The MPO believes that a two-lane, divided cross-section that includes bicycle and pedestrian facilities is more appropriate for forecasted traffic volume in that corridor and the future, adjacent land use. The map on page 5 depicts the likely future roadway network in the so-called Leigh Village area where a Durham-Orange Light Rail Transit station is planned, and shows the capacity and forecasted traffic volumes on the two north/south arterial boulevards. The 2045 traffic volume forecast for Farrington Road, 16,000 to 22,000vpd (vehicles per day), might exceed the two-lane divided capacity, 18,000vpd. However, the Southwest Durham Drive capacity, 18,000vpd, will significantly exceed the 2045 traffic volume forecast, 8,000vpd. These two roads are parallel and will be connected by local roads and collector roads stipulated in the *Southwest Durham/Southeast Chapel Hill Collector Street Plan*. If vehicle traffic becomes congested on Farrington Road, traffic can easily divert to the Southwest Durham Drive that has excess capacity.

The adjacent land use also includes the future Rail Operations and Maintenance Facility (ROMF) for the Durham-Orange Light Rail Transit system that will be located east of Ephesus Church Road between Farrington Road and I-40. The right-of-way (ROW) for a four-lane roadway, a minimum of 110', would make it difficult for the ROMF to provide adequate screening between the ROMF and adjacent residential development. The roadway ROW would reduce the available land for creating the screening.

Finally, the two-lane divided cross-section is safer for bicyclists and pedestrians to cross than a four-lane section. The adjacent area is expected to continue to be developed with medium- to low-density residential communities and the Creekside Elementary School is only one block from Farrington Road.

## Changes to the CTP Map and Report

Based on Amendment #1, the originally adopted CTP map and report is changed as described below.

Map -- The official CTP map will not need to be changed because the line symbology for 2- and 4-lane boulevards is the same in the CTP.

Appendix C, Street Inventory -- The table below shows the current and proposed amendment #1 attributes for this segment of Farrington Road in the CTP. The change is shown in **bold blue** font – the cross section will be 2L (2-lane, divided with bicycle and pedestrian facilities). Note that the original CTP report used the 2040 forecasts from version 5 of the Triangle Regional Model (TRM). The MPO analysis for this amendment uses the updated TRM, i.e. version 6, and therefore the analysis and CTP report forecasts values might vary slightly.

Highway												
ID	Facility	Segment		Dist. (mi)	Lanes	2015 Existing System		2040 Proposed System				CTP Class
		From	To			Existing Capacity (vpd)	2011 Volume	2040 Volume E+C	2040 V/C	Status	Cross-Section	
Current CTP...												
DURH0039-H	Farrington Rd	Falconbridge Ext.	Southwest Durham Dr	0.8	2	12,700	11,000	23,200	1.80	NI	4D	Blvd
Amendment												
DURH0039-H	Farrington Rd	Falconbridge Ext.	Southwest Durham Dr	0.8	2	12,700	11,000	23,200	1.80	NI	<b>2L</b>	Blvd

Unaddressed Deficiencies -- The table below shows the addition of Farrington Road to the CTP Unaddressed Deficiencies table in chapter 2 of the report. It indicates that a parallel boulevard with excess capacity, i.e., Southwest Durham Drive, will be able accommodate trips that are diverted from a congested Farrington Road. The combined capacity of Farrington Rd and Southwest Durham Drive, 36,600 (2 x 18,300), will exceed the estimated combined volume of approximately 30,000.

Roadway Name	Location		
	From	To	Jurisdiction
Farrington Rd	Falconbridge Ext	Southwest Durham Dr	DurCity, Dur

Reasons for No Recommended Improvements				Existing			2040	
Need	Comm	Parallel	Notes	Current Count	No. of Lanes	Capacity (Cap.)	Volume (Vol.)	Vol./Cap. (V/C)
--	--	Par	Parallel: Southwest Durham Dr		2	12,700	23,200	1.3

Public Involvement -- The CTP public involvement section, page 1-54 of the original report, hereby includes the summary of the amendment #1 activities, notices, website information and responses as discussed in the section below.

## Public Involvement

Schedule -- The MPO's public involvement policy requires that a proposed amendment to the CTP be released for public input for a minimum of 42 days. The schedule for Amendment #1 was as follows:

- May 9 -- DCHC MPO Board released amendment #1 for public input.
- June 13 -- DCHC MPO Board conducted a public hearing on Amendment #1.
- June 20 -- Public involvement period ended.
- September 12 -- DCHC MPO Board can adopt amendment #1.

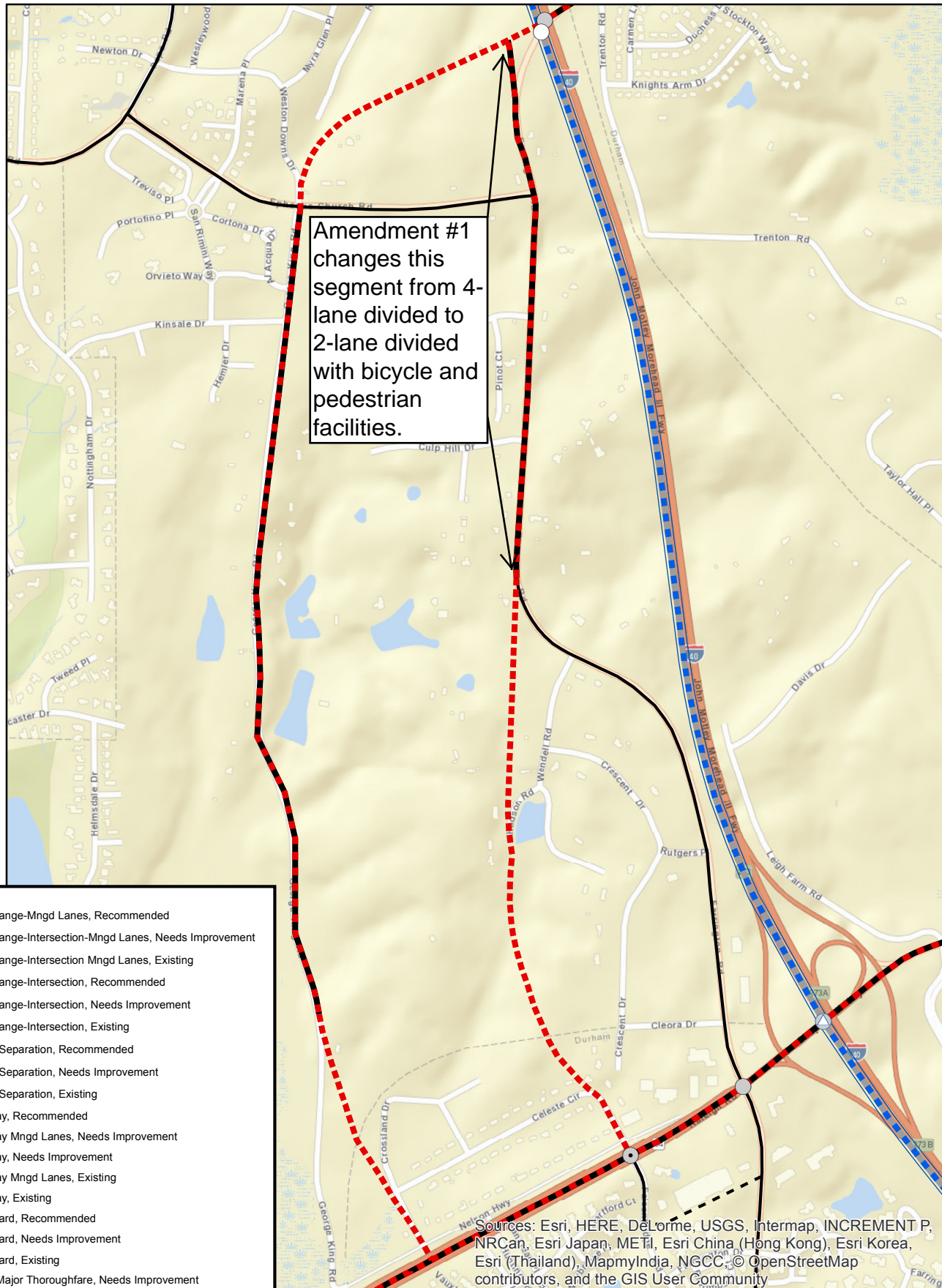
Notification -- The MPO posted the amendment and schedule on its Web site and included maps and traffic volume forecasts. Notice was also sent through the social media contact, e.g., Twitter and Facebook, for the DCHC MPO and Durham Transportation Department.

Public Comment -- A citizen, Phil Post, met with MPO staff and spoke at the June 13 public hearing. He believes that traffic from the current development of apartment buildings and expected future development in the Leigh Village area would require a four-lane roadway in this particular segment of Farrington Road. Mr. Post will also meet with MPO and GoTriangle staff and a local elected official to discuss the proposed amendment. The MPO did not receive any email or other comments.

Alternatives -- The MPO considered some alternatives to the two-lane divided cross-section. Staff believe that a four-lane boulevard would have much unused capacity (i.e., 36,000vpd capacity for projected volumes of 16,000 to 22,000vpd), and the relatively wide roadway would be a safety hazard for bicyclists and pedestrians, and be inappropriate for the expected residential development adjacent to the roadway. The MPO also considered a two-lane undivided cross-section but it does not have the roadway crossing advantages that a boulevard has for bicyclists and pedestrians. Also, the two-lane non-divided capacity is lower than the boulevard capacity (i.e., 13,000vpd vs. 18,000vpd) and therefore doesn't offer as much assurance that the roadway will not be congested when the area gets developed.

