

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
County of Orange
NC Department of
Transportation
Town of Hillsborough

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**December 19, 2012
9:00 am**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

CONSENT AGENDA

- 4. Approval of November 28, 2012 TCC Meeting Minutes
Attachment 4**

A copy of the November 28, 2012 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the November 28, 2012 TCC meeting.

ACTION ITEMS

- 5. Section 5307- FFY13 Partial Apportionment & Split Recommendation
Attachment 5, 5A
Maricia Brown, LPA Staff**

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's partial apportionment was released by FTA and the MPO transit operators met to develop a recommended distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) will need to be approved. Once the allocation has been approved by the TAC, the transit operators will be authorized to seek application for funding via FTA's TEAM system. Please reference Attachment 5 for the memo detailing this grant program. Attachment 5A is the letter of recommendation for FTA.

TCC Action: Recommend that the TAC endorse a letter to FTA for the FFY13 (partial) distribution of Section 5307 funds.

- 6. MPO Policy and Procedures – Policy #2 Amendment #1
Attachment 6
Maricia Brown, LPA Staff**

In June 2010, the MPO developed 3 policies to improve our oversight, monitoring and management of federal funds allocated and distributed through our urbanized area. At this time we are recommending a change to the existing policy.

TCC Action: Recommend that the TAC approve the amendment #1 to MPO policy #2.

7. Moving Ahead for Progress In the 21st Century (MAP-21)

Attachment 7

Jill Stark, FHWA

FHWA will provide a presentation on MAP-21 (Attachment 7).

TCC Action: Receive presentation.

8. NC Board of Transportation Bicycle and Pedestrian Funding Proposal

Attachment 8

Dale McKeel, LPA Staff

At the December NC Board of Transportation meetings, the Multimodal Committee asked NCDOT staff to spend 60 days developing an implementation plan to increase bicycle and pedestrian funding. Attachment 8 is a summary of the action along with the materials discussed at the Board of Transportation meeting. The MPO is waiting for additional information from the Bicycle and Pedestrian Division on what will be studied and how the MPO can assist or provide information for the study.

TCC Action: Discuss proposal and take action as needed.

9. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) - Update

Attachment 9

Andy Henry, LPA Staff

The TAC approved the draft 2040 Metropolitan Transportation Plan (MTP) and draft Comprehensive Transportation Plan (CTP) at their December meeting. Attachment 9 lists the next steps in the processes.

The TCC will receive an update, discuss the next steps and provide comments to staff and the MTP/CTP subcommittee.

TCC Action: Receive update and provide comments.

10. FY 2014-2020 Transportation Improvement Program

Attachment 10

Ellen Beckmann, LPA Staff

On December 14, 2012, NCDOT staff issued an email with a new schedule for developing the FY 2014-2020 TIP (Attachment 10). This schedule delays adoption of the TIP by one year and pushes back Prioritization 3.0 one year. NCDOT plans to issue a second draft TIP

in 2013. This schedule eliminates the need to schedule priority sessions in early 2013. The MPO will likely need to re-release the draft TIP for public comment in 2013.

TCC Recommendation: Receive update.

REPORTS FROM STAFF:

11. Reports from Staff

Attachment 11

Felix Nwoko, LPA Staff

The FY 2012 Year-End STPDA Obligation Report, the FY 2013 First Quarter Report, and the 2013-2014 Unified Planning Work Program Schedule are included in Attachment 11.

TCC Action: Receive Report from staff

12. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

Attachment 13

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

David Bender, Public Transportation Division – NCDOT

Kelly Becker, Traffic Operations – NCDOT

INFORMATIONAL ITEMS:

14. 2013 TCC and TAC Meeting Schedule

Attachment 14

Adjourn

Next meeting: January 23, 2012

42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 Joe Milazzo with Regional Transportation Alliance (RTA) will be providing a PowerPoint
45 Presentation on Managed Lanes.

46 **Public Comments**

47 There were no comments from the public.

48 **CONSENT AGENDA:**

49 **Approval of October 24, 2012 TCC Meeting Minutes (Attachment 4)**

50 A motion was made by Liz Rooks and seconded by Laura Woods to approve the October 24,
51 2012 TCC Meeting Minutes with the amendments made by Jeff Brubaker as follows: Line 94 "single"
52 should be "town-wide"; line 108 "designed" should be "designated;" and line 138 "Administrator"
53 should be "Administration." The motion carried unanimously.

54 **ACTION ITEMS:**

55 **2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP)**

56 Andy Henry provided an introduction and update for the 2040 Metropolitan Transportation
57 Plan (MTP), Comprehensive Transportation Plan (CTP).

58 John Hodges-Copple stated the model accounts for higher fuel costs. We are assuming
59 higher gas prices than today in the model. We need to make sure the TAC members are aware that
60 we are not assuming lower fuel costs in the model.

61 Tom Altieri stated NC 86 is listed as an expressway in the Orange County CTP because it's
62 consistent with the State's Strategic Highway Corridor Plan. Mr. Altieri stated the MPO doesn't have
63 a decision on whether to include it or not in the CTP. It has to include it, or NCDOT will not support
64 it. Mark Ahrendsen stated we understand that there are consequences for not matching the State's
65 Plan. Orange County was told if they wanted NCDOT support for the CTP and see funding for

66 projects in the future, that projects need to be reflected in the plan or they need to go through an
67 elaborate process to change the Statewide Plan.

68 Dale McKeel suggested adding a new funding source "Transportation Alternatives." Joey
69 Hopkins stated it is not new funding; it is the shifting of funds. If you add it somewhere, you will
70 have to deduct it from somewhere else. Dale McKeel stated the difference is the MPO controls
71 those funds where in the past it was allocated at the state level.

72 Mark Ahrendsen stated there is concern over the shifting of 2 segments of the NC 54
73 widening. John Hodges-Copple suggested shifting I-85 in Orange County and that will solve the
74 funding deficit.

75 Andy Henry stated he will move both the Homestead Road & the NC 54 projects back to 2030
76 and we will shift some of the I-85 funding to 2040.

77 Andy Henry stated, to cover ourselves, we would like to break out the rail service into
78 different segments. Patrick McDonough disagrees with the phasing idea. It implies a phasing plan
79 that doesn't exist. Mark Ahrendsen stated the idea is to maintain flexibility. Patrick McDonough
80 stated it does not need flexibility. John Hodges-Copple stated we want to avoid having the TAC
81 adopt a plan that may be inconsistent with the response from FTA. What happens in February if we
82 get a response from FTA that raises this concern? Patrick McDonough stated they expect a rating of
83 medium or medium-low rating in late December. Part of getting a good rating is showing that the
84 MPO and TTA are in agreement. It was discussed and decided not to do a minimally operating
85 segment on the Durham-Orange corridor. Mr. McDonough thinks this could hurt our application.
86 John Hodges-Copple stated we won't have time to change the MTP in February and avoid a
87 conformity lapse. Patrick McDonough stated if FTA doesn't think the project is ready, we won't scrap
88 the project. We will look at what we can do to improve it. Ellen Beckmann stated adding this
89 language does not change the modeling, only the text of the report. Even with this superficial

90 phasing, we would still need to do a MTP amendment to change the opening years and modeling.

91 John Hodges-Copple stated this is only designed to give the TAC and federal agencies a comfort level

92 to continue adopting the plan. If either doesn't, we will go into a conformity lapse. John Hodges-

93 Copple stated if TTA feels confident there will not be any problems based on FTA's response and FTA

94 will not question keeping the whole project in the 2030 MTP, we are okay. If TTA can't give those

95 assurances, then we need to think seriously about how we approach this disconnect between when

96 the federal agencies will give us feedback and the time we will have to adopt a conforming MTP.

97 Patrick McDonough stated we can look into this and try to find out how FTA may react to this and will

98 follow up. Mr. McDonough will discuss it with David King.

99 David Bonk suggests bringing it to the TAC as an option with feedback from TTA. Andy Henry

100 stated we don't need this language until February when the TAC releases the report. Mr.

101 McDonough stated that time period is better.

102 Patrick McDonough stated LRT2, Alston Avenue to Briggs Avenue, may be a worthy project

103 but the attraction now is limited because of the Durham Bus Plan and access issues. We already have

104 a park-n-ride functional for Alston Avenue. Triangle Transit prefers it to be a CTP project not a 2040

105 project.

106 John Hodges-Copple disagrees. There is better park-n-ride access at Briggs because of its

107 proximity to Durham Tech, pedestrian bridge, easy on and off of NC 147. It is less expensive and gets

108 us closer to RTP. It should be in the 2040 plan. It is fundable because of additional revenue from the

109 sales tax growth rate.

110 David Bonk stated we may want to err on the side of putting it in the CTP if TTA has strong

111 objections. Patrick McDonough stated there needs to be conversations on the trade-offs between

112 this extension and unmet bus needs.

113 Mark Ahrendsen asked Patrick McDonough if he see an adverse impact on the New Starts
114 application with this in or out, and Patrick McDonough stated no. Mark Ahrendsen stated he favors
115 including it then.

116 Mark Ahrendsen stated we have an issue on the Northern Durham Parkway where there is a
117 conflict with the CTP and the State's Strategic Highway Corridor plan. We will be pursuing a change
118 to the classification on the statewide plan. Andy Henry stated we can petition NCDOT to change the
119 designation and we will be pursing this path. Julie Bollinger stated NCDOT appreciates that
120 comment. Since the CTP is inconsistent, NCDOT will have to vote against the CTP today. If the CTP
121 and MTP were separate items she would vote for the MTP, but against the CTP.

122 Jeff Brubaker asked the status of the Collector Street Plan and Andy Henry stated staff will
123 not start working on it again until the CTP and MTP are done. Mr. Henry stated it will probably be
124 late spring.

125 A motion was made by Joey Hopkins and seconded by Liz Rooks to recommend the draft
126 2040 Metropolitan Transportation Plan (MTP) with the recommended changes to the TAC for
127 approval. The motion carried unanimously.

128 A motion was made by John Hodges-Copple and seconded by Patrick McDonough to
129 recommend the draft Comprehensive Transportation Plan (CTP) with the recommended changes to
130 the TAC for approval. The motion carried with (3) opposing, Patrick Wilson, Joey Hopkins, and Julie
131 Bollinger.

132 **Interim STPDA Allocation Guidance (Attachments 6 and 6A)**

133 Ellen Beckmann provided an introduction and update for the Interim STPDA Allocation
134 Guidance, along with the attachments.

