

Member Governments

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

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

**May 22, 2013
9:00 am**

**Committee Room
2nd Floor Durham City Hall**

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

In accordance with the State Government Ethics Act, 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**

CONSENT AGENDA

- 5. Approval of April 24, 2013 TCC Meeting Minutes
Attachment 5 (to be posted as soon as it is available)**

A copy of the April 24, 2013 minutes is enclosed as Attachment 5.

TCC Action: Approve minutes of the April 24, 2013 TCC meeting.

- 6. FY 2012-2013 Unified Planning Work Program – Amendment #4 (Section 5307/5303)
Attachment 6
Maricia Brown, LPA Staff**

The TAC approved the 2012-2013 UPWP on May 9, 2012. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Amendment #4 is necessary to...

TCC Action: Recommend that the TAC approve Amendment #4 to the FY 2012-2013 Unified Planning Work Program.

- 7. MPO Policy #1 –Amendment #1
Attachment 7
Maricia Brown, LPA Staff**

The MPO has developed 3 policies to improve our oversight, monitoring and management of federal funds allocated and distributed through our urbanized area. These policies were approved in June 2010. *Policy #1* serves to establish a written policy on the MPO's responsibility with regards to sub-recipient oversight and monitoring procedures. The LPA serves as a pass-through entity and is required to comply with the Federal Compliance Supplement, Part 3 Section M.

TCC Action: Recommend that the TAC approve the policy Amendment #1 with suggested changes in red underline.

8. FFY 2013 Section 5307 FULL Apportionment

Attachment 8, 8A

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 full 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 or amend current applications for funding via FTA's TEAM system. Please reference Attachment 8 for the memo detailing this grant program. Attachment 8A is the letter of recommendation for FTA.

TCC Recommendation: That the TAC endorse a letter to FTA for the FFY13 (FULL) Apportionment distribution of Section 5307 funds.

ACTION ITEMS

9. Memorandum of Understanding

Attachment 9

Ellen Beckmann, LPA Staff

LPA staff, the TCC, and the TAC have expressed a desire to revise the MPO's Memorandum of Understanding (MOU) that establishes the MPO's "Continuing, Cooperative, and Comprehensive Transportation Planning" process. There are several issues that need to be revised. A TCC Subcommittee has developed a recommended draft MOU for the TCC's review and discussion (Attachment 8). The TAC and TCC bylaws would also need to be updated in accordance with a new MOU.

LPA staff updated the TAC on the development of the MOU in May. One minor change was requested by a TAC member to increase the Technical Committee membership for Orange County. The TAC requested that the draft MOU be circulated to member jurisdictions at this time. All of the MPO's member jurisdictions will be required to approve the final MOU. The TCC is asked to recommend that the TAC endorse the MOU.

TCC Recommendation: Recommend that the TAC endorse the MOU and forward it to member governments for approval.

10. Job Access Reverse Commute and New Freedom Call for Projects

Attachment 10, 10A (to be posted as soon as it is available)

Maricia Brown, LPA Staff

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs.

Attachment 10 is a memo describing both programs and their financial availability. Based on the review and scoring of applications submitted for the 2013 Call for Projects, Attachment 10A is a proposed program of projects.

TCC Recommendation: Recommend that the TAC approve the proposed 2013 JARC/NF Program of Projects. (POP).

11. Strategic Highway Corridors – Northern Durham Parkway**Attachment 11, 11A****Andy Henry, LPA Staff**

The LPA staff proposes requesting that NCDOT change the status of the Northern Durham Parkway, between US 70 and I-85, from a Freeway to a Boulevard in the NCDOT Strategic Highway Corridor (SHC) plan. Attachment 11 is a memorandum describing the reasons for this change. Attachment 11A provides the NCDOT process and forms for requesting the change.

The process to change the Northern Durham Parkway in the SHC will likely take several months. LPA staff wants to start this process as soon as possible so this issue does not delay adoption of the Comprehensive Transportation Plan (CTP).

TCC Recommendation: Review request, provide comments, and recommend that the TAC make the request.