# Comprehensive Transportation Plan (CTP)

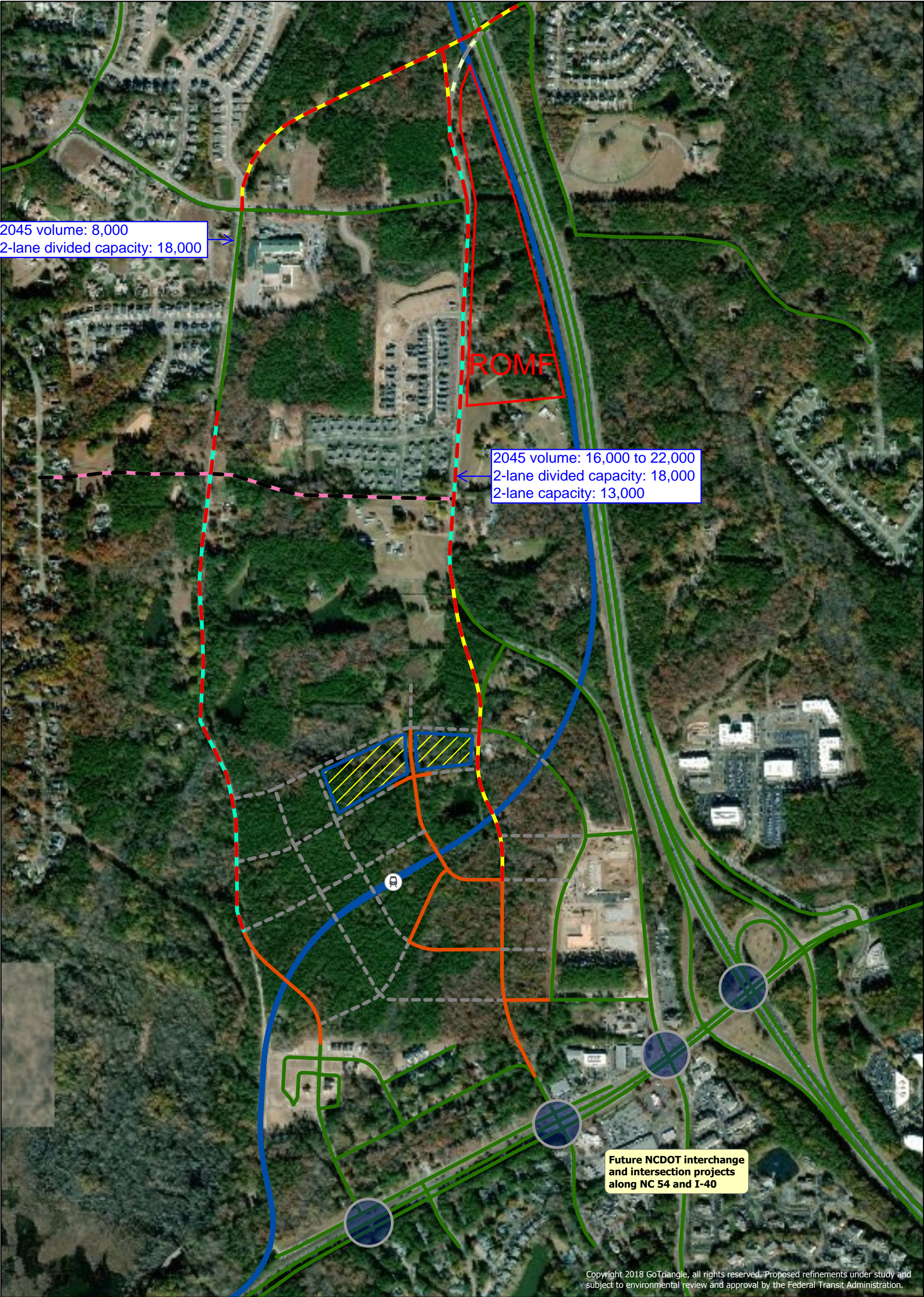
## DCHC MPO -- Amendment #1



This is a close-up view of the CTP highway map.  
See [www.bit.ly/DCHCMPO/Adopted-CTP](http://www.bit.ly/DCHCMPO/Adopted-CTP) for a full, interactive map.

07/26/18





**Legend**

**Leigh Village roadway network**

- Existing road
- Future conceptual road
- Built as part of D-O LRT Project

**Future planned roads**

- CTP - New road
- CTP - Upgraded road
- CTP - Removed road

- D-O LRT alignment
- Leigh Village Station

**Durham-Orange Light Rail Transit**  
**Draft Leigh Village roadway network**  
**July 2018**

00.130.25 Miles



Would you like to help improve transportation services for seniors and persons with disabilities in the urban area of Durham and Orange counties, and northeastern Chatham County?



The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is updating the five-year plan for coordinated human services and public transportation in the region. The perspective of your organization is needed to update the 2014 Coordinated Public Transportation Plan (CPT) and provide better services throughout our region.

A planning workshop is scheduled for non-profits, human service agencies, transit providers, and the public. Please join us in identifying community needs and providing recommendations for transit services. This workshop is being hosted by the DCHC-MPO, which is the area's regional transportation planning organization.

Please choose one (or both) to attend and RSVP by September 4, 2018 to [robert.jahn@durhamnc.gov](mailto:robert.jahn@durhamnc.gov)

Las partes críticas de los planes pueden ser traducida en español sobre petición.

## Chapel Hill

Orange County Seymour Center  
2551 Homestead Rd  
Chapel Hill, NC 27516

Tuesday, September 18, 2018  
9-11:30am

## Durham

Durham County Cooperative Extension  
721 Foster St  
Durham, NC 27701

Thursday, September 20, 2018  
9-11:30am

## 2018 Program of Projects (FFY17 and FFY18 funds) - Section 5310 Grant

Program of Projects: Section 5310 FTA Grant Program

FTA/TrAMS Project ID: 1060-2018-1 (draft ID)

MPO Approval Date	Subrecipient / Type of Agency	Project Name	Description of the Service / Location of Service	Project Type	Total Cost	Local Share	Federal Share	% Federal	Point of Contact
<b>Total Federal Share Non-Traditional Project: \$140,000 (28.4% of Apportioned Federal Share)</b>									
9.12.18	Chapel Hill Transit Public Transit	ADA Bus Stop Review and Design	The project will review existing busstops in Chapel Hill and Carrboro for compliance with ADA and provide all necessary design work to make stops more accessible for seniors and persons with disabilities. <b>Location:</b> Orange County	Operating	\$ 40,000	\$ 20,000	\$ 20,000	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
9.12.18	Chapel Hill Transit Public Transit	EZ Rider Senior Shuttle	Chapel Hill Transit (CHT) will provide feeder service to the elderly and disabled population in the Chapel Hill/Carrboro area with the CHT EZ Rider Senior Shuttle service. <b>Location:</b> Orange County	Operating	\$ 240,000	\$ 120,000	\$120,000	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
<b>Total Federal Share Traditional Projects: \$310,000 (62.9% of Apportioned Federal Share)</b>									
9.12.18	GoDurham Public Transit	GoDurham ACCESS ADA trips beyond 3/4 mile	The project will purchase service for passengers who are eligible for ADA services but reside outside the 3/4 mile ADA service area of GoDurham. <b>Location:</b> Durham County	Capital	\$ 125,000	\$25,000	\$100,000	80%	Pierre Osei-Owusu, 919-560-1535, 101 City Hall Plaza, Durham NC, 27701
9.12.18	Durham County Access Public Transit	GO' Durham County Access	The project will purchase demand-response service for residents of Durham County to destinations for health and health-related, work and personal needs. <b>Location:</b> Durham County	Capital	\$ 125,000	\$25,000	\$100,000	80%	Morris White, 919-560-8757, 721 Foster St, Durham, NC 27701
9.12.18	Orange County Dept. on Aging Local Government Agency	Orange County STEAMM	The project will support an aging-related mobility manager responsible for educating older adults about public transportation systems, expand and manage a volunteer driver program, and purchase service from transportation operators to provide better access to community services. <b>Location:</b> Orange County	Capital	\$ 137,500	\$27,500	\$110,000	80%	Lisa Berley, 919-245-4275, 2551 Homestead Rd., Chapel Hill, NC 27516
Admin is 8.6% of Apportioned Federal Share									
9.12.18	DURHAM MPO Government	DCHC MPO-wide Admin.	Administration of the 5310 program <b>Location:</b> Orange, Durham, & Chatham Counties	Admin.	\$ 42,598	N/A	\$42,598	100%	Meg Scully, 919-560-4366, 101 City Hall Plaza, Durham, NC, 27701

<b>Totals:</b>	\$ 710,098	\$217,500	<b>\$ 492,598</b>
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## **2018 Program of Projects (FFY17 and FFY18 funds) - Section 5310 Grant**



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

**AMENDMENT #5  
September 12, 2018**

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

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

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

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

**WHEREAS**, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

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

**WHEREAS**, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2018-2027 Transportation Improvement Program as described in the attached sheets; and

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

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

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

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #5 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on September 12, 2018, and as described in the "FY 2018-2027 TIP Amendment #5 Summary Sheet" on this, the 12<sup>th</sup> day of September, 2018.

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Damon Seils, MPO Board Chair

Durham County, North Carolina

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

Date: September 12, 2018

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

Durham - Chapel Hill - Carrboro  
Metropolitan Planning Organization Board  
September 12, 2018

**FY 2018-2027 TIP Amendment #5 Summary Sheet**

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

- **TG-6178A GoDurham Purchase of Service:** Add 5310 funding for FY19.
- **TP-5157 ADA Bus Stop Review and Design:** Create a new project and add 5310 funding for FY19.
- **TQ-3001 Durham County Access Onboard Access:** Add 5310 funding for FY19.
- **TQ-3002 Orange County STEAMM:** Add 5310 funding for FY19.
- **TQ-6104 EZ Rider Senior Shuttle:** Add 5310 funding for FY19.
- **TQ-7002 DCHC MPO 5310 Admin:** Add 5310 funding for FY19.