135 A motion was made by David Bonk and seconded by Margaret Hauth to receive the
136 Subcommittee recommendation to approve the Interim STPDA Allocation Guidance. The motion
137 carried unanimously.

138 Jeff Brubaker expressed a concern over allowing STPDA for betterment costs for NCDOT
139 managed projects. Mr. Brubaker suggested accounting for this in the next call for projects.

140 Joey Hopkins stated the memo should state "NCDOT controlled federal funds". The language
141 needs to be corrected in Attachment 6A on the top of page 3.

142 **FY 2012 STPDA Projects (Attachment 6)**

143 Ellen Beckmann provided an introduction and update for the FY 2012 STPDA Projects.

144 A motion was made by Liz Rooks and seconded by Scott Whiteman to receive the
145 Subcommittee recommendation. The motion carried unanimously.

146 **City of Durham STPDA Funding Request for U-4011**

147 Ellen Beckmann provided an introduction and update for the City of Durham STPDA Funding
148 Request for U-4011.

149 A motion was made by Liz Rooks and seconded by Scott Whiteman to receive the
150 Subcommittee recommendation and recommend the TAC approve reallocating \$63,156 of STPDA
151 funding for U-4011 for Durham. Chapel Hill and Carrboro need more time. Durham is prepared to go
152 forward. The motion carried unanimously.

153 **Toll Express Lanes Presentation**

154 Joe Milazzo with Regional Transportation Alliance provided a PowerPoint presentation on
155 Toll Express Lanes for the region.

156 Joey Hopkins stated they have asked NCDOT staff to consider this with the Alternatives
157 Analysis study of I-40 widening in Wake and Johnston counties.

158 **REPORTS FROM STAFF:**

159 **Reports from Staff (Attachment 9)**

160 The Reports from Staff is attached for review. Jeff Brubaker stated the Town of Carrboro
161 project is complete.

162 **Report from the Chair (No attachment)**

163 There was nothing to report.

164 **NCDOT Report (Attachment 11)**

165 Patrick Wilson, Division 7, provided an update on projects. David Bonk has a concern over
166 the increased costs for transit service during the construction work for S. Columbia Street. The signal
167 system is waiting for final approval. The Main Street road diet/resurfacing will begin next week
168 weather permitting.

169 David Bonk stated traffic is backing up on I-40 at the ATT bridge construction site in the
170 eastbound direction in the morning.

171 **Adjournment**

172 There being no further business before the Technical Coordinating Committee, the meeting
173 adjourned at 11:14 a.m.

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: Maricia Brown,
DCHC MPO Lead Planning Agency

DATE: December 19, 2012

SUBJECT: FFY 2013 Section 5307/5340 Partial Apportionment for Durham NC UZA

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (tma) is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

The DCHC- MPO has received a partial FFY2013 Apportionment and has submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Please reference attachment to this agenda item.

Member Organizations

Town of Carrboro ▪ Town of Chapel Hill ▪ County of Chatham ▪ City of Durham ▪ Durham County ▪ Town of Hillsborough
NC Department of Transportation ▪ Orange County

December 17, 2012

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2013 Section 5307/5340 (Partial) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2013 partial- apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$3,428,325. Distribution of the FFY 2013 Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO. The Transit Enhancement and Safety and Security apportionments are also calculated in the table below.

Transit System	FY13 Partial Apportionment	Enhancement 1%	Safety and Security 1%	Net Available
Chapel Hill Transit	\$980,285	\$9,803	\$0	\$970,482
Durham (DATA)	\$1,840,644	\$18,406	\$0	\$1,822,238
Triangle Transit	<u>\$607,396</u>	<u>\$6,074</u>	<u>\$6,074</u>	<u>\$595,248</u>
Totals	<u>\$3,428,325</u>	<u>\$34,283</u>	<u>\$6,074</u>	<u>\$3,387,968</u>

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator's FFY 2013 FTA Section 5307/5340 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko, Felix.Nwoko@Durhamnc.gov or Maricia Brown, Maricia.brown@Durhamnc.gov

Sincerely,

Lydia Lavelle, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Brian Litchfield, Chapel Hill "Interim" Transit Administrator
Tamra Shaw, NCDOT PTD

DCHC-MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program

Purpose: This document serves to establish the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s (DCHC-MPO) oversight responsibility concerning Section 5307 Urbanized Area Formula Federal grant program funds that have been designated to member Transit agencies’ to use on Metropolitan Planning activities.

Scope: The Omnibus Appropriations Act of 2009 provided Federal funding under the Section 5307 Urbanized Area Formula Program. The policy and procedures described henceforth apply to all Federal funds received both directly and indirectly, which are subsequently passed-through to local transit agencies and member governments.

Frequency: This policy dictates oversight responsibilities that will be carried out depending on the requirements listed below.

Responsibility: This program authorizes Federal funding for *capital, operating assistance, and planning activities*, for transit in Urbanized Areas (UZA) and must be obligated within 4 years of the year of appropriation. As a designated UZA and appointed Designated Recipient (DR) of this apportionment, DCHC is responsible for providing reasonable oversight of local transit agencies and member governments that have designated any portion of Section 5307 program to metropolitan planning activities included in the current year Unified Planning Work Program (UPWP). This policy sets forth the following oversight procedures:

MPO/LPA Staff:

1. The MPO will receive notification from the Federal Transit Administration (FTA) of the annual apportionment available to the Durham UZA.
2. The Technical Coordinating Committee (TCC) will make recommendations to the Transportation Advisory Committee (TAC) to approve and authorize the distribution of Durham UZA Section 5307 funds.
3. The MPO will send an approved distribution letter to the FTA Transportation Program Specialist. This letter is used to monitor the transit agency’s application as well as provide an additional layer of oversight.
4. A copy of the approved distribution letter will be sent the each participating transit agency along with the MPO’s oversight responsibilities set forth in this document.

Grant Recipient:

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of FTA's release of an annual full appropriation and receipt of TAC's authorization. The application is used to obligate Section 5307 funding for approved project (s) *(The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX)*
2. Each transit agency must forward a copy of the *approved application* and *certificate of award/grant agreement* to DCHC within 30 days of receipt of FTA documents.
 - a. Any time there is a subsequent application and/or amendment; updated copies must also be sent the DCHC.
3. Copies of the following reports are due to LPA grant staff on the Federal Fiscal Year calendar dates:

Reporting Period	Due Date
1st Quarter	15-Feb
2nd Quarter	15-May
3rd Quarter	15-Aug
4th Quarter	15-Nov

- i. ***Narrative reports*** - Each transit agency must forward a copy of their quarterly Narrative reports to DCHC according to the deadlines dictated above. If there is a delay in FTA full-funding authorization, flexibility will be given will ample notification given to the appropriate LPA staff administering the grant. "Ample notification" is defined as written notification given at least 14 days prior to the deadlines. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*
- ii. ***UPWP Detail Expenditure Report*** - Each transit agency/participating member government must complete the detailed expenditure report in the standard UPWP task format according to the deadlines dictated above.
- iii. Each transit agency will forward a "print-screen" copy of the Project Funds/Status - ***Project funding tab only*** to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

Non-compliance: DCHC will enforce this policy by applying the following procedures:

1. If any reporting requirement is not met within 5 days subsequent to the deadline, on the 6th business day, an email reminder will be sent

documenting non-compliance.

2. If any reporting requirement is not met, within 10 days subsequent to the deadline, on the 11th business day, the transit agency's name and reporting violation will be forwarded to the Director of Transportation and corresponding Agency Head.
3. If any reporting requirement is not met, within 30 days subsequent to the deadline, on the 31st business day, the transit agency will be put on notice that a *recommendation of non-funding* of future Section 5307 is being submitted to the TAC for approval.

Originally Adopted by TAC *June 9th, 2010*.



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

Moving Ahead for Progress in the 21st Century Act (MAP-21) – Statewide and Metropolitan Planning

September 7, 2012

After 10 extensions, a 27-month bill

- SAFETEA-LU expired on 9/30/09
- 10 extensions of SAFETEA-LU
- MAP-21 Passed on July 6, 2012
- MAP-21 Effective Date October 1, 2012
- Moving Ahead for Progress in the 21st Century

Stable Funding

- Program authorized through FY14
 - Current law through end of FY12
 - Most new provisions go into effect on October 1st
- Avg. annual funding at FY12 levels (plus minor inflation)
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund (HTF)
- Substantial programmatic consolidation
 - No earmarks
 - Most discretionary programs eliminated

MAP-21 Themes

- Strengthens America's highway and public transportation systems
- Creates jobs and supports economic growth
- Supports an aggressive safety agenda
- Simplifies and focuses the Federal program
- Accelerates project delivery and promotes innovation
- Establishes a performance-based Federal program

MAP-21 Themes

- Expands emphasis on multimodal investments
 - Retains provisions for flexing highway funds to transit
 - FTA and FHWA continue to jointly administer state and metropolitan planning programs
 - Encourages corridor planning with planning-environmental linkages provisions
 - Explicitly requires representatives of public transportation providers to become voting members of MPO Boards in Transportation Management Areas (TMA's)

Performance Management

Performance Management

- Identifies seven national goals (23 USC 150(b))
- Authorizes Secretary, with input, to establish performance measures and standards for 13 highway performance areas (23 USC 150(c)) and 2 transit performance areas
- States, MPOs and public transportation agencies set targets for each established performance measure

Performance Management

- Identifies Seven National Goals
 - Safety
 - Infrastructure Conditions
 - Congestion Reduction
 - System Reliability
 - Freight Movement and Economic Vitality
 - Environmental Sustainability
 - Reduced Project Delivery Delays

(23 USC 150(b))

Performance-based Approach

- Requires DOT to establish standards and measures
 - Condition of pavement on the Interstate and National Highway Systems (23 USC 150(c))
 - Condition of bridges on the National Highway System (150(c))
 - Performance of the Interstate and National Highway Sys. (150(c))
 - Minimum level of pavement condition on the Interstate System
 - Serious injuries and fatalities per vehicle mile travelled (150 (c))
 - Number of serious injuries and fatalities (150(c))
 - Traffic congestion, (150(c))
 - On-road mobile source emissions (150(c))
 - Freight movement (150(c))
 - Transit state of good repair standards (49 USC 4326)
 - Transit safety (49 USC 5329)

Performance Management

- States, metropolitan planning organizations and providers of public transportation agencies develop plans and programs and select projects to achieve targets
- States to report to USDOT on progress toward targets (within 4 years of enactment; biennially thereafter)

Transportation Planning

Metropolitan Transportation Planning

MAP-21 Performance Management Provisions

- Establish transparent, accountable decision-making framework for States, Metropolitan Planning Organizations and Providers of Public Transportation to identify multimodal capital investments and project priorities
- Emphasize sound multimodal planning processes

Metropolitan Transportation Planning

Unchanged Provisions

- Population thresholds for MPOs and TMAs unchanged
- TIP to be updated at least once every 4 yrs.
- MTP updated at least once every 4-years in nonattainment and maintenance areas, and every 5-years in attainment areas.
- Eight planning factors unchanged

Metropolitan Transportation Planning

MPO Structure: New Provision

- Within two years of enactment of MAP-21, MPOs serving TMA areas shall consist of:
 - Local elected officials
 - **Officials of public agencies that operate major modes of transportation including representation by providers of public transportation**
 - Appropriate State officials.
 - MPO does not need to re-designate to meet this provision.
 - See 23 U.S.C. 134(d)

Metropolitan Transportation Planning

- Metropolitan Transportation Plan (MTP) ((23 U.S.C. 134(i)(2)(A)(i))
 - “Shall include identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, **nonmotorized transportation facilities**, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.”