REPORTS FROM STAFF:**12. Reports from Staff****Attachment 12****Felix Nwoko, LPA Staff**

TCC Action: Receive Report from staff

13. Report from the Chair**No attachment****Mark Ahrendsen, TCC Chair**

TCC Action: Receive Report from TCC Chair

14. NCDOT Report**Attachment 14****Wally Bowman, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT****Richard Hancock, Division 8 – NCDOT****Julie Bollinger, Transportation Planning Branch – NCDOT****Kelly Becker, Traffic Operations – NCDOT****INFORMATIONAL ITEMS:****15. NC State Ethics Law Compliance**

This is a reminder that all members and alternates of the TAC and TCC are required to comply with the State Ethics Law as of January 1, 2013.

- A website provides information for MPO members:
<http://www.ethicscommission.nc.gov/coverage/planningorgs.aspx>
- Training required by June 30, 2013
 - On-line training: <http://www.ethicscommission.nc.gov/education/eduOnline.aspx>
 - Live presentations: <http://www.ethicscommission.nc.gov/education/eduSchedule.aspx>
- Statement of Economic Interest required by April 15, 2013:
http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO

Adjourn

Next meeting: June 26, 2013

RESOLUTION

TO APPROVE AMENDMENT #4 TO THE FY 2012-2013 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

June 12, 2013

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

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

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2012-2013 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2012-2013

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #4 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2012-2013 as described in the attached sheets.

I, Ellen Reckhow, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 12th day of June, 2013

Signature of TAC Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina

COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the 12th day of June, 2013, to affix his signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

TCC 5/22/2013 Attachment 6

MPO Wide - Detail Funding Tables - All Funding Sources

FINAL Figures AFTER Amendment #3
Approval Proposed April 24, 2013

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change														
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360
5	Transit System Data	800	3,200	0	0	6,599	6,599	52,790	18,754	18,754	150,031	26,153	25,353	206,022	257,527
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
10	Mapping	3,650	14,600	9,674	38,696	3,000	3,000	24,000	0	0	0	16,324	3,000	77,296	96,620
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
II-B	Long Range Transp. Plan														
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
8	Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	1,000	8,000	0	0	0	9,500	1,000	42,000	52,500
9	Highway Element of the L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	12,730
10	Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	400	3,200	3,764	3,764	30,113	7,710	4,164	47,497	59,371
11	Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	68,540
12	Airport/Air Travel Element of L RTP	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
13	Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	12,540
14	Rail, Water or other mode of L RTP	25,000	100,000	0	0	0	0	0	0	0	0	25,000	-	100,000	125,000
15	Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	6,000
16	Financial Planning	750	3,000	2,200	8,800	500	500	4,000	8,026	8,026	64,210	11,476	8,526	80,010	100,012
17	Congestion Management Strategies	57,000	228,000	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
II-C	Short Range Transit Planning														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	52,899	52,899	423,190	54,153	53,899	432,206	540,257
III-A	Planning Work Program														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120
III-B	Transp. Improvement Plan														
	TIP	2,400	9,600	14,782	59,128	0	0	0	1,653	1,653	13,226	18,835	1,653	81,954	102,442
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.														
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	2,247	2,247	17,977	8,995	2,247	44,969	56,211
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	15,000
6	Public Involvement	13,400	53,600	3,676	14,704	0	0	0	14,798	14,798	118,381	31,874	14,798	186,685	233,356
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
3	Special Studies	120,000	480,000	486	1,944	0	0	0	0	0	0	120,486	-	481,944	602,431
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000
III-E	Management & Operations														
1	Management & Operations	50,277	201,107	10,602	42,409	11,559	11,559	92,468	45,900	45,900	367,202	118,337	57,459	703,186	878,982
	Totals	\$436,263	\$1,745,051	\$94,083	\$376,333	\$28,407	\$28,407	\$227,255	\$210,141	\$210,141	\$1,681,128	\$768,893	\$238,548	\$4,029,767	\$5,037,209

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Detail Funding Source Tables - FHWA/FTA Funds**