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: 8-13-18

Amendment Requested By: DCHC MPO

### Existing Project Details

Project Name: GoDurham Purchase of Service

STIP/TIP #: TG-6178A

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
2018	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$200,000	\$0	\$50,000	\$250,000

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
2018	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
2019	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$300,000	\$0	\$75,000	\$375,000

Total Project  
Cost

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

### **Project Details - Continued**

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

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

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

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

The project will purchase service for passengers who are eligible for ADA services but reside outside the 3/4 mile ADA service area of GoDurham. This amendment adds 5310 funds to the project for the upcoming fiscal year.

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

## **TIP Amendment Request - Add or Create a New Project**

### **Amendment Request Details**

Date: 8-13-18

Amendment Requested By: DCHC MPO

### **Existing Project Details**

Project Name: ADA Bus Stop Review and Design

STIP/TIP #: TP-5157

Jurisdiction/Agency: Chapel Hill Transit

WBS # or Federal Aid #:

Munis Grant #:

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

<b>FY</b>	<b>Phase/Work</b>	<b>Funding Source</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>	<b>Total</b>
2019	Operations	5310	\$20,000	\$0	\$20,000	\$40,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$20,000	\$0	\$20,000	\$40,000

Total Project  
Cost

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

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

The project will review existing bus stops in Chapel Hill and Carrboro for compliance with ADA and provide all necessary design work to make stops more accessible for seniors and persons with disabilities.

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

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: 8-13-18

Amendment Requested By: DCHC MPO

### Existing Project Details

Project Name: Durham County Access Onboard Access

STIP/TIP #: TQ-3001

Jurisdiction/Agency: Durham County

WBS or Local ID or Federal Aid #:

MUNIS #:

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$0	\$0	\$0	\$0

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Capital	5310	\$100,000	\$0	\$25,000	\$125,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$100,000	\$0	\$25,000	\$125,000

Total Project  
Cost

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

### **Project Details - Continued**

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

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

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

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

The project will purchase demand-response service for residents of Durham County to destinations for health and health-related, work and personal needs. This amendment adds 5310 funds to the project for the upcoming fiscal year.

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



## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: 8-13-18

Amendment Requested By: DCHC MPO

### Existing Project Details

Project Name: Orange County STEAMM

STIP/TIP #: TQ-3002

Jurisdiction/Agency: Orange County

WBS or Local ID or Federal Aid #:

MUNIS #:

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	5310	\$240,800	\$0	\$60,200	\$301,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$240,800	\$0	\$60,200	\$301,000

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	5310	\$240,800	\$0	\$60,200	\$301,000
2019	Capital	5310	\$110,000	\$0	\$27,500	\$137,500
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$350,800	\$0	\$87,700	\$438,500

Total Project  
Cost

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

### **Project Details - Continued**

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

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

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

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

The project supports an aging-related mobility manager responsible for educating older adults about public transit, expand and manage a volunteer driver program, and purchase service from transportation operators to provide access to community services. This amendment adds 5310 funds to the project for the upcoming fiscal year



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

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: 8-13-18

Amendment Requested By: DCHC MPO

### Existing Project Details

Project Name: EZ Rider Senior Shuttle

STIP/TIP #: TQ-6104

Jurisdiction/Agency: Chapel Hill Transit

WBS or Local ID or Federal Aid #:

MUNIS #:

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Operations	5310	\$120,000	\$0	\$120,000	\$240,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$120,000	\$0	\$120,000	\$240,000

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Operations	5310	\$120,000	\$0	\$120,000	\$240,000
2019	Operations	5310	\$120,000	\$0	\$120,000	\$240,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$240,000	\$0	\$240,000	\$480,000

Total Project  
Cost

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

### **Project Details - Continued**

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

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

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

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

Chapel Hill Transit (CHT) will provide feeder service to the elderly and disabled population in the Chapel Hill/Carrboro area with the CHT EZ Rider Senior Shuttle service. This amendment adds 5310 funds to the project for the upcoming fiscal year.

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

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: 8-13-18

Amendment Requested By: DCHC MPO

### Existing Project Details

Project Name: DCHC MPO 5310 Admin

STIP/TIP #: TQ-7002

Jurisdiction/Agency: DCHC MPO

WBS or Local ID or Federal Aid #:

MUNIS #:

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Admin	5310	\$28,390	\$0	\$0	\$28,390
2018	Admin	5310	\$48,000	\$0	\$0	\$48,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$76,390	\$0	\$0	\$76,390

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Admin	5310	\$28,000	\$0	\$0	\$28,000
2018	Admin	5310	\$48,000	\$0	\$0	\$48,000
2019	Admin	5310	\$42,958	\$0	\$0	\$42,958
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$118,958	\$0	\$0	\$118,958

Total Project  
Cost

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

### **Project Details - Continued**

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

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

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

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

Provides DCHC MPO with funds to administer the 5310 program. This amendment adds 5310 funds to the project for the upcoming fiscal year.

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

## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** September 12, 2018

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

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

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

### **Major UPWP – Projects**

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

- ✓ Completed
- Farrington Road Amendment likely to be adopted – September 2018

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

- 2045 MTP amendment related to Air Quality Conformity Determination will be released for public comment– September 2018
- Adopt 2045 MTP Amendment #1 – November 2018

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

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

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

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

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

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

**MPO Website Update and Maintenance**

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

**Triangle Regional Model Update**

- ✓ Completed
- Work Commences on the Rolling Household Survey

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

- ✓ Summarize MPO P4 projects not funded (“Holding Tank” for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 – May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) – July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 – September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT – September 29, 2017
- ✓ LPA updates local ranking methodology – December 2017
- ✓ TCC makes recommendation on local ranking methodology – January 2018
- ✓ Board approves local ranking methodology – March 2018
- ✓ MPO applies local ranking methodology for Regional projects – April 2018
- ✓ Board releases MPO initial Regional points list for local input/public comments – May 9, 2018
- ✓ LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2018
- ✓ Approval of Regional Impact points – June-July 2018
- ✓ Submission of Regional Impact points to NCDOT – July 2018
- ✓ MPO applies local ranking methodology for Division projects – August 2018
- ✓ Board releases MPO initial Division points list for local input/public comments – August 2018
- LPA addresses public comments and makes draft recommendation on local points for Division category – September 2018
- Approval of Division Impact points – October 2018
- Submission of Regional Impact points to NCDOT – November 2, 2018
- Draft STIP Released – January 2019

**Regional Freight Plan**

- ✓ Consultant Selection/Contract Approval Complete
- ✓ Kick-Off Meeting – Conducted in July 2015
- ✓ Stakeholder outreach and engagement – October 2015
- ✓ Formation of the freight advisory committee – October 2015
- ✓ Data collection, analysis and assessment – November 2015
- ✓ Freight goals & objectives and performance measures – February 2016
- ✓ Analysis of freight existing conditions and trends – TBD
- ✓ Forecasts of future demands (2035 and 2045) – TBD
- ✓ Evaluation of future conditions – TBD
- ✓ Strategic freight corridors and zones – TBD
- ✓ Recommendation & implementation strategies – TBD
- Final report and presentation – September 2018



- Release formal report for public comment – September 2018
- Approve final report – November 2018

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

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

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

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

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

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

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

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

### **Regional Intelligent Transportation System**

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

### **Regional Toll Study**

- ✓ Prepare project management and coordination plan
- ✓ Project initiation
- ✓ Survey and questionnaire/education
- ✓ Data preparation /data collection/screening
- ✓ Review state of the practice
- ✓ Analysis of market characteristics
- Screening and presentation to MPO Boards at joint MPO Board Meeting – October 2018
- Tolling and managed lane strategies
- Recommendations
- Project prioritization

### **Project Development/NEPA**

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

### **DOLRT-Engineering**

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

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

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

Up Coming Projects

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

<b>Contract Number:</b> C203394		<b>Route:</b> I-885, NC-147, NC-98 US-70	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> U-0071			
<b>Length:</b> 4.009 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM.			
<b>Contractor Name:</b> DRAGADOS USA INC			
<b>Contract Amount:</b> \$141,949,500.00		<b>Cost Overrun/Underrun:</b> 8.96%	
<b>Work Began:</b> 02/26/2015		<b>Letting Date:</b> 11/18/2014	
<b>Original Completion Date:</b> 05/10/2020		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 08/22/2018		<b>Scheduled Progress:</b> 69.22%	
<b>Latest Payment Date:</b> 09/05/2018		<b>Actual Progress:</b> 70.22%	

<b>Contract Number:</b> C203492		<b>Route:</b> SR-2220	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> EB-4707B			
<b>Length:</b> 1.756 miles		<b>Federal Aid Number:</b> STPDA-0505(64)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).			
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY			
<b>Contract Amount:</b> \$7,295,544.75		<b>Cost Overrun/Underrun:</b> 5.37%	
<b>Work Began:</b> 06/26/2017		<b>Letting Date:</b> 05/16/2017	
<b>Original Completion Date:</b> 05/14/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 07/31/2018		<b>Scheduled Progress:</b> 59.3%	
<b>Latest Payment Date:</b> 08/10/2018		<b>Actual Progress:</b> 58.72%	

<b>Contract Number:</b> C203567		<b>Route:</b> NC-55	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> U-3308			
<b>Length:</b> 1.134 miles		<b>Federal Aid Number:</b> STP-55(20)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST).			
<b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION			
<b>Contract Amount:</b> \$39,756,916.81		<b>Cost Overrun/Underrun:</b> 2.65%	
<b>Work Began:</b> 10/05/2016		<b>Letting Date:</b> 07/19/2016	
<b>Original Completion Date:</b> 03/30/2020		<b>Revised Completion Date:</b> 07/16/2020	
<b>Latest Payment Thru:</b> 08/15/2018		<b>Scheduled Progress:</b> 38.1%	
<b>Latest Payment Date:</b> 08/27/2018		<b>Actual Progress:</b> 31.36%	