Metropolitan Transportation Planning

Planning process: performance-driven, outcome based. (23 U.S.C. 134(c)(1) & (h)(2))

- Support the seven National Goals and the general transit purposes identified in MAP-21
- MPOs to establish performance targets to address USDOT established surface transportation system performance measures
- Selection of performance targets by the MPO shall be coordinated with relevant State and providers of public transportation to ensure consistency to the maximum extent practicable.
- Targets will be used to track progress towards attainment of critical performance outcomes for the MPO region.
- May adopt locally defined performance measures and targets

Metropolitan Transportation Planning

- Each MPO shall establish performance targets consistent with transportation system performance measures not later than 180 days after the date the State or public transportation provider establishes performance targets.
- The MPO shall integrate other performance based plans, either directly or by reference (goals, objectives, performance measures, and targets).
- Is not reviewable in court

Metropolitan Transportation Planning

- Metropolitan Transportation Plan (MTP) shall include
 - a description of the transportation system performance measures and respective performance targets. (23 U.S.C. 134(i)(2)(B)))
 - a system performance report and subsequent updates evaluating the condition and performance of the transportation system including (23 USC 134(i)(2)(C)):
 - Progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports.
 - For MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved transportation system condition and performance.

Metropolitan Transportation Planning

- By July 6, 2017, the Secretary shall submit to Congress a report on the effectiveness of the performance-based planning processes of MPOs that shall include, in part: (23 U.S.C. 134(I))
- Overall effectiveness as a tool for guiding transportation investments
- Extent to which MPOs have achieved the performance targets or are making progress and whether the MPOs are developing meaningful targets.
- The technical capacity of MPOs less than 200,000 to conduct these requirements.

Metropolitan Transportation Planning

Optional Scenario Development

- MPO that choose to develop scenarios are encouraged to consider:
 - Potential regional investment strategies for the planning horizon
 - Assumed distribution of population and employment
 - A scenario that maintains baseline conditions for the transportation system performance measures
 - A scenario that improves the baseline conditions for as many of the transportation system performance measures as possible

Metropolitan Transportation Planning

Optional Scenario Development (continued)

- Revenue constrained scenarios based on the total revenue reasonably expected to be available
- Estimated costs and potential revenues available to support each scenario
- In addition to the USDOT transportation system performance measures, MPOs may evaluate scenarios using locally developed measures.

Metropolitan Transportation planning

Optional Scenario Development (con't)

- Secretary shall conduct a study on metropolitan planning scenario development (MAP 21 Section 1201(b))
- The Secretary shall evaluate the costs and benefits associated with MPOs developing multiple scenarios for consideration as part of the development of the MTP.
- The evaluation shall include an analysis of the technical and financial capacity of the MPO needed to develop scenarios.

Metropolitan Transportation Planning

Transportation Improvement Program

- Contains projects consistent with MTP
- Reflects investment priorities from the MTP
- Once implemented, TIP is designed to make progress toward achieving transportation system performance targets in (23 U.S.C.134(h)(2)).
- TIP shall include a description of the anticipated effect of the TIP toward achieving the performance targets established in the MTP, linking investment priorities to those performance targets.

Metropolitan Transportation Planning

TIP Project Selection

- MPO serving a TMA selects all Federally funded projects from the approved TIP (except those on the NHS) in consultation with the State and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by State in cooperation with the MPO(s) designated for the area. (23 U.S.C. 134(k)(4))
- State selects all Title 23 projects from the approved TIP in a non-TMA MPO planning area and the designated recipient of public transportation funding selects title 49 chapter 53 projects from the approved TIP in cooperation with the MPO. (23 U.S.C. 134(j)(5))

Metropolitan Transportation Planning

- Metropolitan Planning (PL) Funds Formula
 - A multiplier is applied to the State lump sum apportionment to determine PL fund amounts. The multiplier is the Ratio of the State's FY 2009 PL funds to its FY 2009 Total Apportionment.
 - This replaces the previous 1 ¼ percent set-aside from core programs that was apportioned to the States based on urbanized area population.

Statewide & Nonmetropolitan Transportation Planning

- Formerly “Statewide Transportation Planning” (SAFETEA-LU)
- STIP must be updated at least once every 4 yrs. (unchanged)
- Eight planning factors, unchanged from SAFETEA-LU and same as Metropolitan Planning factors

Statewide & Nonmetropolitan Transportation Planning

- Performance based approach to support MAP-21's seven national goals (23 U.S.C. 135(d)(2))
- Each State shall establish performance targets for the transportation system performance measures established by the USDOT under 23 U.S.C. 150(c), where applicable. (23 U.S.C. 135(d)(2))
 - Targets will be used to track critical outcomes in the State
- State selected performance targets shall be coordinated with the MPOs to ensure consistency and, in rural (non MPO) areas, State selected performance targets for transit state of good repair and safety shall be coordinated with providers of public transportation to the maximum extent practicable.

Statewide & Nonmetropolitan Transportation Planning

Performance based approach (cont.) (23 USC 135(d)(2))

- A State shall integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets from other State transportation plans and processes as well as any plans from providers of public transportation in urbanized areas not represented by MPOs.
- A State shall consider these measures and targets when developing policies, programs, and investment priorities in the long range statewide transportation plan and the STIP

Statewide & Nonmetropolitan Transportation Planning

Long Range Statewide Transportation Plan

- Shall be developed in cooperation with
 - In nonmetropolitan areas - affected nonmetropolitan officials with responsibility for transportation or, if applicable, through Regional Transportation Planning Organization (RTPO) (23 USC 135(f)(2)(B))
 - In metropolitan areas – with MPOs. (135(f)(2)(A))
- Should include a description of the performance measures and targets used in assessing the performance of the transportation system (135(f)(7))

Statewide & Nonmetropolitan Transportation Planning

Long Range Statewide Transportation Plan

- Should include a system performance report and subsequent updates evaluating the condition and performance of the transportation system including progress achieved by the State and the MPOs in meeting the performance targets described in 135(d)(2) in comparison with system performance recorded in previous reports, including progress achieved by the MPOs in meeting performance targets in comparison with performance in previous reports.
- Failure to consider planning factors or performance based approach is not subject to review by any court in any matter.

Statewide & Nonmetropolitan Transportation Planning

State Transportation Improvement Program

- Shall be developed
 - In nonmetropolitan areas - in consultation with affected nonmetropolitan local officials with responsibility for transportation or if applicable, through RTPO's. (135(g)(2)(B))
 - In metropolitan areas, in cooperation with MPOs. (135(g)(2)(A))
- Shall include, to the maximum extent practicable, a description of the anticipated effect of the STIP toward achieving the performance targets established in the long range statewide transportation plan, linking investment priorities to those performance targets.

Statewide & Nonmetropolitan Transportation Planning

- Project Selection
 - Projects carried out in areas less than 50,000 persons shall be selected from the approved STIP (excluding NHS projects, Bridge program, IM program, or under sections 5310 and 5311 of title 49) by the State in cooperation with the affected nonmetropolitan local officials with responsibility for transportation, or, if applicable, through RTPO's. (23 U.S.C. 135(g)(6)(A))

Statewide & Nonmetropolitan Transportation Planning

- Project Selection (cont.)
 - Projects carried out in areas with populations of less than 50,000 persons on the NHS or under the bridge program or IM program or under sections 5310, 5311, of title 49 shall be selected from the approved STIP by the State in consultation with the affected nonmetropolitan local officials with responsibility for transportation, or, if applicable, through RTPO's. (23 U.S.C. 135(g)(6)(B))

Statewide & Nonmetropolitan Transportation Planning

- Optional – State Designation of Regional Transportation Planning Organizations (RTPOs)
- States may establish and designate RTPOs to enhance statewide planning.
- An RTPO shall be established as a multi jurisdictional organization of nonmetropolitan local officials and reps of local transportation systems. 135(m)(2)
- RTPO's shall establish a policy committee, the majority of which are non-metro local officials, and as appropriate, reps from the State, private business, transportation service providers, economic development practitioners and the public in the region. 135(m)(3)

Statewide & Nonmetropolitan Transportation Planning

RTPO's (continued)

- RTPO shall establish an fiscal and administrative agent, such as an existing regional planning and development organization to provide professional planning, management, and administrative support 135(m)(3)
- RTPO Duties-
 - Regional long-range multimodal transportation plans
 - Regional TIPs
 - Coordination of local planning, land use and econ. dev.

Statewide & Nonmetropolitan Transportation Planning

RTPO Duties (cont.)

- Technical assistance to local officials
- Participating in National, multi-state, State policy and planning development processes
- Provide a forum for public participation in regional and statewide planning
- Sharing plans and programs with neighboring RTPOs and MPOs and tribal organizations
- States without RTPOs shall consult with the affected nonmetropolitan local officials.

Statewide & Nonmetropolitan Transportation Planning

- SP&R Funds
 - New formula – Takedown of 2% of the core programs (NHPP, STP, CMAQ and HSIP) (Previously 2% of NHS, STP, Bridge, CMAQ, HSIP, EB and IM under SAFETEA-LU)
 - States decide a percentage takedown of SPR for SHRP II Implementation – 75% of States must agree

Transportation Planning

- Statewide and non-metropolitan planning and metropolitan planning are eligible for Surface Transportation Program (STP) funds.
- Statewide and non-metropolitan planning and metropolitan planning are not eligible for National Highway Performance Program (NHPP) funds.