TCC 5/22/2013 Attachment 6

MPO-Wide Detail Funding Tables
Amendment #4 Details

5/14/13 4:10 PM

	Task Description	Section 5307 Transit			Task Funding Summary AMENDMENT #4 PROPOSED CHANGES			
		Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change							
	1 Traffic Volume Counts	0	0	0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	0	0	0	\$0	\$0	\$0	\$0
	3 Street System Changes	0	0	0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	0	0	0	\$0	\$0	\$0	\$0
	5 Transit System Data	875	875	7,000	\$875	\$875	\$7,000	\$8,750
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	\$0	\$0	\$0	\$0
	7 Air Travel	0	0	0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	0	0	0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	0	0	0	\$0	\$0	\$0	\$0
	10 Mapping	3,000	3,000	24,000	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	0	0	0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	0	0	0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	0	0	0	\$0	\$0	\$0	\$0
II-B	Long Range Transp. Plan							
	1 Collection of Base Year Data	0	0	0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	0	0	0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	0	0	0	\$0	\$0	\$0	\$0
	4 Travel Surveys	0	0	0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	0	0	0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	0	0	0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	0	0	0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	0	0	0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	0	0	0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	0	0	0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	0	0	0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	0	0	0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	0	0	0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	0	0	0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	0	0	0	\$0	\$0	\$0	\$0
	16 Financial Planning	6,000	6,000	48,000	\$6,000	\$6,000	\$48,000	\$60,000
	17 Congestion Management Strategies	0	0	0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning							
	1 Short Range Transit Planning	250	250	2,000	\$250	\$250	\$2,000	\$2,500
III-A	Planning Work Program							
	1 Planning Work Program	1,450	1,450	11,600	\$1,450	\$1,450	\$11,600	\$14,500
III-B	Transp. Improvement Plan							
	1 TIP	0	0	0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.							
	1 Title VI	0	0	0	\$0	\$0	\$0	\$0
	2 Environmental Justice	0	0	0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	(50)	(50)	(400)	(\$50)	(\$50)	(\$400)	(\$500)
	4 Planning for the Elderly & Disabled	0	0	0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	1,000	1,000	8,000	\$1,000	\$1,000	\$8,000	\$10,000
	6 Public Involvement	500	500	4,000	\$500	\$500	\$4,000	\$5,000
	7 Private Sector Participation	0	0	0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.							
	1 Transportation Enhancement Plng.	0	0	0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	\$0	\$0	\$0	\$0
	3 Special Studies	0	0	0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	(2,300)	(2,300)	(18,400)	(\$2,300)	(\$2,300)	(\$18,400)	(\$23,000)
III-E	Management & Operations							
	1 Management & Operations	(9,975)	(9,975)	(79,800)	(\$9,975)	(\$9,975)	(\$79,800)	(\$99,750)
Totals		\$750	\$750	\$6,000	\$750	\$750	\$6,000	\$7,500

Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

TCC 5/22/2013 Attachment 6

MPO Wide - Detail Funding Tables - All Funding Sources

FINAL Figures AFTER Amendment #4
Approval Proposed June 12, 2013

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change														
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360
5	Transit System Data	800	3,200	0	0	6,899	6,899	55,190	19,629	19,629	157,031	27,328	26,528	215,422	269,277
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
10	Mapping	3,650	14,600	9,674	38,696	5,027	5,027	40,212	3,000	3,000	24,000	21,351	8,027	117,508	146,885
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
II-B	Long Range Transp. Plan														
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
8	Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	468	468	3,744	0	0	0	8,968	468	37,744	47,180
9	Highway Element of th L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	12,730
10	Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	400	3,200	3,764	3,764	30,113	7,710	4,164	47,497	59,371
11	Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	68,540
12	Airport/Air Travel Element of L RTP	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
13	Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	12,540
14	Rail, Water or other mode of L RTP	25,000	100,000	0	0	0	0	0	0	0	0	25,000	-	100,000	125,000
15	Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	6,000
16	Financial Planning	750	3,000	2,200	8,800	500	500	4,000	14,026	14,026	112,210	17,476	14,526	128,010	160,012
17	Congestion Management Strategies	57,000	228,000	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
II-C	Short Range Transit Planning														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	53,149	53,149	425,190	54,403	54,149	434,206	542,757
III-A	Planning Work Program														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	1,950	1,950	15,600	15,574	1,950	70,096	87,620
III-B	Transp. Improvement Plan														
	TIP	2,400	9,600	14,782	59,128	0	0	0	1,653	1,653	13,226	18,835	1,653	81,954	102,442
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	2,247	2,247	17,977	8,995	2,247	44,969	56,211
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	0	0	0	800	-	3,200	4,000
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	2,500	2,500	20,000	2,500	2,500	20,000	25,000
6	Public Involvement	13,400	53,600	3,676	14,704	0	0	0	15,298	15,298	122,381	32,374	15,298	190,685	238,356
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
3	Special Studies	120,000	480,000	486	1,944	0	0	0	0	0	0	120,486	-	481,944	602,431
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	1,206	1,206	9,644	3,000	3,000	24,000	24,606	4,206	115,244	144,055
III-E	Management & Operations														
1	Management & Operations	50,277	201,107	10,602	42,409	11,559	11,559	92,468	35,925	35,925	287,402	108,362	47,484	623,386	779,232
	Totals	\$436,263	\$1,745,051	\$94,083	\$376,333	\$28,407	\$28,407	\$227,255	\$210,891	\$210,891	\$1,687,128	\$769,643	\$239,298	\$4,035,767	\$5,044,709