<b>Contract Number:</b> C203987		<b>Route:</b> SR-1616	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> B-4943			
<b>Length:</b> 0.18 miles		<b>Federal Aid Number:</b> BRZ-1616(10)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> BRIDGE #20 OVER DIAL CREEK ON SR-1616.			
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY			
<b>Contract Amount:</b> \$1,475,475.00		<b>Cost Overrun/Underrun:</b> 1.97%	
<b>Work Began:</b> 05/07/2018		<b>Letting Date:</b> 01/16/2018	
<b>Original Completion Date:</b> 04/30/2019		<b>Revised Completion Date:</b> 05/14/2019	
<b>Latest Payment Thru:</b> 07/31/2018		<b>Scheduled Progress:</b> 42%	
<b>Latest Payment Date:</b> 08/10/2018		<b>Actual Progress:</b> 37.4%	

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

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

<b>Contract Number:</b> C204168		<b>Route:</b> -	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 15.188 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> 14 SECTIONS OF SECONDARY ROADS.			
<b>Contractor Name:</b> CAROLINA SUNROCK LLC			
<b>Contract Amount:</b> \$5,334,770.46		<b>Cost Overrun/Underrun:</b> 0%	
<b>Work Began:</b> 07/02/2018		<b>Letting Date:</b> 05/15/2018	
<b>Original Completion Date:</b> 11/30/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 07/31/2018		<b>Scheduled Progress:</b> 4%	
<b>Latest Payment Date:</b> 08/09/2018		<b>Actual Progress:</b> 6.8%	

<b>Contract Number:</b> DE00173		<b>Route:</b> SR-1104	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> W-5205V			
<b>Length:</b> 0 miles		<b>Federal Aid Number:</b> HSIP-1104(19)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> SR 1104/SR 1105 (HERNDON RD) AT SR 1106 (MASSEY CHAPEL/ BARBEE RD) IN DURHAM COUNTY			
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING INC			
<b>Contract Amount:</b> \$1,046,988.75		<b>Cost Overrun/Underrun:</b> 17.95%	
<b>Work Began:</b> 05/01/2017		<b>Letting Date:</b> 11/09/2016	
<b>Original Completion Date:</b> 08/18/2017		<b>Revised Completion Date:</b> 11/05/2017	
<b>Latest Payment Thru:</b> 08/15/2018		<b>Scheduled Progress:</b> 100%	
<b>Latest Payment Date:</b> 08/21/2018		<b>Actual Progress:</b> 82.81%	

<b>Contract Number:</b> DE00206		<b>Route:</b> SR-1308	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b>			
<b>Length:</b> 0.23 miles		<b>Federal Aid Number:</b>	
<b>NCDOT Contact:</b> Cameron D. Richards		<b>NCDOT Contact No:</b> (919)835-8200	
<b>Location Description:</b> BRIDGE #117 OVER MUD CREEK SR 1308 (CORNWALLIS ROAD)			
<b>Contractor Name:</b> DANE CONSTRUCTION INC			
<b>Contract Amount:</b> \$919,328.69		<b>Cost Overrun/Underrun:</b> 3.02%	
<b>Work Began:</b> 05/09/2018		<b>Letting Date:</b> 12/13/2017	
<b>Original Completion Date:</b> 02/24/2019		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 08/15/2018		<b>Scheduled Progress:</b> 67.12%	
<b>Latest Payment Date:</b> 08/23/2018		<b>Actual Progress:</b> 57.08%	

<b>Contract Number:</b> DE00228		<b>Route:</b> I-85	
<b>Division:</b> 5		<b>County:</b> Durham	
<b>TIP Number:</b> I-5729			
<b>Length:</b> 5.61 miles		<b>Federal Aid Number:</b> NHPP-0085(013)	
<b>NCDOT Contact:</b> James M. Nordan, PE		<b>NCDOT Contact No:</b> (919)220-4680	
<b>Location Description:</b> I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM			
<b>Contractor Name:</b> INTERSTATE IMPROVEMENT INC			
<b>Contract Amount:</b> \$4,168,265.78		<b>Cost Overrun/Underrun:</b> 56.23%	
<b>Work Began:</b> 03/13/2018		<b>Letting Date:</b> 10/11/2017	
<b>Original Completion Date:</b> 11/01/2018		<b>Revised Completion Date:</b>	
<b>Latest Payment Thru:</b> 08/22/2018		<b>Scheduled Progress:</b> 100%	
<b>Latest Payment Date:</b> 08/28/2018		<b>Actual Progress:</b> 76.06%	

<b>Contract Number:</b> DE00248		<b>Route:</b> SR-1637	
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<b>Division:</b> 5	<b>County:</b> Durham
<b>TIP Number:</b>	
<b>Length:</b> 0.18 miles	<b>Federal Aid Number:</b> 15005.1032011
<b>NCDOT Contact:</b> James M. Nordan, PE	<b>NCDOT Contact No:</b> (919)220-4680
<b>Location Description:</b> BRIDGE #72 IN DURHAM COUNTY	
<b>Contractor Name:</b> DANE CONSTRUCTION INC	
<b>Contract Amount:</b> \$1,123,051.10	<b>Cost Overrun/Underrun:</b> 0.01%
<b>Work Began:</b> 06/14/2018	<b>Letting Date:</b> 05/23/2018
<b>Original Completion Date:</b> 03/21/2019	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 08/07/2018	<b>Scheduled Progress:</b> 28%
<b>Latest Payment Date:</b> 08/13/2018	<b>Actual Progress:</b> 20.13%

<b>Contract Number:</b> DE00253	<b>Route:</b> -
<b>Division:</b> 5	<b>County:</b> Durham
<b>TIP Number:</b> W-5705K	
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> HSIP-1327(006)
<b>NCDOT Contact:</b> James M. Nordan, PE	<b>NCDOT Contact No:</b> (919)220-4680
<b>Location Description:</b> SR 1327 (GREGSON ST) AND LAMOND AVE	
<b>Contractor Name:</b> TRAFFIC CONTROL DEVICES INC	
<b>Contract Amount:</b> \$0.00	<b>Cost Overrun/Underrun:</b> 0%
<b>Work Began:</b> 09/01/2018	<b>Letting Date:</b> 07/25/2018
<b>Original Completion Date:</b> 02/28/2019	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b>	<b>Scheduled Progress:</b> 0%
<b>Latest Payment Date:</b>	<b>Actual Progress:</b> 0%

<b>Contract Number:</b> DE00255	<b>Route:</b> US-501
<b>Division:</b> 5	<b>County:</b> Durham
<b>TIP Number:</b> W-5705C	
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> HSIP-0501(046)
<b>NCDOT Contact:</b> James M. Nordan, PE	<b>NCDOT Contact No:</b> (919)220-4680
<b>Location Description:</b> US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR	
<b>Contractor Name:</b> ALS OF NORTH CAROLINA LLC	
<b>Contract Amount:</b> \$0.00	<b>Cost Overrun/Underrun:</b> 0%
<b>Work Began:</b>	<b>Letting Date:</b> 05/23/2018
<b>Original Completion Date:</b> 12/21/2018	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b>	<b>Scheduled Progress:</b> 0%
<b>Latest Payment Date:</b>	<b>Actual Progress:</b> 0%

## NCDOT Division 5 Contract Status

Let Est	TIP Sub No.	Let Type	Description	R/W (B)	Division Project Manager	Con Est	ROW Est	Comments
12/18	U-5745	Division POC	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	07/17	STEPHEN REID DAVIDSON	\$1,300,000	\$150,000	Utility Agreement needed with City
12/18	EB-4707A	Division POC	SR 1838/ SR 2220 FROM US 15/501 IN ORANGE COUNTY TO SR 1113(POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	08/15	BENJAMIN J. UPSHAW	\$2,844,000	\$1,534,000	Utility Agreement needed with OWASA
12/18	W-5601EM	Division POC	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.		JOHN EDWARD SANDOR	\$14,000		coordinating with the city
01/19	W-5705M	Division POC	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		JOHN EDWARD SANDOR	\$80,000		waiting on final designs
01/19	W-5705U	Division POC	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		JOHN EDWARD SANDOR	\$20,000		
01/19	W-5705V	Division POC	NC 54 AT HUNTINGRIDGE ROAD		JOHN EDWARD SANDOR	\$80,000		
04/19	U-5968	Raleigh Lettin	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM			\$21,865,000	\$750,000	
08/19	I-5994	Division Desig	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.		DOUGLAS R. MCNEAL	\$6,652,000		
08/19	I-5995	Division Desig	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015(AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		DOUGLAS R. MCNEAL	\$5,272,000		
01/20	I-5993	Division Desig	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994. PROJECT CREATED PER THE DRAFT 2020-2029 STIP.		DOUGLAS R. MCNEAL	\$4,900,000		
04/20	U-5717	Division Desig	US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT-GRADE INTERSECTION TO INTERCHANGE	04/19	BENJAMIN J. UPSHAW	\$27,700,000	\$53,500,000	25% plans approved, VE study completed
05/20	U-5516	Division Desig	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	05/19	BENJAMIN J. UPSHAW	\$5,500,000	\$6,341,000	Public meeting 8/23/2018
06/20	I-5707	Raleigh Lettin	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/19		\$3,550,000	\$323,000	
06/20	P-5717	Raleigh Lettin	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	06/19		\$10,000,000	\$2,500,000	
09/20	W-5705S	Division POC	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP		JOHN EDWARD SANDOR	\$460,000		
12/20	B-5674	Raleigh Lettin	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/19		\$2,209,000	\$110,000	
04/21	W-5705T	Division POC	SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT	04/20	JOHN EDWARD SANDOR	\$800,000	\$85,000	
01/22	I-6000	Division POC	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		DOUGLAS R. MCNEAL	\$4,541,000		
02/22	U-5934	Design Build	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT	44607		\$177,100,000	\$2,148,000	
03/22	U-5720A	Design Build	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	44635		\$57,000,000	\$35,800,000	
03/22	U-5720B	Design Build	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION	44635		\$25,300,000	\$17,321,000	
03/22	U-5720C	Design Build	US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	44635		\$110,800,000	\$40,400,000	
01/23	I-5998	Division POC	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 & I-6000.		DOUGLAS R. MCNEAL	\$3,800,000		

## NCDOT Division 5 Contract Status

Let Est	TIP Sub No.	Let Type	Description	R/W (B)	Division Project Manager	Con Est	ROW Est	Comments
02/23	U-6021	Division Desig	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	02/21	BENJAMIN J. UPSHAW	\$13,770,000	\$5,769,000	traffic analysis under review
03/23	U-5937	Raleigh Lettin	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1445(SOUTH DUKE STREET)TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AULILIARY LANES AND OPERATIONAL IMPROVEMENTS.	03/21		\$47,001,000	\$10,202,000	



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

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

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

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

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

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



# North Carolina Department of Transportation

## Active Projects Under Construction - Orange Co.

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



## North Carolina Department of Transportation

### Active Projects Under Construction - Orange Co.

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

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

## The downtown Durham loop ‘should go away.’ Should N.C. 147, too?

The Herald-Sun By Dawn Baumgartner Vaughan August 29, 2018

DURHAM – Should highways go through cities?