Planning and Environmental Linkages

- Sec. 1310 - Integration of Planning and Environmental Review (Use of planning “products” in the NEPA process)
- Sec. 1311 – Development of Programmatic Mitigation Plans (as part of the statewide or metropolitan planning process)
- Sec. 1320 – Early Coordination

Next steps?

Next steps

- Communication
 - Webpage
 - Summary
 - Fact sheets and Q&As
 - Webinar on Performance Measures September 11
 - On-Line Dialogue on Performance Measures

- Implementation
 - October 1 “phase in”
 - Transitional procedures
 - Follow-on guidance and regulation

Contacts

FHWA

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- Website - <http://www.fhwa.dot.gov/map21>

FTA

- Dwayne Weeks, Dwayne.Weeks@dot.gov
- Website - <http://fta.dot.gov/map21/>

Beckmann, Ellen

From: N.C. Metropolitan Mayors Coalition <jwhite@ncm.org>
Sent: Monday, December 10, 2012 4:46 PM
To: Beckmann, Ellen
Subject: NCDOT To Increase Bike and Pedestrian Funding?



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December 10, 2012

APEX
Mayor Keith Weatherly

ASHEVILLE
Mayor Terry Bellamy

BOONE
Mayor Loretta Clawson

BURLINGTON
Mayor Ronnie Wall

CARRBORO
Mayor Mark Chilton

CARY
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Mayor John Bridgeman

GOLDSBORO
Mayor Al King

NC Board of Transportation Weighs in on Bike and Ped Funding

The NC Board of Transportation rolled out a major new policy in the Multimodal Committee last week which then went before the Board for approval. Below you will see a summary of the Board action care of Jim Humphrey with the City of Charlotte. Thanks Jim!

I do not have the specific language adopted by the Board as it was a bit difficult to discern from watching the meeting but the general idea was that the Board asked staff to spend 60 days developing an implementation plan to move bike and pedestrian funding levels up to 2.2% of the division's equity formula dollars. You can see the presentations given at the Committee meeting if you go

here: <http://www.ncdot.gov/about/board/> and then scroll down to the Multimodal Committee and click on Bicycle and Pedestrian Update.

[Click here to read the memo from the Highway Division Engineers where raise questions about the policy change and its potential implications for the TIP.](#)

I asked NCDOT how the process would work moving forward on the implementation plan and here is the response I received:

We intend to create an implementation team composed of DOT staff from program development, bicycle and pedestrian, and division of highways; and ask members of the SPOT prioritization committee, including some

GREENSBORO
Mayor Robbie Perkins

GREENVILLE
Mayor Allen Thomas

HICKORY
Mayor Rudy Wright

HIGH POINT
Mayor Bernita Sims

HUNTERSVILLE
Mayor Jill Swain

JACKSONVILLE
Mayor Sammy Phillips

KANNAPOLIS
Mayor Robert Misenheimer

MONROE
Mayor Bobby Kilgore

MOORESVILLE
Mayor Miles Atkins

RALEIGH
Mayor Nancy McFarlane

ROCKY MOUNT
Mayor David Combs
Treasurer

SALISBURY
Mayor Paul Woodson

WILSON
Mayor Bruce Rose

WINSTON-SALEM
Mayor Allen Joines

WILMINGTON
Mayor Bill Saffo

MPO and RPO representatives, to advise this implementation team. This team will quickly work to create alternative ways to deliver a TIP program showing a substantial funding increase to bicycle and pedestrian projects statewide. All MPOs and RPOs will be advised to the progress of the implementation team. The Board of Transportation requested delivery of implementation strategies by their February 2013 meeting.

As I learn more I will keep you informed. As always, I would love to hear your feedback on this pending policy change. Shoot me an email.

Julie White
Director

Contact Information

The North Carolina Metropolitan Mayors Coalition was founded in 2001 by large-city mayors and today represents the state's 28 largest cities and more than three million citizens. The Coalition, closely affiliated with the N.C. League of Municipalities, remains a nonpartisan, mayor-driven organization advocating on issues that affect large cities in a fast-growing and urbanizing state. The Coalition has successfully worked with federal and state elected officials to promote job creation, protect local revenue streams, invest in infrastructure, and keep our cities safe.

Julie White, Director
N.C. Metropolitan Mayors Coalition
jwhite@ncml.org
<http://ncmetromayors.com/>
919-715-7895 office
919-539-7871 cell

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Division of Bicycle and Pedestrian Transportation Funding Update

December 2012



October 2012- Board of Transportation asked NCDOT staff to examine impacts of a significant increase in the NCDOT (state funding share) commitment to bicycle and pedestrian projects starting FY 14

November 2012 – Information-sharing and discussion with Multimodal Committee on November 7; Abbreviated status report to full board on November 8

- Describe current funding levels for the NCDOT Bicycle and Pedestrian program
- Discuss ways to more efficiently use state dollars to advance projects and programs
- Present conceptual plan for funding various bicycle and pedestrian programs and projects

December 2012 – Presentation to full board on December 6

- Examine potential impacts on NCDOT STIP
- Additional information and inputs by division engineers and BOT members
- Consideration for action by full board
- Implementation for funding policy to follow typical procedures



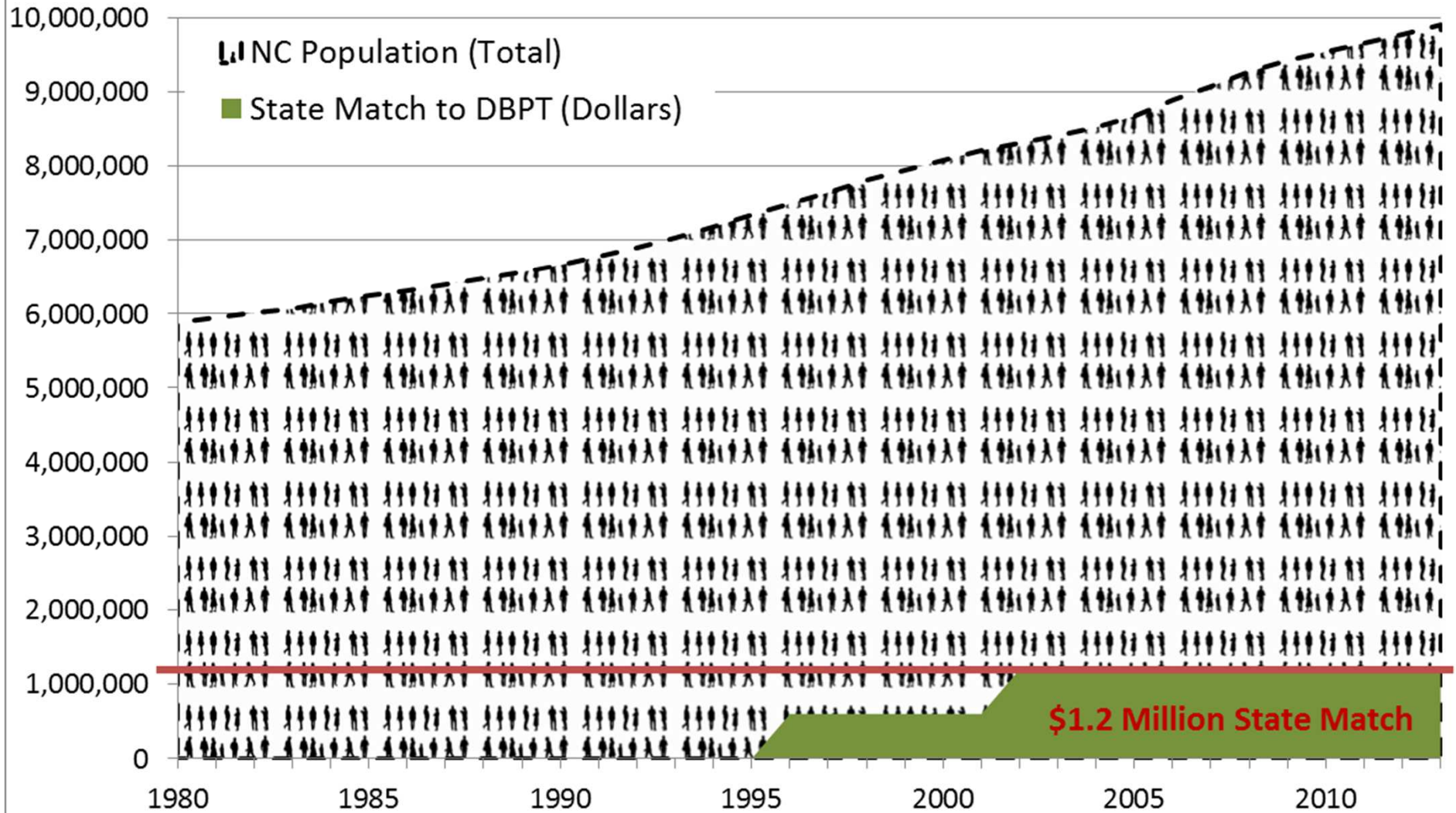


NCDOT State Funding History

Various actions by Board of Transportation to increase bicycle and pedestrian TIP funding

- 1970s and 1980s – NCDOT creates bicycle program and funds limited projects
- 1990- BOT increases Bicycle TIP to \$1 million
- 1996- BOT increases Bicycle TIP to \$3 million [incl. **\$600,000 state funds**]
- 2002- BOT increases Bicycle TIP \$6 million [incl. **\$1.2 state funds**]

2004: NCGA / NCDOT authorize funding for municipal pedestrian and bicycle planning





Federal Funding History

ISTEA (1991), TEA-21 (1998), SAFETEA-LU (2005), minimum 10% set aside for Transportation Enhancement activities; NC required to provide 20% match