DCHC-MPO Sub-recipient Monitoring Policy and Procedures

Purpose: This document serves to establish the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC-MPO) subrecipient oversight and monitoring procedures as required of a pass-through entity dictated by the Federal Compliance Supplement, Part 3, Section M. Subrecipient Monitoring.

Scope: The policy and procedures described henceforth apply to all funding the DCHC-MPO receives both directly and indirectly from a Federal granting agency, which are subsequently passed-through to a subrecipient.

Frequency: This policy dictates that subrecipient monitoring will be completed on an as needed basis, depending on the monitoring requirements listed below.

Responsibility: As a designated recipient of Federal awards and pass-through entity, DCHC-MPO is responsible for monitoring their sub-recipients. There are 4 major monitoring requirements.

1. *Award Identification* – each subrecipient will be notified annually of necessary Federal award information (i.e.; CFDA title and number; award name, amount and contact information) and applicable subrecipient compliance requirement via the annual UPWP as an appendix document.
2. *During-The-Award Monitoring* – to provide reasonable assurance that each subrecipient administers Federal awards in compliance with laws, regulations, and the provisions of contracts or grant agreements and that performance goals are achieved, DCHC-MPO will do the following:
 - a. Ensure timely financial and project status reporting from the subrecipient on a quarterly basis; The MPO will review grant applications, federal financial reports, quarterly expenditure reports, milestone reports and budget reports on an as needed basis (at a *minimum* of once a year).
 - b. Conduct site visits, ~~as necessary~~ *annually for each sub-recipient*. The MPO will use external audit reports and findings to determine ~~the~~ *timing and frequency* of ~~each~~ *visits-annually*. The MPO will set site visits annually to review specific items:
 1. Compliance with inter-governmental pass-thru agreements,
 2. Progress made on project/task performance goals,
 3. Examine financial records to provide reasonable assurance to the accounting accuracy of the subrecipient's accounting records and internal controls.

- c. Maintain reasonable, regular contact.
3. *Annual Audit Reporting Compliance* – Any subrecipient of MPO funds are required to submit an annual audit report to the MPO by 6 months subsequent to FY end.
 4. *Sub-recipient Audits* – In the event that any one subrecipient expends \$500,000.00 or more in Federal Awards during one fiscal year period, the pass-through entity will rely on the subrecipient's compliance with OMB circular A-133 audit requirement. DCHC-MPO will apply the following review procedures:
 - a. DCHC-MPO will ensure that the subrecipient audit requirement was completed within 9 months subsequent to fiscal year end;
 - b. DCHC-MPO will review the annual audit report and if necessary, issue a management decision on audit findings within 6 months after receipt of the annual audit report;
 - c. DCHC-MPO will ensure that the subrecipient has taken timely and appropriate corrective action on all audit findings by requesting a copy of such actions and/or preventative measures developed to avoid future reoccurrence;
 - d. If there is an inability or unwillingness of the subrecipient to comply with the required audit requirement,
 1. DCHC-MPO will document noncompliance issues,
 2. DCHC-MPO will take appropriate action using sanctions
 5. *Subrecipient Sub-allocation* – In the event that *any portion* of sub-recipients' funds have been sub-allocated to another entity, the MPO passes all reporting, monitoring, and compliance requirements down to the subrecipient level. The subrecipient is also required to provide the MPO documentation that compliance with all Federal grant requirements has been met.
 6. *Pass-Through Entity Impact* – DCHC-MPO will continually subjectively evaluate the impact of subrecipient activities on the pass-through entity's ability to comply with applicable Federal regulation.