Many do, including the Durham Freeway, which cut right through the historic African-American neighborhood of Hayti. nearly 50 years ago.

But should it be torn up?

A transportation engineer who has worked on removing highways from the center of cities raised the idea of removing or mitigating the impact of highways in Durham on Wednesday.

Ian Lockwood of Toole Design Group spoke at Downtown Durham Inc.’s speaker series, presenting what’s been done in other cities and lessons Durham could learn from the “Urban Freeway Removal Movement.”

Ways to mitigate a highway through a city:

- Walls or fences surrounding the highway.
- Underpasses and overpasses.
- Elevating the highway.
- Depressing the highway.
- Tunnels.

Mitigation solves small problems like noise, light pollution and obstacles to walking and bicycling.

The Durham Freeway, or N.C. 147, has several points where overpasses let local roads cross the freeway. It also has a pedestrian bridge over one section, between the Alston Avenue and Briggs Avenue exits. The R. Kelly Bryant Jr. Pedestrian Bridge, named for the late African-American leader, is lit at night with an arc of bright blue LED lighting. It opened in 2010, replacing a former bridge. It connects Lakeland Street, which was severed by construction of N.C. 147.

Building highways through African-American neighborhoods was “an ugly part of transportation history,” Lockwood said.

Durham City Council member Charlie Reece said this wasn’t the first time he’s heard of getting rid of the freeway. He said questions that come up are about where the people living near it go after a “great renewal.”

Council member Javiera Caballero said she’d want those who stuck it out and still live near the freeway to still have a place to live that they can afford.

Neither said they want the freeway removed, but they do want the downtown loop to become two-way again. The city has applied in the past for grants to unravel the loop but hasn’t received them.

“The loop should go away,” Caballero said.

Beyond making the loop two-way, Reece wants to straighten out its curves by City Hall.

Downtown Durham Inc. has [also called for making the loop two-way](#), and the [master plan for the Durham Belt Line also calls to make the loop two-way](#).

Lockwood was a transportation planner in West Palm Beach, Florida, in the 1990s, when it was the subject of a documentary about crack cocaine.

"Anyone with a choice had left the city," he said. He was also there during a time when planning helped change the city in a variety of ways, including reopening one-way streets into two-way streets, widening sidewalks and making room for pedestrians and bicyclists.

"The idea is to build what you want as a place," Lockwood said. Not having left turning lanes, for example, brings congestion, "but the thing is, nobody minds ... if you have a cool and wonderful downtown."

### **What's next**

[Downtown Durham Inc.](#) CEO Nicole J. Thompson said the group has no position on Lockwood's ideas, but created the speaker series to share ideas from outside Durham. The next one, Sept. 25, will be about the role of design and inclusive communities.

## **More electric buses are coming to the Triangle**

The Herald-Sun By Richard Stradling August 29, 2018

RALEIGH – GoTriangle and Chapel Hill Transit have each received federal grants to help buy their first electric buses.

The transit agencies plan to each add two electric buses to their fleets sometime in 2020. The buses are more expensive to buy, particularly when the charging stations and other equipment are included, but are cheaper to operate than diesel buses and produce no tailpipe emissions.

The Federal Transit Administration last week awarded \$943,000 to GoTriangle and \$1.38 million to Chapel Hill Transit. Both agencies plan to use the money to order 40-foot buses that will take 18 to 24 months to build and deliver.

"Buses are made to order," said Brian Litchfield, director of Chapel Hill Transit. "Unlike cars, you can't just go down to the local dealership and say 'Hey, this is what I want.'"

GoTriangle expects to order its buses from Proterra, a California company that builds electric buses in Greenville, S.C., at a cost of as much as \$980,000 per bus, said spokesman Mike Charbonneau. That's more than twice the cost of a traditional diesel bus, Charbonneau said. But Proterra says its electric buses should last 18 years, compared to 12 for a diesel, and GoTriangle expects each electric bus to cost \$250,000 to \$400,000 less to operate over its lifespan.

The federal grant essentially makes up the difference in costs for two electric buses compared to diesel, Charbonneau said. GoTriangle has 67 full-size diesel buses; two will be retired when the electrics arrive.

Chapel Hill Transit also plans to buy two buses, but doesn't know yet which company will build them, Litchfield said. The agency has 93 diesel buses and will likely retire two when it receives the electric ones.

These will not be the first electric buses in the Triangle. Raleigh-Durham International Airport has ordered four Proterra buses, with the help of a \$1.6 million grant from the Federal Aviation Administration, and expects those will be shuttling passengers between terminals and remote parking lots starting next spring.

Last year, GoTriangle and Chapel Hill Transit teamed up with GoRaleigh and GoCary to apply for a \$3.27 million federal grant to buy seven electric buses. The agencies did not win the grant.



## NC left Durham-Orange Light Rail with a \$57M gap. Now Durham says it can fill it.

The Herald-Sun By Dawn Baumgartner Vaughan August 27, 2018

DURHAM – Durham County now says it can fill a \$57.6 million state funding gap for the Durham-Orange light rail project.

The Durham-Orange Light Rail Transit project is an 18-stop, 17.7-mile line that will run from UNC Hospitals in Chapel Hill to N.C. Central University in Durham, with stops along the way including Duke University and downtown Durham. Most of the line is in Durham.

The Durham County Board of Commissioners approved a letter from Commissioners Chair Wendy Jacobs to the GoTriangle Board of Trustees on Monday night, agreeing to fund the \$57.6 million gap created after the N.C. General Assembly changed the funding makeup this summer.

As recently as June GoTriangle said the project's partners still needed to figure out how to fill the funding gap. Jacobs wrote that she, Commissioner Ellen Reckhow and Orange County Commissioners Mark Dorosin and Mark Marcoplos met several times this summer to work it out.

Now Durham County has determined it has enough money in its dedicated local transit revenues, Jacobs wrote.

"Based on updated modeling with still conservative estimates, Durham County's dedicated transit revenues are robust and sufficient to cover the revenue shortfall," she wrote. "Durham County is committed to using these additional funds for this purpose."

The commissioners unanimously approved their chair's letter at Monday night's meeting.

Commissioner Heidi Carter said she wanted to make it clear that the money will not be coming from some additional tax.

"It's not going to take away from other transit plans, bus services, or other initiative we approved last year for the county," Carter said.

After the meeting, Jacobs said they were fortunate to have the funds because of Durham County's tax base.

"Because of our thriving economy, we're doing well," she said. "Everything that is in our current plan will still be able to move forward, including our commuter rail with Wake County."

Jacobs said the project's debt payments will also come out of the local transit revenues. Durham County does not expect Orange County to add additional funds because "Orange County's revenues are not sufficient at this time."

The Home Builders Association of Durham, Orange and Chatham Counties sent a letter supporting the funding to the Durham City Council on Sunday via Wib Gulley, a former Durham mayor and state senator.

Gulley thanked the council members and commissioners "for your work and support for this vital investment in our community's future."

On Monday night, speakers from Durham Congregations, Associations and Neighborhoods (CAN), the Durham Housing Authority, the Greater Durham Chamber of Commerce and the People's Alliance political group spoke in support of the light rail project and funding.

Durham Housing Authority Development Director Meredith Daye said more than “75 percent of our [public housing] units are within half a mile of proposed light rail stations.”

The light rail line is projected to open in 2028.

More than connect the universities, the Durham-Orange Light Rail Transit project “will lay the foundation for the next century of progress in our region and it will play an essential role in North Carolina’s continued success,” Jacobs wrote. “For these reasons, Durham County maintains its unwavering support.”

The total project cost, according to GoTriangle, is \$2.5 billion, and \$29 million each year to operate the rail line. Another \$890 million in local money would pay the interest on debt.

The [funding breakdown, from GoTriangle](#):

- 50 percent from the Federal Transit Administration through the New Starts Capital Investment Grant program.
- 42 percent from local resources including a voter approved half-cent sales tax, vehicle registration fees, and right-of-way and other private donations.
- 7 percent from the state through the N.C. Department of Transportation Strategic Transportation Investment program. That is capped at \$190 million.
- The operation and maintenance costs would be paid for by local tax revenue and fares.

In a joint statement from Durham County Commissioners and Orange County Commissioners, Dorosin wrote that Orange commissioners “appreciate the collaborative and cooperative support of our colleagues in Durham, and are encouraged that we’ve been able to come up with a positive strategy for keep the Durham-Orange Light Rail project moving forward.”