2005 - SRTS program formed as part of SAFETEA-LU

Other Bike-Ped Eligible Funding Programs

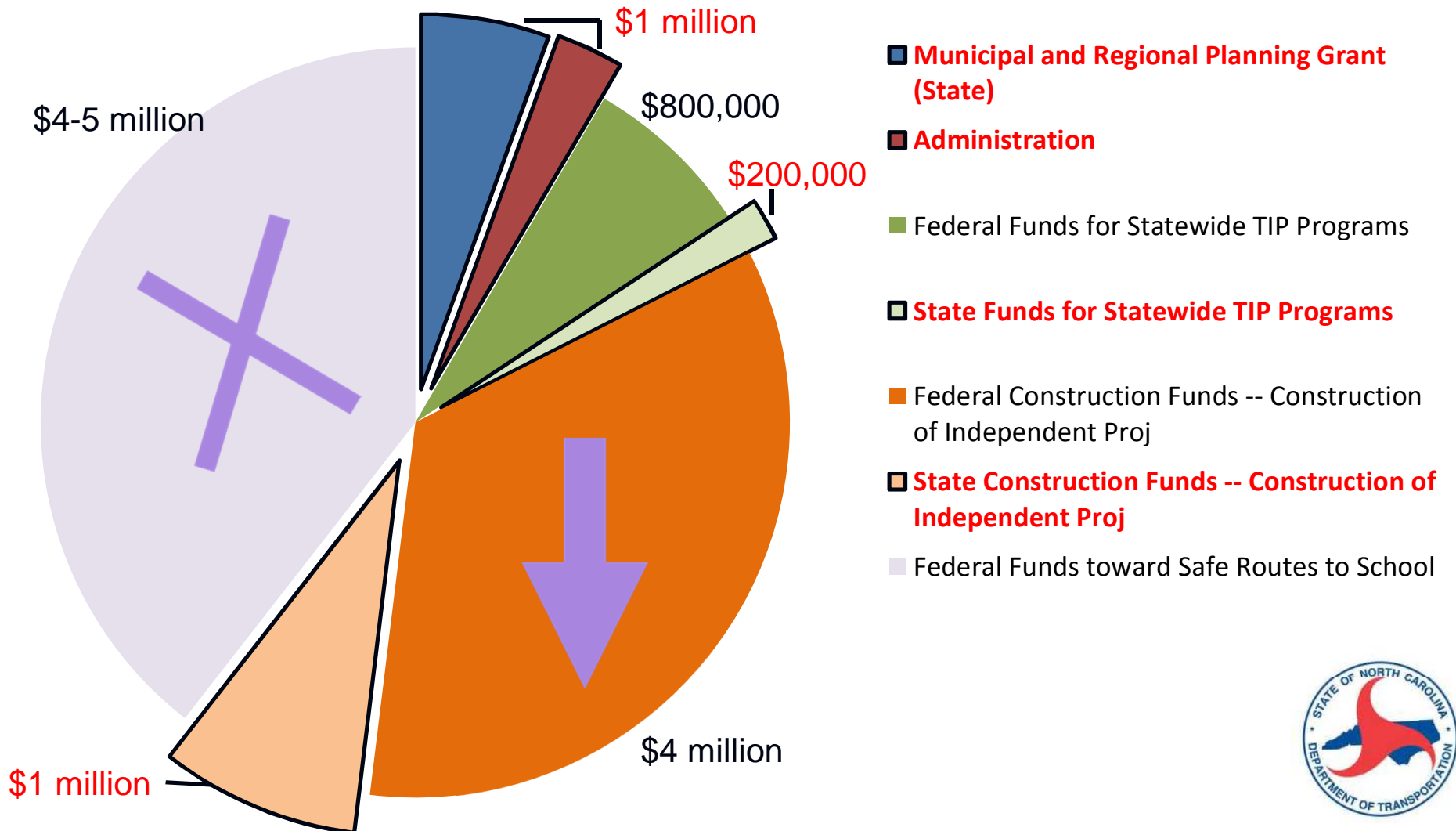
- + CMAQ
- + Direct Attributable
- + HSIP
- + Enhancement
- + Recreational Trails Program
- + Other

- Federal funding was increasingly favorable to bike-ped with fluctuations 1991-2012
- Most federal sources not dedicated or predictable funding for bike-ped
- MAP 21 not likely to increase bike-ped funding in 2013





Reductions in Federal Funding, Limited State Funding

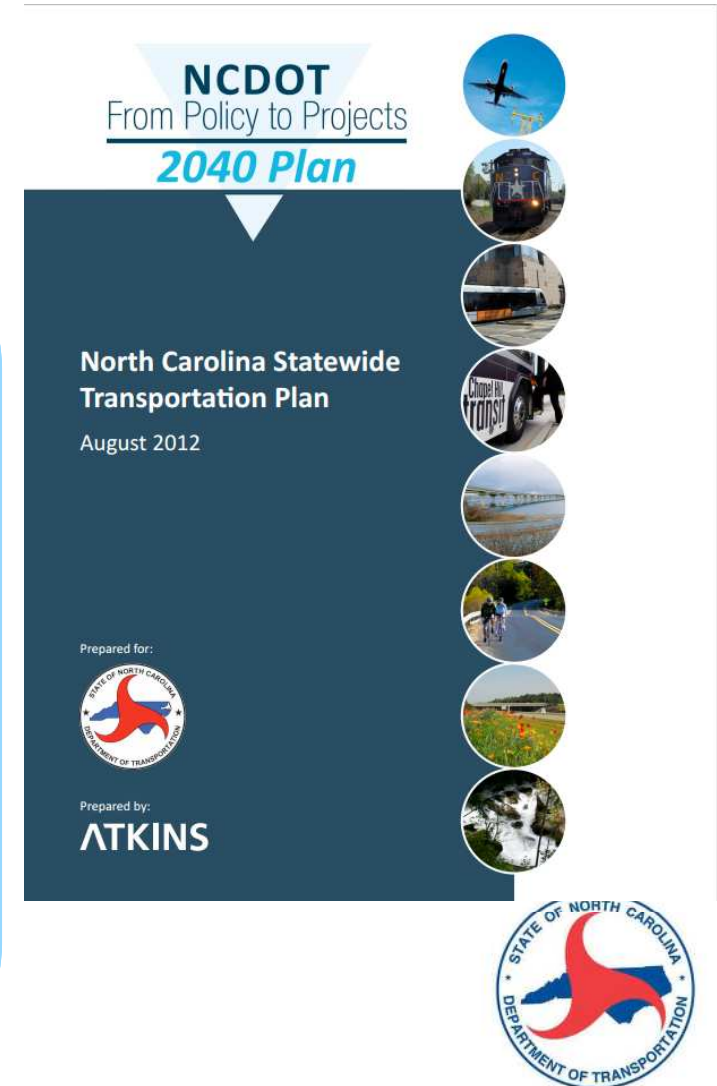




In **2012** the NCDOT adopted
 “The 2040 North Carolina Statewide
 Transportation Plan”

- Bike/ped conditions reported to be at Level of Service ‘D’
- 30-year investment needs for bike/ped LOS ‘A’ total \$1.29 billion
- SPOT Prioritization 1.0/2.0 needs for bike/ped total **\$400 million (5-year horizon)**

Stakeholders and local governments agreed that substantial funding increase to bike and pedestrian transportation is a top priority





Proposed Funding Program

Independent prioritized projects

- Total ready projects = \$100-150 million
- To include SRTS projects
- \$12-\$14 million annual independent program proposed

Safety and regional enhancements

- \$10-\$11 million total annual allocation proposed to divisions

Economic development and health program

- \$1-2 million annually

****Complete Street improvements are additional needs**





Project Demand

Draft 10 Year Work Program (2014-2023) includes **\$49 million** of bicycle and pedestrian projects

SPOT 1.0/2.0 Bike-Ped project list included several hundred additional projects statewide as submitted by locals

Per October BOT request, DBPT asked MPOs/RPOs to send “schedule ready projects” within a 2 week period

- Response was for **\$125 million in additional ready projects**
- Not all MPOs/RPOs were able to respond within short timeframe
- MPOs and RPOs were asked to keep projects to SPOT 2.0 list only
- Division engineers were asked to examine the list for ways to advance projects as part of operations and maintenance
- Additional projects would become ready over 10-year timeframe



EXISTING FUNDING SCENARIO

(\$ In Thousands)

Division	# Projects per 10-Yr Work Program	Total \$ per 10-Yr Work Program	# Deferred Projects	\$ Deferred Projects
1	3	1954	1	1590
2	2	790	7	4780
3	10	4983	17	11703
4	9	4486	16	7166
5	8	5095	15	4703
6	2	1400	5	5375
7	8	3755	5	4897
8	4	2792	24	18283
9	7	3975	8	6909
10	10	8263	16	7061
11	4	1433	0	0
12	9	4595	13	15738
13	6	3400	5	446
14	5	2580	5	1870
	87	49500	137	90521

Elizabeth City	Dismal Swamptrail in NC to VA. US 17	1590
New Bern	MLK Jr. Blvd path. A multi-use path	2090
Greenville	Multi-Use Path	1111
Winterville	Sidewalks	432
Havelock	Multiuse Trail	470
Simpson	Sidewalk	152
Swansboro	Gateway to Swansboro - Sidewalks	620
Wilmington	Multi-Use Path	545
Carolina Beach	Sidewalk	55
Wilson	Sharrows & Sidewalk	72
Goldsboro	Sidewalk	298
Warrenton	Multi-Use Path	80
Durham	Pedestrian	590
Cary	Sensitize Traffic Signal Detectors for Bicycles	120
Oxford	Sidewalk	583
Norlina	Wide Shoulders	314
Chapel Hill	Greenway	3000
Greensboro	Greenway	75
Aberdeen	Sidewalks	1387
Biscoe	Ped Refuge & crosswalk	40
Cameron	Sidewalks	94
Carrboro	Dodson's Crossroads; add 4' shoulders.	364
Chatham	Sidewalk	295
Hillsborough	Orange Grove Rd 4' Paved Shoulders	41
Hoffman	Sidewalk Improvements	440
Lee	Crosswalk Improvement	4
Mebane	Efland-Cedar Grove	207
Pittsboro	Crosswalk Improvement	2
Reidsville	Sidewalk Construction	334
Sanford	Sidewalk	4348
Siler City	Sidewalk	666
Southern Pines	Wide outside Lines with Sharrows	1164