Compliance: A compliance spreadsheet will be used in documenting our sub-recipient monitoring procedures.

Adopted by TAC June 9th, 2010.

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: Maricia Brown,
DCHC MPO Lead Planning Agency

DATE: May 22, 2013

SUBJECT: FFY 2013 Section 5307/5340 Final 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 the final 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

June 12, 2013

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 (Full) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2013 full- apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$7,105,758. 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.

	FFY 2013 Full Apportionment	Associated Transit Improvements 1%	Safety and Security 1%	Operating	Net Available for Transit Expenditures
Chapel Hill	2,038,775.00	20,388.00	0	0	2,018,387.00
Durham Area Transit Authority	3,836,888.00	38,369.00	0	0	3,798,519.00
Triangle Transit	1,230,095.00	12,301.00	12,301.00	0	1,205,493.00
Totals	7,105,758.00	71,058.00	12,301.00	0	7,022,399.00

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

Page 2 of 2
June 12, 2013

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,

Ellen Reckhow, 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

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

**MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Comment [BE1]: Added

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

DATE

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Comment [BE2]: Reference U.S.C. first as it establishes the basis for MPOs

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and TIPs.— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall

develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

Comment [BE3]: Reference N.C. General Statutes second as it establishes a requirement for MPOs

Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham Urbanized Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

Comment [BE4]: Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

Comment [BE5]: Added Clean Air Act – references U.S.C. requirements on conformity

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

Comment [BE6]: Added.

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

Comment [BE7]: Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

Comment [BE8]: Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses “Durham Urbanized Area”

Comment [BE9]: New name for TAC

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

- Comment [BE10]:** New name for TCC
- Comment [BE11]:** Added regional. Could refer to TJCOG, Triangle Transit, etc.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.

4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.

Comment [BE12]: Changed to more inclusive language (previously only referenced CAMPO).

5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.

Comment [BE13]: Added

7. Transportation policy decisions within the Planning Area are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.

8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.

Comment [BE14]: Changed to more inclusive language (previously only referenced CAMPO).

9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

Comment [BE15]: Updated reference to public transportation U.S.C.

Comment [BE16]: Added. References Clean Air Act requirements.

- a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan as well as projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan may be required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the Durham Urbanized Area under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

Comment [BE17]: Old MOU includes “urban area boundary”. Urbanized area set by Census. Smoothed UZA no longer necessary.

Comment [BE18]: Updated to reflect current names of plans and legislation.

Comment [BE19]: Added reference to specific language for selection of TIP projects in TMAs.

Comment [BE20]: Added

Comment [BE21]: Added

Comment [BE22]: Added

Comment [BE23]: Added

Comment [BE24]: Added

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

Comment [BE25]: Added

Comment [BE26]: Added.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

Comment [BE27]: Added to address MAP-21 requirement that transit providers be voting members of the MPO Board.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

A quorum of the MPO Board shall consist of a majority of the voting members whose votes together represent a majority of the possible weighted votes identified in the weighted vote schedule below. A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

Government Body	Votes
City of Durham	8*
Town of Chapel Hill	3
Durham County	2
Orange County	2
Town of Carrboro	1
Chatham County	1
Town of Hillsborough	1
N.C. Board of Transportation	1
Triangle Transit	1

Total 20

* 4 votes per representative

Agency	Number of TAC Members	2010 Census Population	Population Share	Current Weighted Voting Share	Proposed Weighted Voting Share
Durham City	2	228,330	0.58	0.40	0.40
Chapel Hill	1	57,233	0.15	0.13	0.15
Durham County	1	35,384	0.09	0.13	0.10
Orange County	1	34,172	0.09	0.07	0.10
Carrboro	1	19,582	0.05	0.07	0.05
Chatham County	1	13,809	0.03	0.07	0.05
Hillsborough	1	6,087	0.02	0.07	0.05
NC BOT	1	N/A	N/A	0.07	0.05
Triangle Transit	1	N/A	N/A	N/A	0.05

*The Town of Cary has 1,422 residents in the portion of Chatham County within the MPO. The City of Raleigh has 1,067 residents in Durham County within the MPO. These residents are not included in the county population figures above.