## **As quickly as they arrived, electric scooters in Chapel Hill are gone. Will they return?**

The News and Observer By Anna Johnson August 27, 2018

CHAPEL HILL – If you blinked, you might have missed them.

The frequently debated scooters that began [popping up around Chapel Hill](#) and the UNC campus Thursday were rounded up over the weekend. Now, they’re gone.

Bird, the California company that owns the scooters, agreed to “voluntarily remove its scooters from UNC-Chapel Hill while the university explores the possibility of a partnership with the company,” according to a statement from the university.

An agreement could be in place by the end of September, but public safety and “financial considerations” would be part of that discussion.

People are able to use an app to locate and “unlock” the scooters. It costs \$1 per ride, then 15 cents for each mile (though some are reporting the price was 20 cents per mile in Chapel Hill).

If people open the app now, no scooters can be found in Chapel Hill and there’s a purple banner that reads “bring Bird back to Chapel Hill.” Once you click on the banner, a new screen pops up that says the company is taking a

short break, “but with your help, we will be back soon.” People are then encouraged to call or email to tell the company how Bird has improved their lives.

The scooters, which can reach speeds of 15 miles per hour, are [meant to be ridden in the streets](#), with a helmet, then parked out of people’s way.

“Bird is working with UNC-Chapel Hill so that university students and staff can have access to our affordable, environmentally friendly transportation option,” according to a statement from the company. “The UNC community has already embraced our last mile solution as a way to more easily get around campus and access local businesses in the area, and we are encouraged by their support of our service.”

Bird didn’t coordinate with the town of Chapel Hill or the campus before bringing about 100 scooters to the area. It’s a strategy the company is known for.

The [scooter company also didn’t coordinate](#) with the cities of Raleigh and Charlotte when it brought scooters to those areas this summer. The Raleigh City Council gave the [company 60 days to comply with rules the city is still trying to create](#).

The scooter arrival in Chapel Hill was part of the company’s six-week “university pop-up tour.” It was unclear whether the scooters would be there for the full six weeks or stay after the tour.

“Whether it’s making it to a class on time, clocking in for work or simply getting to campus from the nearest public transit stop, Bird will help eliminate transportation gaps so students and faculty can focus on what really matters: education,” Travis VanderZanden, CEO and founder of Bird, said in a [press release](#).

## Electric Bird scooters land in Chapel Hill

The News and Observer By Anna Johnson August 23, 2018

Chapel Hill – The hotly debated electric scooters that have popped up across the country have now appeared on the streets of Chapel Hill.

The electric scooters, that top out at 15 mph and are meant to be driven in the street, are a relatively new addition to the transit scene in North Carolina. Chapel Hill is at least the third city where the California-based company called Bird has placed its scooters. They [arrived in Charlotte](#) early this summer and in [Raleigh in July](#).

The scooters can be located and “unlocked” using Bird’s app on smartphones. It costs \$1 to start each ride and 15 cents per [minute to ride the scooters](#). According to Bird’s rules, you have to wear a helmet, ride in the streets, and park the scooter out of the public-right-of-way

A photo on [Reddit](#) appeared Wednesday night showing more than 100 Bird scooters set to be released throughout the town.

Efforts to reach the company and the town of Chapel Hill for more information were unsuccessful early Thursday.

The scooter did not coordinate with the city of Raleigh — and Bird is known for arriving overnight in cities with little warning, prompting some city bans. [Raleigh leaders gave the company 60 days to comply](#) with rules the city was still working to create.

At least two [serious injuries](#) have been reported in Raleigh since they arrived last month.

Davis Winkie, a Ph. D. student at UNC-Chapel Hill, used the scooters when he was researching his thesis in California because they were cheap and convenient.

He wrote on Twitter that “folks, the game has changed.”

“I am concerned about the way the town of Chapel Hill may react,” Winkie said in a follow-up interview. “I know some cities have reacted by saying, ‘No, bad, get out of here’ and confiscating the scooters. So I am worried about the town. I think they are a good transit option for the town. And for a university that prohibits freshmen from having a car on campus.”

Chapel Hill and the campus are walkable, but the scooters will help people who have to get far fast without waiting on a bus, he said.

The scooters are picked up each night sometime after 9 p.m. by contracted workers who recharge the scooters overnight and place them back on the streets before 7 a.m.

## **Raleigh to electric scooters: Follow our rules (once we think of them) or get out.**

The Herald-Sun By Anna Johnson August 22, 2018

RALEIGH – The Bird scooters will live to fly another day.

Tuesday, Raleigh leaders debated the new electric scooters, [which flocked without city approval to parts of the city in July](#). Their unannounced arrival has prompted the city to investigate how they should be regulated, from permitting and safety to where they can be driven and parked.

While at least one council member, Dickie Thompson, called for a scooter ban until rules are in place to regulate them, the city ultimately decided to allow the electric scooters to remain. The California-based company will need to meet with city officials and follow regulations within 60 days or risk being banned.

But the rules haven’t been created yet. Raleigh Transportation Director Michael Moore said he hopes to present scooter regulations to the council within 30 days.

The Bird company has placed 150 electric scooters in downtown Raleigh, the southern part of Glenwood Avenue and Cameron Village. Users unlock the scooter with an app on their smartphones and pay \$1 per ride plus 15 cents per minute.

The scooters can reach a maximum speed of 15 mph and should be used with a helmet. While they’re not [allowed on sidewalks](#), they can be parked on a sidewalk for the next rider but should be placed out of the way of pedestrians.

Bird did not seek approval from the city before launching the scooters, and Moore said city staff learned about them the same day as they arrived.

Their arrival prompted Raleigh to look at how other cities have regulated the scooters, and Moore explained that state and city laws differ in their approach to the scooters.

Under state law, the electric scooters are considered mopeds and require a title, insurance, a license plate. Riders must have an helmet, Moore said. But under the city’s code, they are defined as a motor vehicle and can’t be driven on sidewalks, greenways or in bicycle lanes, something Bird encourages.

Electric scooters arrived in Charlotte this summer as well, and Raleigh is looking at how they develop their program, which includes defining how many scooters are allowed, where they can be parked and treating them similarly to bicycles.

Council members seemed to be in agreement about setting up a permitting process to allow Bird to use the right-of-way for the scooters.

Permit fees should cover some of the cost of enforcing the rules, Council member Kay Crowder said, which now falls on the police department.

Council member Nicole Stewart, an outspoken advocate for the scooters, rode a scooter, wearing a helmet, to the Raleigh Municipal Building Tuesday morning.

"There's so much great stuff about Bird that we're not even considering this today," she said. "I want to make sure we're looking at this holistically,"

Thompson said the city can't be a "toothless tiger" and that Raleigh has to do something that will get Bird's attention.

"They came in here and started operating without asking anyone anything," Thompson said.

"That's how they operate throughout," Stewart interrupted.

"That doesn't make it right," Thompson said. "And if it's your child or someone else's child who gets hit after this meeting today than I think we'll have been a short sighted on this."

## **Stuck on NC 98? These changes could ease traffic, reduce wrecks in Durham and Wake**

The Herald-Sun By Tammy Grubb August 10, 2018

DURHAM – Drivers taking N.C. 98 from Durham to Wake County have spent more time at stoplights, hitting their brakes and detouring around wrecks in the last few years than ever before.

A recently completed N.C. 98 Corridor study, based on 18 months of research and public input, may offer some solutions.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization — a regional transportation board — voted this week to put the plan out for public view and comments. A public hearing and vote to approve the plan are tentatively scheduled for Sept. 12.

The Capital Area Metropolitan Planning Organization, which plans transportation for Wake, Franklin, Granville, Harnett and Johnston counties, is expected to vote on the draft plan Sept. 19.

The N.C. 98 study area runs 27 miles from U.S. 70 in Durham County through Wake County to U.S. 401 in Franklin County. More rural sections of the corridor are still two-lane country roads, while the remainder is a busy four-lane highway. Bus service is limited, with stops only on major roads in Durham and Wake Forest, and there are very few safe ways for pedestrians and cyclists to get around.

"One of the things we noticed is that there's a lot going on in this corridor," WSP consultant Rachel Gaylord-Miles said. "It changes vastly from Durham to Franklin County, and right in the middle is Falls Lake, so there's a lot of environmentally sensitive areas that we had to be aware of, parks, trails, greenways."

Gaylord-Miles noted that the eastern end is more agricultural, and the corridor also passes a lot of schools, churches and shopping centers that generate traffic and congestion. Areas near the lake are popular for recreation, she said.

## **What could happen**

A previous plan already had called for expanding the two-lane sections to four lanes by 2040.

In the short term, the new plan calls for more stoplights, turn lanes and signal improvements. Highway widening, new medians and upgrades in the town of Wake Forest would come later to serve growing traffic and make the area safer.

Those changes also could reduce the number of crashes, especially in Durham County, the report found.

Data shows 23 percent of the 1,907 crashes in the N.C. 98 corridor between 2012 and 2016 happened in a 2.5-mile stretch from U.S. 70 to Mineral Springs Road. That includes three of eight fatal crashes, it said.

Rear-end crashes comprised 37 percent of all crashes throughout the corridor, and three fatal crashes involved pedestrians or cyclists.

Traffic data shows congestion has worsened since 2010, especially from the N.C. 50 intersection in Wake County to Franklin County. Drivers regularly face long delays near major intersections, the study states.

At the N.C. 98 intersection with Six Forks and New Light roads, for instance, the delay averages over 55 seconds during the morning commute and 76 seconds in the evening. The longest wait — over 105 seconds — is for eastbound evening traffic on N.C. 98, it shows.

## **More people are coming**

Meanwhile, the population around the corridor is growing.

Since 2000, 290,000 people have moved to the corridor, the report found, and another 50,000 people could join them by 2040. Retail is popping up near N.C. 50, just east of the Durham County line, but more is coming to Wake Forest, as are more apartments and offices, the report said.