READY PROJECTS



Sidewalks: Wilson/Goldsboro



Multi-Use Path:
Greenville, NC

READY PROJECTS

Winston Salem	Multi-Use Path	3000
China Grove	Greenway Spur	713
Albemarle	Bike Lanes with Road Diet	259
Indian Trail	Multi-Use Path	1210
Charlotte	Walker's Branch Greenway	600
Davidson	SRTS Pedestrian Beacon - Various sites	90
Stallings	Stallings Elem. Sidewalk & Crosswalks	300
Matthews	Bike Lanes	400
Cornelius	McDowell Creek Greenway	2366
Wesley Chapel	Sidewalk	400
Cramerton	Pedestrian Bridge	500
Gastonia	Intersection Improvements	97
Lowell	Geer St. Safe Routes for School	82
McAdenville	South Fork River Multi-use Trail	150
Mount Holly	Sidewalks	1726
Asheville	Ped Crossing Tunnel/Ped Beacon	75
Webster	Greenway	1100
Bryson City	Multi-Use Path	120
Robbinsville	Sidewalks	250
Andrews	Sidewalk	100



Bike Lanes: Albermarle

Greenway: Webster, Brevard





New Directions for Funding

REQUIREMENTS:

- respond to **all context needs**
- use **multiple strategies** to implement programs
- be consistent with emerging **statewide plan**
- improve **obligation** of resources
- follow comprehensive **prioritization methodology**

RECOMMENDATIONS:

- differentiate between **statewide and local needs**
- build on inter-agency and public-private **partnerships**



PROPOSED FUNDING SCENARIO

(\$ In Thousands)

Division	EB TOTALS	% OF EB TOTAL	DIVISION EQUITY 10- YEAR TOTAL	EB % SHARE OF 10 -YR DIVISION EQUITY TOTAL
1	10590	4.2%	955730	1.1%
2	16023	6.4%	717365	2.2%
3	22227	8.9%	787740	2.8%
4	19152	7.7%	629965	3.0%
5	18297	7.3%	1236093	1.5%
6	15219	6.1%	761633	2.0%
7	16952	6.8%	1013619	1.7%
8	26728	10.7%	832007	3.2%
9	20025	8.0%	710555	2.8%
10	23674	9.5%	1121451	2.1%
11	10433	4.2%	622019	1.7%
12	23247	9.3%	704879	3.3%
13	13726	5.5%	779794	1.8%
14	13450	5.4%	475595	2.8%



Summary: Pedestrian and Bicycle Project Funding

Local governments have a huge demand for projects

Immediate need \$100-200 million

State funding for projects has remained flat since 2002

\$1.2 million – currently dedicated

Federal funding will decrease and limit scope of work

Delay in increased funding costs more in the future

Proposed program would address several types of community needs

- Annual division allocation \$750,000 for statewide and regional enhancements
- Increase would advance “ready” projects within 10 years

Continued need for increased funding





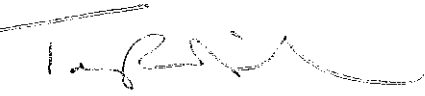
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

December 3, 2012

MEMO TO: Lauren Blackburn, AICP
Director, Bicycle & Pedestrian Unit

MEMO FROM: Terry Gibson, PE
Chief Engineer 

SUBJECT: Division of Highways Response to the Bike & Ped Conference Call

Thank you for the opportunity to provide comments in follow up to the conference call that discussed the proposal to increase funding for bicycle and pedestrian projects. The Division of Highways continues to be supportive of building facilities for bicycle and pedestrian activities, and appreciates the opportunity to be a part of future planning. The proposal to specifically allocate \$20 million for bicycle and pedestrian independent projects does raise some questions for the Divisions. We have summarized the questions below in two categories:

1. MPO/RPO/STIP Prioritization Questions

The Investment Summits held by the Strategic Prioritization Office around the state have resulted in most areas identifying the need for more bike and ped funding. Funding has already been increased for bike and ped projects in years 8, 9, and 10 of the proposed TIP as a result of these Summits. Will these amounts be considered part of the additional \$20 million or will they be in addition to the \$20 million as a result of this proposal?

The current work program is fiscally constrained. Do the MPOs and RPOs understand they may have to give something up (projects) and have they been contacted regarding the impacts to the 5 year work program and advised that shifts in TIP projects may occur by increasing the funding for bike and ped projects?

How will over-programmed Divisions be affected? What happens to the balance of the \$20 million allocated to that Division? What methodology has been established for implementing this funding in regards to equity?

The desire for bike and ped projects, as with other project types, exceeds available funding. How will the proposed funding increases incorporate the SPOT process? What methodology has been established for prioritizing and scheduling these projects and how will the Divisions be involved in selection, planning and delivery of the projects? Will there be an updated call for projects to the MPO/RPOs?

The increase for funding has been identified as bike and ped funding. Is there a proposal for bike and ped prioritization to be separated or will they be competing in the same list?

Will legislation be required to address earmarking these funds in this manner? If the intent is to build projects off the right of way, how can we legally use Highway Fund monies to construct those projects without legislative changes?

2. Project Delivery

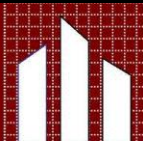
Delivery of these types of projects are very susceptible to delays. Although these projects are small in comparison to larger TIP projects, often times they take just as long to deliver due to plan development, acquiring right of way, moving utilities, executing agreements with local municipalities, etc. More often than not, this results in cash not being spent on these projects for several years while completing the steps in advance of project construction. With approximately \$14 million in uncommitted bike and ped balances already on the books, and an additional \$20 million annually being proposed, is there a concern with possibly accruing large balances of bike and ped funding waiting on the projects to be delivered? Should programming the prioritized needs in the year they could be delivered and funding at that time be considered?

As you are aware, the Divisions are typically the first to be contacted with project needs from local communities. As such, we are very aware of the desire for more bike and ped projects by local communities and are committed to working with our Bicycle and Pedestrian Unit to improve our current delivery of bike and ped projects.

Thank you again for allowing us the opportunity to comment.

Should you need additional information or would like to discuss this issue further, please feel free to contact me or Jon Nance.

TG/wdk

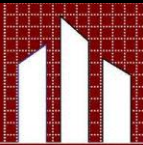


2040 MTP

-- Next Steps

<u>Action</u>	<u>Completion</u>
TCC subcommittee review and comment on MTP process and TRM use	January 2013
Release Air Quality Conformity and full report for public input	February 12, 2013
Conduct public hearing for Air Quality Conformity report	March 13, 2013
Adopt 2040 MTP	April 10, 2013

* Expect minor corrections to land use, modeling, project and financial data.



CTP

-- Next Steps

<u>Action</u>	<u>Completion</u>
Release maps and full report for public input*	March 12, 2013
Conduct public hearing for maps and full report	April 10, 2013
TAC Adopt CTP	June 12, 2013
NCDOT adopt CTP	August 8, 2013

* Might need to change some projects to coordinate with NCDOT and adjacent counties

Beckmann, Ellen

From: Stanley, Mike <mtstanley@ncdot.gov>
Sent: Friday, December 14, 2012 11:15 AM
To: wendym@cityofws.org; Beckmann, Ellen; chris.lukasina@campo-nc.us; shelby.powell@campo-nc.us; andrew.futrell@greensboro-nc.gov
Cc: Freitag, Kurt W; Lakata, Richard J; Midkiff, Eric; Thomas, Roger D; So, Kim L; Al-Ghandour, Majed N
Subject: FW: Revised Timeline for 10-Year Work Program and STIP
Attachments: NCDOT Revised WP STIP timeline_as of Dec 2012.docx

From: Lewis, Robert W
 Sent: Friday, December 14, 2012 11:04 AM
 To: burlmpo@ci.burlington.nc.us; pconrad@mblsolution.com; Ed.Johnson@campo-nc.us; Felix.Nwoko@durhamnc.gov; tyler.meyer@greensboro-nc.gov; Paul@landofsky.org; hankg@cityofgastonia.com; jcollins@ci.goldsboro.nc.us; john.tippett@wpcog.org; DVreeland@greenvillenc.gov; david.hyder@highpointnc.gov; aprinz@ci.jacksonville.nc.us; nlanda@ci.charlotte.nc.us; Bob.League@rockymountnc.gov; bill.mcdow2@wilmingtonnc.gov; GREGE@cityofws.org; slambert@albemarlecommission.org; deggert@capefearcog.org; pflanagan@eccog.org; arickard@eccog.org; ptrew@regiond.org; kfuller@regionc.org; mciriello@kerrtarcog.org; BHansen@centralina.org; Josh@Landofsky.org; janet.robertson@lumberrivercog.org; jstrickland@mccog.org; bbuck@mideastcom.org; mallred@ptrc.org; rountreec@halifaxnc.com; joakes@mideastcom.org; jday@ptrc.org; dstoogenke@rockyriverrpo.org; phil@regiona.org; mday@tjcog.org; kelly.larkins@wpcog.org; nancy.nixon@nashcountync.gov; John.Sullivan@fhwa.dot.gov; edward.parker@fhwa.dot.gov; clarence.coleman@fhwa.dot.gov; unwanna.dabney@fhwa.dot.gov; loretta.barren@fhwa.dot.gov; bill.marley@ghwa.dot.gov; jill.stark@fhwa.dot.gov; Edward.dancausse@fhwa.dot.gov; Alford, Mike; perkins@ncat.edu; Watts, Chuck; judgebcollier@bellsouth.net; david@zvpate.com; wmgrannis@aol.com; gust@suddenlink.net; jcollett@collett.biz; lmcnairy@tidewater-transit.com; matt@georgewoodfarms.com; malford@marinechevy.com; mfox@tuggleduggins.com; napro1@earthlink.net; Hugh Overholt (hro@wardandsmith.com); wanda@carolinamtnrealty.com; rhw@triadbiz.rr.com; rwall57@yahoo.com; Halsey, Samuel; tripp@sloanerealty.com; Proffitt, Wanda
 Cc: Conti, Gene; Barbour, Victor; Barnes, Randy; Beaty, Greer B; Boyette, Eric; Canales, Roberto; Coward, Susan C; Faulk, Angela M; Foster, Mark L; Gibson, Terry R; Grady, Charles E; Joyner, David; Lapish, Wendy C; Lewis, Robert W; Morris, Paul F; Patel, Alpesh G; Roper, Anthony W; Trogdon, James H; White, Katherine; Leggett, Calvin W; Mcintyre, Ray; Argabright, Van; Stanley, Mike; Sutton, Marie L; Al-Ghandour, Majed N; Lewis, Derrick W; Voelker, Don; Wasserman, David S; Smith, Laurie P; Tasaico, Burt; Jennings, Jerry D; Lassiter, Neil E; Fussell, Karen E; Rouse, John W; Bowman, John W; Burns, Gregory W; Mills, James M; Hancock, Richard W; Ivey, Stephen P; Mitchell, Louis L; Pettyjohn, Michael A; Holder, Michael L; Swain, James J; Setzer, Joel B; Bruff, Michael S; Marshall, Travis K; Thomas, Dan; Thomas, Earlene W
 Subject: Revised Timeline for 10-Year Work Program and STIP