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board’s activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

- 10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional

Comment [BE28]: Table provided for information (not to be included in the MOU).

Proposed Weighted Voting is based on the current MOU, but gives Orange County an additional vote to be equivalent to Durham County (actual populations are very close), gives Chapel Hill one additional vote, and gives City of Durham two additional votes.

Quorum is 6 members who represent 11 weighted votes.

Comment [BE29]: Current MOU “A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);”

Comment [BE30]: Changed from City of Durham Department of Transportation

Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of the transportation study.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

Comment [BE31]: Added.

- | | |
|---|-------------------|
| a. The City of Durham | 5 representatives |
| b. The Town of Chapel Hill | 3 representatives |
| c. The Town of Carrboro | 2 representatives |
| d. The Town of Hillsborough | 1 representative |
| e. Durham County | 3 representatives |
| f. Orange County | 3 representatives |
| g. Chatham County | 1 representative |
| h. The N.C. Department of Transportation | 5 representatives |
| i. Triangle J Council of Governments | 1 representative |
| j. Duke University | 1 representative |
| k. N.C. Central University | 1 representative |
| l. The University of North Carolina | 1 representative |
| m. The Raleigh-Durham Airport Authority | 1 representative |
| n. Triangle Transit | 1 representative |
| o. The Research Triangle Park Foundation | 1 representative |
| p. The N.C. Department of the Environment and Natural Resources | 1 representative |

Comment [BE32]: Increased to 3 in response to 5/8/2013 TAC comment.

Comment [BE33]: Added due to air quality and Merger Process roles

The City of Durham’s membership shall not include members of the Lead Planning Agency staff.

Comment [BE34]: Added

In addition to voting membership, the following agencies shall have non-voting membership:

- | | |
|---|------------------|
| a. The Federal Highway Administration | 1 representative |
| b. The Federal Transit Administration | 1 representative |
| c. The U.S. Army Corps of Engineers | 1 representative |
| d. The U.S. Environmental Protection Agency | 1 representative |
| e. The U.S. Fish and Wildlife Service | 1 representative |

Comment [BE35]: Current MOU says 2 from USDOT. Would like to specifically invite FTA staff, however, it may not be possible to have FTA involvement without teleconference capability/provisions in the TCC bylaws.

- f. The N.C. Department of Cultural Resources 1 representative
- g. The N.C. Department of Commerce 1 representative
- h. The U.S. Department of Housing and Urban Development 1 representative
- i. The N.C. Railroad Company 1 representative
- j. The N.C. Trucking Association 1 representative
- k. The N.C. Motorcoach Association 1 representative
- l. Regional Transportation Alliance 1 representative

Comment [BE36]: Added – all have role in Merger Process

Comment [BE37]: Added due to Livability Initiative.

Comment [BE38]: Added to incorporate freight interests.

Comment [BE39]: Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

Comment [BE40]: Added to incorporate economic development interests.

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee’s activities.

11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO’s policy for public involvement.

Comment [BE41]: Deleted “...goals and objectives surveys, neighborhood forums, and public hearings in accordance with...”

Comment [BE42]: Changed from “North Carolina Highway Action Plan”

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

Comment [BE43]: Condensed into one section. Current MOU includes identical language for all seven municipalities and counties.

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO’s work program not covered by federal or state funding as approved by the

MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

Comment [BE44]: Added. Uses same language as CAMPO.

Failure to pay the approved share of costs shall invalidate the MPO's Unified Planning Work Program and annual MPO self-certification as required by 23 CFR 450.334. Failure to certify shall result in the withholding of transportation project funds to the metropolitan planning area in accordance with federal law. In order to avoid this, the MPO Board shall amend the Unified Planning Work Program.