"This population growth could equate to 20,000 new housing units, 17,000 new jobs and an additional 1 million square feet in commercial office space, with most of that job growth being in the eastern segment," the report said.

Falls Lake is a buffer, a recreation destination and a watershed that serves a half-million Wake County residents. Gaylord-Miles noted that section of the N.C. 98 corridor could benefit from alternative intersection designs.

A quadrant design, for instance, is proposed at the Patterson Road/Sherron Road intersection with N.C. 98. It would require a new road to be built between Patterson Road and N.C. 98, west of the existing intersection (see graphic above).

Drivers who now turn left from or onto N.C. 98 would take the new road instead and then connect with either Patterson Road or N.C. 98 at new intersections. A similar design could be used at Jones Dairy Road in Wake Forest.

## **Bikes and pedestrians**

The report also recommends more safe crossings for pedestrians and multi-use paths for pedestrians and cyclists traveling the corridor through the Falls Lake area. Two key areas recommended for multi-use paths were from Sherron Road to Kemp Road, which also could be used by Neal Middle School students, and from Old Creedmoor Road to Stony Hill Road.

Money to make the corridor improvements could come from several sources, including local and state funding, grants and developers interested in building future projects.

Three plans already have been submitted to the N.C. Department of Transportation for funding: highway improvements from Old Creedmoor Road to Six Forks Road, an upgraded intersection at Six Forks Road, and a plan

to widen N.C. 98 from Junction Road to Lynn Road and add a new median, bicycle lanes, sidewalks, better transit stops and traffic signals.

DCHC-MPO board members emphasized that better transit and pedestrian and cycling facilities should be a key consideration in future projects.

The corridor could pilot a project that builds more multi-use paths and encourage more people to walk or bike, Durham County Commissioner Ellen Reckhow said. A number of cities are separating bike lanes from traffic to make cycling safer, she said.

Multi-use paths have their own issues, such as conflicts between cyclists and pedestrians, Chapel Hill Town Council member Michael Parker said. He encouraged a closer look at transit options to ease congestion and move people through the corridor more quickly.

### **Proposed solutions**

The draft N.C. 98 Corridor plan calls for a range of upgrades to ease traffic congestion on N.C. 98 from U.S. 70 in Durham to U.S. 401 in Franklin County, and to make the entire corridor safer for drivers, pedestrians and cyclists.

The plan can be reviewed at [nc98corridor.com/plan](http://nc98corridor.com/plan) and comments can be made at an upcoming public hearing or online at [nc98corridor.com/get\\_involved/comments](http://nc98corridor.com/get_involved/comments). The public hearing is tentatively scheduled for 9 a.m. Sept. 12 in the Committee Room at Durham City Hall, 101 City Hall Plaza in Durham.

The Capital Area Metropolitan Planning Organization's vote is scheduled for 4 p.m. Sept. 19 at 421 Fayetteville St., Suite 203, in Raleigh.

The following are possible short-term changes:

- New stoplights at Adams Street, Nichols Farm Drive and Olive Branch Road
- Four-way stop at Moores Pond Road
- Signal improvements at Heritage Lake Road and Traditions Grande Boulevard
- Right turn lanes at all four approaches on Mineral Springs Road
- New auxiliary lanes at N.C. 50
- New right turn lanes for eastbound and northbound traffic at Six Forks Road
- New turn lanes at Camp Kanata Road
- New dual left turn lanes at South Main Street

Long-term priorities include:

- Four-lane urban cross-section with median from U.S. 70 to Sherron Road
- Widen to four lanes from Sherron Road to Old Falls of Neuse Road
- Wake Forest road improvements from Old Falls of Neuse Road to Jones Dairy Road

- Widen to four lanes from Jones Dairy Road to U.S. 401

## **There are thousands of bike share rides in Durham. Are scooters coming next?**

The Herald-Sun By Dawn Baumgartner Vaughan August 9, 2018

DURHAM – Dockless bike share bikes in Durham are getting a lot of use, and may soon be joined by electric scooters.

Dockless bike share companies caught Durham by surprise last fall, when companies showed up with hundreds of bicycles that could be rented by the ride. The city issued permits in November to three companies, whose bikes were recognized by their colors — green LimeBike, orange Spin and yellow Ofo bikes. Ofo bikes are leaving Durham, as the company is pulling its bikes from cities all over the United States.

Transportation Planner Bryan Poole told the Durham City Council on Thursday how much and how often bike share bikes in Durham have been ridden.

### **By the numbers:**

- Bike rides over eight months: 60,000
- Number of bikes: Limited to 500 per company. Between 1,000 and 1,400 were on the road.
- Reported accidents: 0

Of 1,150 people surveyed in July in person and online, 14 percent want the dockless bike share programs to end. Those who like them praised their flexibility, affordability and convenience. Of the people surveyed, 44 percent said they would be interested in electric scooters.

### **Scooters are coming**

Scooters are on the way. There are already electric scooters in Raleigh and Charlotte. Poole said that while electric bikes are the next thing in bike shares, electric scooters are more likely to be seen on Durham streets first.

The scooters have a smaller footprint than bikes, he said, and are rounded up at 8 p.m. each night, recharged and set back out in the morning, unlike bike shares.

Scooters are classified by the state as mopeds, which means riders must wear helmets. Their speed limit is 15 miles per hour, Poole said.

Fred Lamar, a senior city attorney, said scooters don't have to have a license plate but they have to be registered and have documentation on the vehicle. If operated at night, they need to have a light. Lamar said his reading of state law also suggests they need a rearview mirror.

"There are a number of hurdles these companies are going to have to overcome if operating on the streets," he said. "If not in the streets, they wouldn't necessarily fall to state law on mopeds ... but in Durham, we have ordinances that do not allow motorize vehicles or bicycles on the sidewalk."

He said the Bird scooters were dropped in Raleigh without consulting that city. Poole said Bird has also contacted Durham, but so far has not brought any scooters here.

Mayor Steve Schewel said that nobody seems to be using helmets on the bike shares.

"That's a challenge with bike shares," Poole said. "Bike shares are used for spontaneous trips, so don't carry your helmet with you." He said LimeBike has held helmet giveaways since coming to Durham.



The bikes are rented and unlocked by using a smartphone app. Council member Mark-Anthony Middleton wanted to know about cash-centric residents who don't have smartphones or credit cards. Poole said it's possible to buy bike share cards and then unlock the bikes with a code on the card, but that still has to be texted or called in to the company.

### **What's next**

The City Council didn't take any action on the presentation, just listened and made comments. The permits issued last fall were for only one year. In September, the city will open the permitting process and grant permits in October and November.

The city's transportation department recommended changes to the bike share ordinance:

- Broaden ordinance/permit definition to allow electric-assist bicycles and scooters.
- Develop ability to view parked units in real time, and report compliance problems.
- Increase amount of dedicated parking, especially in space constrained areas.
- Improve ordinance/permit language to increase compliance, cap total number of units to ensure management.
- Increase fees to more appropriately reflect the cost of staff oversight. The current fee is \$10 per bike.

Council member Charlie Reece said that the dockless bike share program has "exceeded my wildest dreams." He has ridden LimeBikes a dozen times and said the experience is pretty good.

## **Praise, complaints and a couple of injuries -- the jury's still out on those new scooters**

The News and Observer By Anna Johnson August 3, 2018

RALEIGH – Since electric scooters zoomed onto the streets of Raleigh last month, they've proven very popular with riders. But they've also brought some nuisance complaints and safety concerns.

At least two people have been injured riding the scooters from the Bird company.

Both of the accidents — one occurring on July 21 and the other on July 28 — involved people riding the scooters on Hillsborough Street. Each of the riders was hospitalized. Neither was wearing a helmet, said Donna-Maria Harris, a spokeswoman for the Raleigh Police Department.

Calls to the riders were not returned.

By comparison, Raleigh saw more than 40 vehicle accidents on July 21 and more than 60 on July 28.

The Bird scooters are primarily in downtown Raleigh, Cameron Village and the Oberlin area. The dockless scooters can be left in any public spaces after use. They are similar to the bright Lime bikes found around N.C. State University's campus.

People use their smartphones and the Bird company's app to unlock the scooters to ride them. It costs \$1 to unlock the scooter and 15 cents per minute after that.

They can reach speeds of up to 15 miles per hour and are picked up at night to be charged.

The city of Raleigh has discussed the scooters with the California-based Bird, but there is nothing new to report about possible regulations, said Raleigh Transportation Director Michael Moore.

"I would prefer not to get into detail nor make any comments until our discussions and our research are more compete," he said in an email.

The city did not coordinate the launch of the scooters with Bird. The company tends to arrive in cities unannounced. In some places, the scooters have been forcibly removed for not following city permitting processes.

Moore wouldn't confirm that the city considers the scooters as mopeds under state law — which would mean riders are required to wear a helmet. That was something the city's transportation department tweeted in July.

Hi Len - our attorneys have reached the conclusion that these are considered mopeds under state law, which requires a helmet for operation. Also, the Bird EULA clearly states that a helmet is required, and we would kindly ask that you revise your blog accordingly.

Len@lenraleigh

I test drove them yesterday: Bird Scooters in #Raleigh - Everything you need to know! <https://www.telapost.com/bird-scooters-raleigh/> ...

10:05 AM - Jul 14, 2018 · Raleigh, NC

According [to the rules people agree to before riding](#), riders must wear a helmet and are responsible for any injuries or damages. Despite that, hardly anyone riding the scooters downtown wears a helmet.

No citations or charges have been filed concerning the scooters, including any driving while impaired charges. But Raleigh police confirm that it is possible to get a DWI while on a Bird scooter.

[A handful of complaints](#) about the scooters have come through the city's resident portal SeeClickFix, which allows people to submit problems in the city such as a [neighbor's grass being too tall](#) or obstacles in the sidewalk.