Good morning. The NCDOT released a Draft 10-Year Work Program and STIP in October for your review with the goal of Board of Transportation adoption of these documents in the summer 2013. It is now apparent there is a need to alter that timeline. NCDOT will re-release a draft 10-year Work Program in the Fall of 2013 for your review with the goal of Board of Transportation adoption in the summer of 2014. See attached for the revised timeline. NCDOT will also continue to amend projects from the adopted 2012-2018 STIP, you can find more info about the amendment process and Item N history here: <https://connect.ncdot.gov/projects/planning/Pages/STIP-Amendments.aspx>

The additional time should allow the Department to address the following considerations:

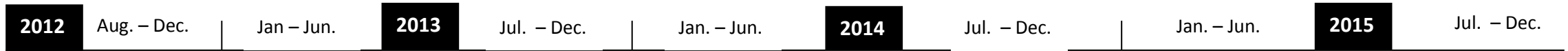
- Implementation of MAP-21:

- MAP-21 provides short-term Federal-aid funding. Since it is only a two-year law, there is uncertain long-term financial stability. In addition, numerous SAFETEA-LU funding categories have been consolidated and revised yet implementing regulations and provisions have yet to be released. Examples of these uncertainties are the new National Highway Performance Program provisions, Transportation Alternatives Program, safety funding and performance measures and the looming potential for federal sequestration (i.e., mandatory reductions due to the “fiscal cliff”)
- State Legislative and Related actions/agenda:
 - Revenue forecasts from the Office of Budget and Management indicate much lower revenues than currently used to develop the draft Work Program. This is especially critical since the Department uses a cash management funding mechanism.
 - The current cap on the gas tax expires in July 2013. If it is continues, there will be further reductions in forecasted revenues and impacts on the cash model.
 - Other legislative actions from 2012 will require time to implement, i.e. new prioritization requirements for the Department to “develop a process for standardizing or approving local methodology used in the MPO and RPO prioritization”.
- Major Project Impacts/Uncertainties:
 - A number of high profile projects are facing legal, financial, or public challenges. The uncertainty of pending decisions regarding these projects impacts the reliability of delivery schedules and the ability to predict their financial impact on the cash model. Increasing project costs also impacts the ability to keep to anticipated project letting schedules.
- Other process-related issues:
 - Additional time will allow the Department to respond to revised air quality non-attainment provisions and impacts to conformity determinations.
 - Additional time will allow further public involvement and implementation of the Department’s newly adopted Unified Public Engagement Process.
 - Additional time will allow the Program Development staff to discuss draft project schedules with MPOs and RPOs before finalizing the STIP.
 - Additional time will allow the SPOT 3.0 process to more fully integrate a GIS based platform which will result in a more user-friendly version and allow MPOs and RPOs to better assess the best candidate projects in their areas.

Please contact the Program Development staff for any project related schedule questions, Transportation Planning staff for air quality conformity information, SPOT staff on impacts to prioritization, and the Governance office for any overall questions/concerns regarding this overall new schedule.

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NCDOT Transportation Work Plan Development Timeline 2013-2015



Statewide Transportation Plan	2040 Plan adopted										Ongoing implementation activities									
10-Year Policy to Projects Work Plan	Draft 2013-2023 work plan released by BOT				Draft 2014-2024 work plan released by BOT				Final 2015-2024 work plan adopted by BOT				Draft 2016-2026 work plan released by BOT							
STIP	Draft 2014-2020 STIP released				Draft 2015-2021 STIP released				Final 2015-2021 STIP adopted by BOT		Federal approval of 2015-2021 STIP (October 1)		Draft 2017-2023 STIP released							
AQ Conformity	MPO Review and Approval of TIP and AQ																			
Prioritization	P3.0 development underway					P3.0 / Loop / Mobility Fund prioritizations implemented (MPOs/RPOs submit priority projects)					Investment summits conducted		P4.0 development initiated							
Legislative Budget	NCDOT submits Legislative continuation budget request		Governor's budget released		Biennium budget approved		NCDOT submits Legislative expansion budget request		Governor's budget released		Adjustments to biennium budget approved		NCDOT submits Legislative continuation budget request		Governor's budget released		Biennium budget approved		NCDOT submits Legislative expansion budget request	

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 12, 2012

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

This memorandum provides a summary status of tasks for projects in the FY 2012-2013 Unified Planning Work Program.

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

FY 2012- 2013 Unified Planning Work Program (UPWP) – Projects

2040 Metropolitan Transportation Plan MTP (formerly LRTP)

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- ✓ LRTP Public Involvement plan – March/April/May 2012
- ✓ LRTP Goals and Objectives – March/April/May 2012
- ✓ Approval of LRTP Targets - March/April/May 2012
- ✓ Deficiency Analysis – June 2012
- ✓ Socio-economic Forecasts – June 2012
- ✓ Land use Scenario – August 2012
- ✓ Alternative Analysis – completed
- ✓ MTP (LRTP) Preferred Option – September 2012
- Draft MTP (LRTP) Recommendation – December 2012
- Air Quality analysis and Conformity Adopted - January 2013 - February 2013
- Adopt MTP (LRTP) and Conformity determination - April/May 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP –December 2012
- CTP Report and Maps – April 2013
- Adopt CTP – June 2013
- NCDOT Adopt – August 2013

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- ✓ Data collection – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ Trend Forecasts

- ✓ Partnering Strategy
- ✓ Build Development Strategy
- ✓ Rationalize Scenarios
- Documentation/Protocol Report – January 2013

Update of the MPO Public Involvement Policy

- ✓ Phase I – update to include Title VI and address corrective actions from Federal Certification Review - Adopted November 2012
- Implementation of Phase I update - underway
- Phase II – update to include measures of effectiveness and MAP-21 requirements – future phase

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan

- ✓ Action Plan and schedule completed in September 2011
- Development of plan – future

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Phase 2 – underway
- Phase 2 Database development – ongoing

MPO Congestion Management Process CMP

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan –Fall of 2011
- ✓ CMP Data collection and monitoring – ongoing
- ✓ CMP implementation – ongoing
- State of Systems Report – draft underway
- Evaluation of effective of CMP projects and funded projects - ongoing

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

DCHC MPO Surface Transportation-Direct Attributable
Federal Funding Levels Report

Funding Availability (Adjusted to Obligation Limitation)

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 87%) COLUMN D	COLUMN E	(COLUMN D - COLUMN E) COLUMN F
DCHC MPO- STPDA	2011 CFFY Carry Forward	CY 2012 Appropriations	Total Appropriations	Net Available Funding	YTD Obligation	Net Available Balance
TOTALS	\$5,776,950	\$10,809,213	\$16,586,163	\$14,429,962	\$3,189,609	\$11,240,353

Project Specific Obligation List

Date	WBS TIP Sub Num	Project Desc	WBS element	Phase ID	Authorization date	System Status	County Code	Fund		Program Specific Obligated Amount	
2/9/2012: adjusted 2/23/2012	EB-4707	DURHAM - SR 1838/SR 2220 (OLD DURHAM/CHAPEL HILL ROAD)FROM S	38664.1.1	EB-4707 - PE - BICYCLE IMPROVEMENTS	Prel Engr	06/13/2008	REL ACPT	DURHAM	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$112,224
9/20/2012	EB-4707B	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) F	38664.2.2	EB-4707B - R/W - BICYCLE IMPROVEMENTS	Right of Way	09/17/2012	REL	DURHAM	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$1,320,000
1/3/2012	EL-4995	CHAPEL HILL - DRY CREEK GREENWAY FROM PERRY CREEK ROAD TO PR	40764.1.1	CLOSED EL-4995 - PE - DRY CREEK GREENWA	Prel Engr	11/27/07	CLSD ACPT	ORANGE	1500/2731H 230D	STP >200K POPULATION-DURHAM	(\$28,121)
1/26/2012: adjusted 6/21/2012	SR-5001AR	CHAPEL HILL - SAFE ROUTES TO SCHOOL CONSTRUCT SIDEWALKS ALON	40924.3.43	SR-5001AR - CON - CHAPEL HILL	Construction	12/14/2011	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$108,000
12/15/2011; adjusted 9/20/12	U-4726DC	CARRBORO - WILSON PARK MULTI-USE PATH	36268.3.4	U-4726DC - CON - CARRBORO	Construction	11/21/11	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$177,119
8/30/2012 adjusted 9/13/12	U-4726DE	CARRBORO - HOMESTEAD-CHAPEL HILL HIGH SCHOOL MULTI-USE PATH	36268.1.26	U-4726DE - PE - CARRBORO	Prel Engr	04/28/2011	REL ACPT	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$104,388
1/26/2012	U-4726DF	CARRBORO - BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS	36268.1.27	U-4726DF - PE - CARRBORO	Prel Engr	01/24/2012	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$6,000
6/21/2012 adjusted 8/2/12	U-4726IG	CHAPEL HILL - MORGAN CREED TRAIL, PHASE 2	36268.3.24	U-4726IG - CON - CHAPEL HILL	Construction	6/15/2012	REL	ORANGE	1500/2731L 23ED	STP >200K POP-DURHAM-SAFETEA-LU EXT	\$1,390,000

Total Obligated YTD: \$ 3,189,610

**DCHC MPO Surface Transportation-Direct Attributable
Federal Funding Levels Report**

Funding Availability (Adjusted to Obligational Limitation)

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 87%) COLUMN D	COLUMN E	(COLUMN D - COLUMN E) COLUMN F
DCHC MPO- STPDA	2012 CFFY Carry Forward	CY 2013 Appropriations	Total Appropriations	Net Available Funding	YTD Obligation	Net Available Balance
TOTALS	\$7,406,495	\$4,850,552	\$12,257,047	\$11,031,342	\$0	\$11,031,342

Project Specific Obligation List

Date	WBS TIP Sub Num	Project Desc	WBS element	Phase ID	Authorization date	System Status	County Code	Fund	Program Specific Obligated Amount

Total Obligated YTD:	\$ -
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**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
2013-2014 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE**

The tentative development schedule for the 2013-14 UPWP is presented below. The work program will contain new initiative for FY2014 and a continuation of the FY2013 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local member governments' budget process.