Comment [BE45]: Added.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

Comment [BE46]: Added

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The Department, to the fullest extent possible and as permitted by existing state and federal regulations, will provide assistance in the protection of necessary rights-of-way for those transportation facilities designated in the adopted Metropolitan Transportation Plan and Comprehensive Transportation Plan.

Comment [BE47]: Changed from "thoroughfares"

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

Comment [BE48]: Added.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving thirty (30) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas

are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the _____ day of _____, 2013.

Comment [BE49]: Current MOU says "City Manager" for City of Durham only

(Seal) City of Durham

Clerk By _____
Mayor

(Seal) Town of Chapel Hill

Clerk By _____
Mayor

(Seal) Town of Carrboro

Clerk By _____
Mayor

(Seal) Town of Hillsborough

Clerk By _____
Mayor

(Seal) County of Durham

Clerk

By _____
Chair

(Seal) County of Orange

Clerk

By _____
Chair

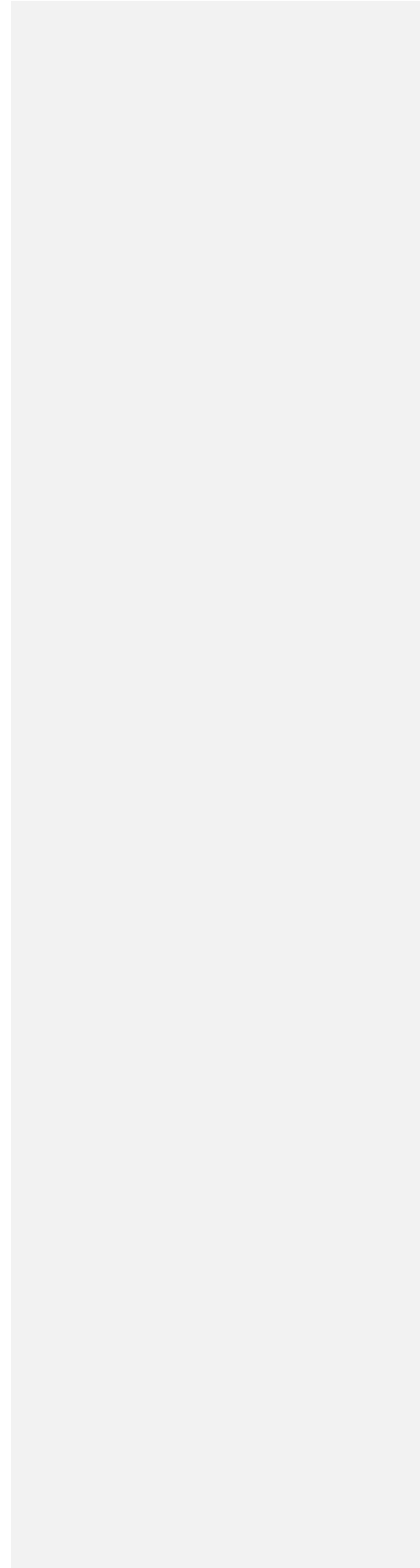
(Seal) County of Chatham

Clerk

By _____
Chair

(Seal) North Carolina Department of
Transportation

By _____
Secretary



MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Maricia Brown, Lead Planning Agency Staff

DATE: May 22, 2013

RE: Job Access Reverse Commute and New Freedom 2013 Call for Projects

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used according to the following limits:

- Up to 80% for capital and planning projects.
- Up to 50% for operating assistance.
- Up to 10% for program administration.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held four (4) Calls for Projects in 2007, 2008, 2009 and 2011 for the MPO’s FY 2006- FY 2011 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, thru FY 2010 and a portion of FY 2011 funds. The remainder of FY 2011 and the FY 2012 appropriations are available for allocation during FY 2013’s Call for Projects.

2013 Call for Projects – Funds Available

The tables on the attached page summarize the funds available for the JARC and NF programs. The MPO has received appropriations for FY 2012. Funds are available during the year of apportionment plus 2 years, before they lapse.