One anonymous poster said they "took a bad fall" on Hillsborough Street after tripping over two scooters and that the scooters needed to be brighter and not left on the sidewalk. The city responded and said it contacted Bird.

"This issue has been forwarded onto Bird and requested they provide better direction and enforcement of their parking requirements that exist under their terms and conditions of use," according to the city's post.

Others complained the scooters were being left on sidewalks, sometimes making it difficult for pedestrians and people in wheelchairs to navigate.

"The things are a nuisance," said one anonymous poster. "People riding on the sidewalks is bad enough, but a group of 'hipsters' riding the Bird scooters the wrong way on Hillsborough Street into oncoming traffic."

## Is city moving too fast on Durham Belt Line? Some say slow down for fairer trail

The Herald-Sun By Dawn Baumgartner Vaughan July 31, 2018

DURHAM – A new trail is coming to downtown Durham, and if you want a say in what it looks like and who uses it, now is the time to speak up.

The City Council will hold a public hearing Monday, Aug. 6, for the Durham Belt Line master plan, which would turn the old Duke Belt Line railroad tracks into a linear park.

For more than a decade, Durham has wanted to turn the old railroad spur — once used by Brodie Duke's company to transport tobacco within the city — into a trail.

But some people don't want the city to rush into turning the tracks into something that benefits just those with the most money, if people of more modest means can't afford whatever gets developed around the future trail.

The Belt Line's two miles of tracks go through the west side of downtown from the bus station, past West Village, past the Durham Athletic Park and up through Old North Durham, ending at Avondale Drive. Weeds and occasionally a tree grow between the railroad ties.

But soon the city will own the land and the council is set to approve a master plan to turn the tracks into a linear park that connects to existing and new parks and trails in and around downtown.

The draft master plan also calls for making the downtown loop into a two-way street.

One area of the Belt Line will connect with a project underway: the Ellerbe Creek stormwater restoration, which will bring urban wetlands and a boardwalk to the north side of downtown. That project, at 808 W. Trinity Ave., is expected to cost \$8 million, not including amenities, and will be funded primarily from the city's Stormwater Utility Fund.

Making the Belt Line a greenway for walkers and bicyclists with places to stop along the way is likely to draw people to it.

Nathaniel Smith, founder of the Partnership for Southern Equity in Atlanta, said young people want to live in dense, walkable areas, so you can "get your coffee or latte and ride your bike to work." That kind of connection, he said, leads to development around it.

#### Equity and the Belt Line

"I think the challenge is if you're not creating a Belt Line for everybody, if you're creating the circumstances that perpetuate a really separate but equal city, the only people who will be able to live around the Belt Line area are people who can afford million dollar homes, like in Atlanta," Smith said.

Smith is coming to Durham this week to talk about lessons from the Atlanta BeltLine, a project he left when he saw it wasn't going to be an equitable project for all. He doesn't think Atlanta leadership advanced the policies needed to manage the market as housing prices around the BeltLine increased.

He will speak about "Creating an Equitable Durham: Lessons from the Atlanta BeltLine" on Thursday, Aug. 2, at Shepherd's House United Methodist Church.

Smith was invited by the grassroots group Durham Belt Line for Everybody, started by Tara Mei Smith and Justin Robinson of Extra Terrestrial Projects. Tara Mei Smith recently asked the City Council to think about equity in every aspect of planning the Durham Belt Line.

It has taken a long time for the city to acquire the land, and it's close to sealing the deal on owning it after it was sold by Norfolk and Southern Railroad to The Conservation Fund and soon to the city with federal money through the N.C. Department of Transportation. At Monday's council meeting that will have the public hearing on the plan, the council will also vote on accepting \$8.4 million of federal funds. All that money covers the project through the design phase. Construction could be funded through private donations, grants and local, state and federal funding.

Mayor Steve Schewel said they can build a “fabulous, fabulous trail” that is truly for all of the community.

Nathaniel Smith urges them not to move too quickly.

“Time can really be the greatest enemy of equity,” Smith said. There are political and market implications, he said, but it’s still better to slow things down.

Talk to the community more, he advised. “Create as many opportunities as possible for the community to be heard.”

Smith said those supporting the Durham Belt Line should understand now the project could shift the market around it, before they build it.

“A reactionary approach to the market is never successful,” he said.

What’s next

- Nathaniel Smith will speak from 5:45 to 8 p.m. Thursday, Aug. 2, at Shepherd’s House United Methodist Church, 107 N. Driver St. Child care is available by calling 919-295-0483 or emailing [durhambeltlineforeverybody@gmail.com](mailto:durhambeltlineforeverybody@gmail.com).
- The Durham City Council will hold a public hearing on the Durham Belt Line draft master plan at its regular meeting at 7 p.m. Monday, Aug. 6, at City Hall, 101 City Hall Plaza.

**ZZZZZ**

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

The News and Observer By Richard Stradling July 31, 2018

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

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

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

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

Bob Spaziano of Raleigh has ridden the MCI coach twice during his daily commute from Raleigh to downtown Durham, where he works for Duke Clinical Research Institute. Spaziano says the bus has a quieter, smoother ride

than traditional ones, making it nicer to work on his laptop during his commute. And he finds the cushioned, contoured seats more comfortable, too, though he said not all of his fellow passengers thought so.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## How much parking is there?

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

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

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

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

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

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

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

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

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

Among the study's key findings:

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

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

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

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

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

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

## What's next

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

## Record office construction and rising rates in Triangle

The Triangle Business Journal By Ben Graham July 26, 2018

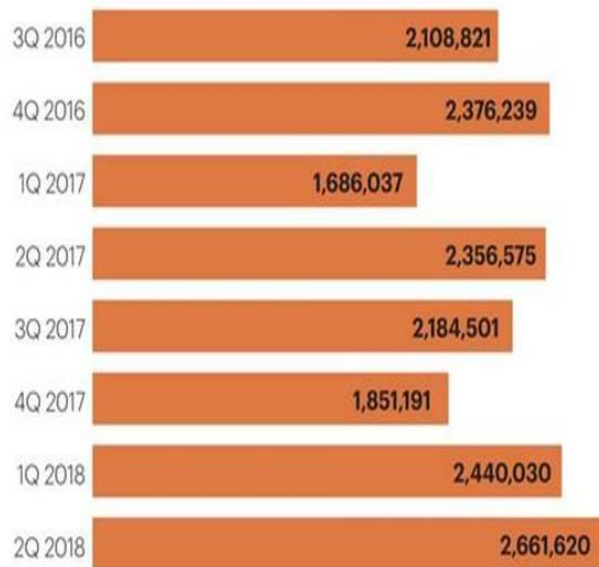
With cranes dotting the skylines above downtown Raleigh and Durham, it should come as no surprise that construction is booming. But the latest numbers show just how much activity is taking place in the Triangle's urban cores.

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

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

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

### OFFICE CONSTRUCTION BY QUARTER BY SQ. FT.



Source: CoStar

[Enlarge](#)

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

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

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

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

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

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

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

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

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

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

It's a highway 60 years in the making.

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

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

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

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

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

### **History of the project**

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

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

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



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

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

### **Roundabouts and a flyover**

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

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

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

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

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

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

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

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

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

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

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

### **The two plans**

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

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

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

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

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

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

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

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

#### **‘Happy with both options’**

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

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

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

The [county’s “guiding public interests” for the land](#) call for:

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

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

### What's next

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

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

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

The News and Observer By Anna Johnson July 13, 2018

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

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

### What are they?

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

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

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

### How do they work?

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

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

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

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

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

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

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

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

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

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

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

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

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

Enter the chargers.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WRAL.com Traffic By Brian Shrader July 11, 2018

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

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

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

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

The project will be complete in about two years.

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

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

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

The Herald-Sun By Mark Price July 10, 2018

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

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

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

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

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

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

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

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

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

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

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

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

The Herald-Sun By Joe Johnson June 28, 2018

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

But local cyclists will not be getting all they want.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parking will be allowed on one side of the street for about half the stretch, and then it will be shifted to the other side for the remaining portion, according to the plan. Between Perry and Knox streets, the available parking will be on the

west side of the street. Parking will be on the east side between Knox Street and Guess Road. Where there is no parking, the bike lane will be next to the curb. In areas with parking, the bike lane will run next to traffic.

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

The Herald-Sun By Tammy Grubb July 24, 2018

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

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

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

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



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

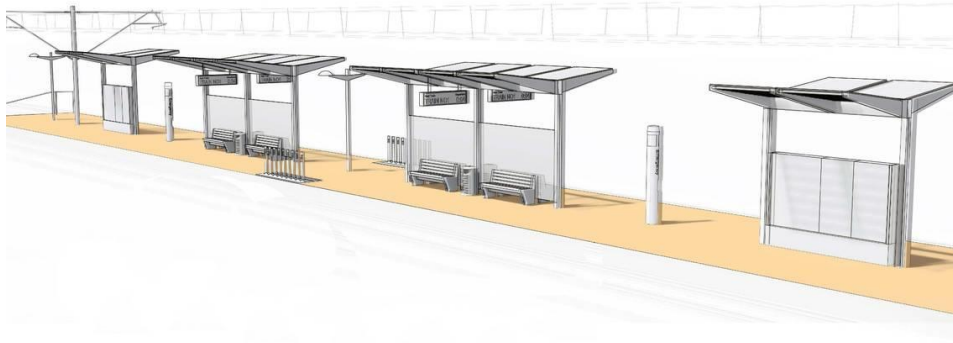
**Elizabeth Wilcox** Durham Area Designers

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

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



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



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

**GoTriangle** Contributed

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

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

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

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

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

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

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

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

His group offered several recommendations:

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

- Make sure there is room for art — now or in the future

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

The Herald-Sun By Tammy Grubb June 22, 2018

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

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

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

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

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

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

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

### **Funding gap**

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

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

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

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

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

## Station planning

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

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

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

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

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

(CONTINUED...)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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