DATES	DCHC MPO ACTIVITY DESCRIPTION
31-Oct-12	MPO funding request sent out to member agencies
30-Nov-12	Deadline for funding request to be submitted to MPO by member agencies.
December 2012 - February 2013	Development of Draft 2013-2014 UPWP and coordinating with local agencies continues.
27-Feb-13	TCC receives Draft 2013-2014 UPWP.
13-Mar-13	TAC receives Draft 2013-2014 UPWP
February - March 2012	LPA staff coordinates with member jurisdictions budget process for local matching funds.
27-Mar-13	TCC recommends Draft 2013-2014 UPWP to be released for Public Comment
30-Mar-13	NCDOT PTD receives draft copy of FY2014 UPWP
10-Apr-13	TAC reviews Draft 2013-2014 UPWP & releases for public comments
24-Apr-13	TCC hold public hearing TCC recommends that TAC adopt FINAL FY2013-2014 TCC recommends MPO completes self-certification UPWP planning process
8-May-13	TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process; FTA & NCDOT to receive final FY2013 UPWP.
10-May-13	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$137,446,000.00 **Cost Overrun/Underrun:**
Availability Date: 9/19/2008 **Letting Date:** 8/5/2008
Completion Date: 7/1/2011 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$4,222,625.78 **Cost Overrun/Underrun:** 31.4%
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2010 **Work Began:** 9/30/2010
Revised Completion Date: 7/1/2012 **Estimated Completion:** 12/7/2012
Last Estimate Thru: 11/7/2012 **Scheduled Progress:** 100%
Last Estimate Paid: 11/19/2012 **Actual Progress:** 92.05%

Contract Number: C202436 **Route:** SR-1322, US-70
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3638, R-5164F
Length: 1.233 miles **Federal Aid Number:** BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS
 (MAIN ST) FROM NINTH ST TO BUCHANAN ST.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC
Contract Amount: \$1,969,734.20 **Cost Overrun/Underrun:**
Availability Date: 7/30/2012 **Letting Date:** 6/19/2012
Completion Date: 3/18/2014 **Work Began:** 9/17/2012
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202507 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** R-2635, U-4763B
Length: 18.8 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: Jason R. Peterson, PE **RE Phone Number:** (919)571-3000
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO
 NC-540.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: \$4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202875 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** I-5307, I-5310
Length: 17.133 miles **Federal Aid Number:** IM-0540(23)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN

<p>BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT. Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,384,157.45 Cost Overrun/Underrun: -6.85% Availability Date: 2/27/2012 Letting Date: 1/17/2012 Completion Date: 11/15/2012 Work Began: 2/27/2012 Revised Completion Date: Estimated Completion: 12/30/2012 Last Estimate Thru: 10/22/2012 Scheduled Progress: 100% Last Estimate Paid: 10/26/2012 Actual Progress: 84.67%</p>	
<p>Contract Number: C202928 Route: NC-54, SR-1103, SR-1107 SR-1171, SR-1815, SR-1902 SR-1911, SR-1926, SR-1945 SR-1977 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 13.57 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,634,988.89 Cost Overrun/Underrun: 3.82% Availability Date: 3/12/2012 Letting Date: 1/17/2012 Completion Date: 11/9/2012 Work Began: 8/20/2012 Revised Completion Date: Estimated Completion: 11/30/2012 Last Estimate Thru: 11/15/2012 Scheduled Progress: 100% Last Estimate Paid: 11/21/2012 Actual Progress: 93%</p>	
<p>Contract Number: C203117 Route: SR-1005, SR-1008, SR-1630 SR-1631, SR-1834, SR-1945 SR-2000, SR-2002, SR-2005 SR-2010, SR-2015, SR-2100 SR-2162, SR-2217, SR-2232 SR-2234, SR-2329, SR-2349 SR-2406, SR-3015, SR-3099 SR-3555 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 32.362 miles Federal Aid Number: Resident Engineer: Chad D. Hinnant RE Phone Number: (919)733-9499 Location Description: 23 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$5,803,217.05 Cost Overrun/Underrun: 0% Availability Date: 8/27/2012 Letting Date: 7/17/2012 Completion Date: 5/31/2013 Work Began: 9/4/2012 Revised Completion Date: Estimated Completion: 5/31/2013 Last Estimate Thru: 10/31/2012 Scheduled Progress: 20% Last Estimate Paid: 11/6/2012 Actual Progress: 15.61%</p>	
<p>Contract Number: DE00030 Route: I-40, I-85, SR-1728 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-4049R Length: 0 miles Federal Aid Number: STP-000S(416) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: I-40 AND I-85 Type of Work: Dynamic Message Sign Replacement Contractor Name: ALS OF NORTH CAROLINA, INC. Contract Amount: \$641,917.55 Cost Overrun/Underrun: Availability Date: 6/4/2012 Letting Date: 5/9/2012 Completion Date: 2/28/2013 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: DE00042 Route: SR-1614 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number:</p>	

Length: 0 miles	Federal Aid Number:
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: BRIDGE 151 ON SR 1614 (STATE FOREST ROAD0 OVER FLAT RIVER	
Type of Work: BRIDGE REPLACEMENT	
Contractor Name: KEYSTONE CONTRACTING CO., INC	
Contract Amount: \$417,800.00	Cost Overrun/Underrun:
Availability Date:	Letting Date: 9/12/2012
Completion Date:	Work Began:
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: DO00069	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: BK-5102G
Length: 0 miles	Federal Aid Number: BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.	
Type of Work: BRIDGE PAINTING.	
Contractor Name: S & D INDUSTRIAL PAINTING, INC.	
Contract Amount: \$922,562.15	Cost Overrun/Underrun: -0.55%
Availability Date: 7/11/2011	Letting Date: 8/19/2010
Completion Date: 11/7/2011	Work Began: 7/16/2012
Revised Completion Date: 8/28/2012	Estimated Completion: 9/15/2012
Last Estimate Thru: 8/31/2012	Scheduled Progress: 85%
Last Estimate Paid: 9/7/2012	Actual Progress: 93.34%

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
rev 12/06/12							
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	74%	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	10/26/2012	100% complete waiting on final	\$5.175 million	ARRA
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
	43687	Town of Carrboro - Radius improvements, high visibility crosswalks and pedestrian refuge island at the intersection of SR 1009 (Hillsborough Road), James Street (non system) & Quail Roost Drive (non system) in Carrboro.			Planning Stage	\$40,000.00	Small Construction Funds
Orange	48096	Town of Chapel Hill to replace existing grates to standard 830.03 D Type E Catch Basin Bicycle Safe Grate on NC 86 (MLK Blvd) from Sr 1010 (Franklin Street) to SR 1777 (Homestead Road)	NCDOT Forces		Complete	\$20,000.00	Small Construction Funds
Orange	43640.1.1 / 43640.2.1 / SS4907AP / 43640.3.1	SS-4907AP - Orange - NC 86 (Martin Luther King Jr., Blvd.) and SR 1750 (Estes Drive) in Chapel Hill. Improve sight distance by cutting back the bank in the northeast quadrant of the intersection. Cyclists cannot see the cars at the stop bar and the motorists cannot see the cyclists.			Preliminary Planning	\$25,600.00	Spot Safety
ALAMANCE/ ORANGE	17BP.7.P.2	Bridge Deck Preservation - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGE #6 on US 70 Bus., #59 on NC 86, and #81, & #82 on I-85 in ORANGE COUNTY	5/15/2012	6/30/2013	18%	\$2.8 million	Bridge Preservation
Orange	EL-4828 / 40245.1.1 & 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood .			Design	\$149,880 / \$655,000	30% complete
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		10/3/2012	A request for extension of MA was sent on September 14, 2012 to NCDOT.	\$200,000.00	Small Construction/ STP-Division Enhancement

Orange	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road			Municipal Agreement is being signed by the Town and will be mailed next week to NCDOT. Work will be completed within 3 months after NCDOT execute the MA.	\$30,000.00	Division Enhancement
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/2012	Complete, doing final paper work	Const. =99% compl.;	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	4/12/2012	Fall 2012	Started Sept. 13th	\$55,000 SRTS/\$108,000 STPDA	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	Fall 2012	Completed	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Let 12/20/12		R/W issues	\$198,000	Spot Safety-State
Chapel Hill	U-0624 / C203175 / 34762.3.4	NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr). Widening , Grading, Drainage, Paving & Signals	October 16,2012	12/28/2014	Contract Awarded	\$4,565,147	TIP
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/7/2012	Nov. 26, 2012	40% cpmplete	\$39,262.65 PE \$129,431.35 C	STPDA

Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	5/1/2013	4/30/2014	Municipal Agreement with Town of Carrboro; Design underway-need to coordinate with District for developer project at Purefoy Rd.	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	1/1/2013		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
Orange	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STPDA
Orange	U-4726 IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	7/24/2012		Started this fall	\$,1310,000 / additional funds \$1,000,000 8/12	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 8/2012	12/31/2012- to be revised	Consultant design-R/W staking complete for acquisition	\$450,000	High Hazard Safety
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments

Durham/ Orange	EB-4707A (Orange) / EB4707B (Durham)	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County				\$4.9 million	Delayed R/W to FY 13 and Construction to FY 14 / 15 to allow City to secure increased funding
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Carrboro	W-52071 / 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street)			Preliminary Engineering	\$50,000	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	1/15/2013	Fall 2013	In Design	\$4.75 million	Remove centerline rumble strpes per JMM

DCHC MPO TAC/TCC Meeting Dates 2013

Durham City Hall, Committee Room

Transportation Advisory Committee
(TAC)2nd Wednesday of the month, 9 amTechnical Coordinating Committee
(TCC)4th Wednesday of the month, 9 am

9-Jan-13	23-Jan-13
13-Feb-13	27-Feb-13
13-Mar-13	27-Mar-13
10-Apr-13	24-Apr-13
8-May-13	22-May-13
12-June-13	26-June-13
No July TAC meeting	24-July-13
14-Aug-13	28-Aug-13
11-Sept-13	25-Sept-13
9-Oct-13	23-Oct-13
13-Nov-13	20-Nov-13*
11-Dec-13	18-Dec-13*

Tentative Joint TAC Meeting Dates (locations and times TBD)

29-May-13

30-Oct-13

* One week earlier than usual (3rd Wednesday of the month) to avoid conflict with a holiday

TAC meetings are occasionally moved to 7 pm to accommodate public hearings.
Appropriate notice will be provided for schedule changes.