In May 2011, the TAC approved enough JARC projects to use up all of the FY 2010 and a portion of 2011 JARC funds. All approved funding have been obligated in a FTA grant

application. The MPO's remaining JARC appropriations that have not already been committed to a project and have not lapsed are **\$226,983**. This amount will be offered for use in the MPO's 2013 Call-for-projects.

In May 2011, the TAC approved enough NFP projects to use up all of the FY 2010 and a portion of 2011 NFP funds. All approved funding have been obligated in a FTA grant application. The MPO's remaining NFP appropriations that have not already been committed to a project and have not lapsed are **\$143,311**. This amount will be offered for use in the MPO's FY 2013 Call-for-projects.

2013 Call for Projects – Schedule

The TCC recommends the following schedule for the 2010 Call for Projects:

- 3/27/2013 TCC receives schedule/Notification of 2013 Call for Projects
- 4/10/2013 TAC receives schedule/Notification of 2013 Call for Projects
- 4/1/2013 Begin Advertising & Solicitation for applications
- 4/25/2013 Application Workshop
- **5/10/2013 Application deadline**
- 5/13/2013 LPA staff begins reviews and scores proposals
- 5/22/2013 TCC action on FY2013 POP recommendations
- 6/12/2013 TAC action on FY2013 POP recommendations
- 6/30/2013 Funding recipients receive notification

Program Management Plan

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2013 JARC and NFP applications.

TCC Action: Receive the proposed 2013 JARC & New Freedom Call for Projects project selections.

Strategic Highway Corridor (SHC) Modification

Northern Durham Parkway (NDP)

Change NDP Designation

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) requests that the North Carolina Department of Transportation (NCDOT) change the current designation of the proposed Northern Durham Parkway (from US 70 to I-85) in the Strategic Highway Corridor (SHC) Vision Plan from “Freeway” to “Boulevard.” The Northern Durham Parkway is in the MPO’s 2040 Metropolitan Transportation Plan (MTP).

SHC roadway types for the three NCDOT highway divisions in the DCHC MPO are shown starting on page 4.

What is the Strategic Highway Corridor?

The Strategic Highway Corridors (SHC) is an NCDOT initiative to protect and maximize the mobility and connectivity on a core set of highway corridors in North Carolina. Basically, the SHC Vision Plan designates the roadway type for core corridors and the roadway type subsequently controls roadway design features such as access type, driveways, traffic signals, number of lanes and speed limit.

For more information on the SHC:

- Go to the following SHC Web page:
<https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx>
- Or, search “SHC NCDOT” online.

What are the Roadway Type Features?

The key design features of the four roadway types in the SHC are compared in the table below. The proposed Northern Durham Parkway is currently designated as a Freeway. Note that an additional difference between Boulevard and Thoroughfare is that medians are required in a Boulevard. The SHC Web page that is referenced above can provide additional feature information and example photos.

Feature	Freeway	Expressway	Boulevard	Thoroughfares
Purpose	High mobility, low access	High mobility, low to moderate access	Moderate mobility, low to moderate access	Moderate to low mobility, high access
Speed	55mph or greater	45 to 60mph	30 to 55mph	25 to 55mph
Access	Full controlled access	Limited or partial	Limited, partial or none	None
Connection	Interchange only; all cross streets are grade separated	Interchange for major roads; intersection with acceleration/ deceleration for minor roads	Limited access not permitted; some driveway control and consolidation	At grade intersections
Traffic signals	Not permitted	Not permitted	Permitted	Permitted

Feature	Freeway	Expressway	Boulevard	Thoroughfares
Examples	I-40, I-85, Durham Freeway	Fordham Blvd (I-40 to Franklin St) US 64 in Cary	Duke St, Roxboro Rd, Fordham Blvd (bypass)	Roxboro St, University Dr, MLK Blvd

Why Change the Northern Durham Parkway to a Boulevard?

The Freeway design features are inappropriate for the current and planned land uses in the area around this segment of the Northern Durham Parkway, and the traffic capacity provided by those features, such as full access controlled interchanges, is not critical. The following sections provide details on the reasons for changing the roadway designation to Boulevard.

Travel Demand – Forecasts indicate that US 70 will operate at or below capacity.

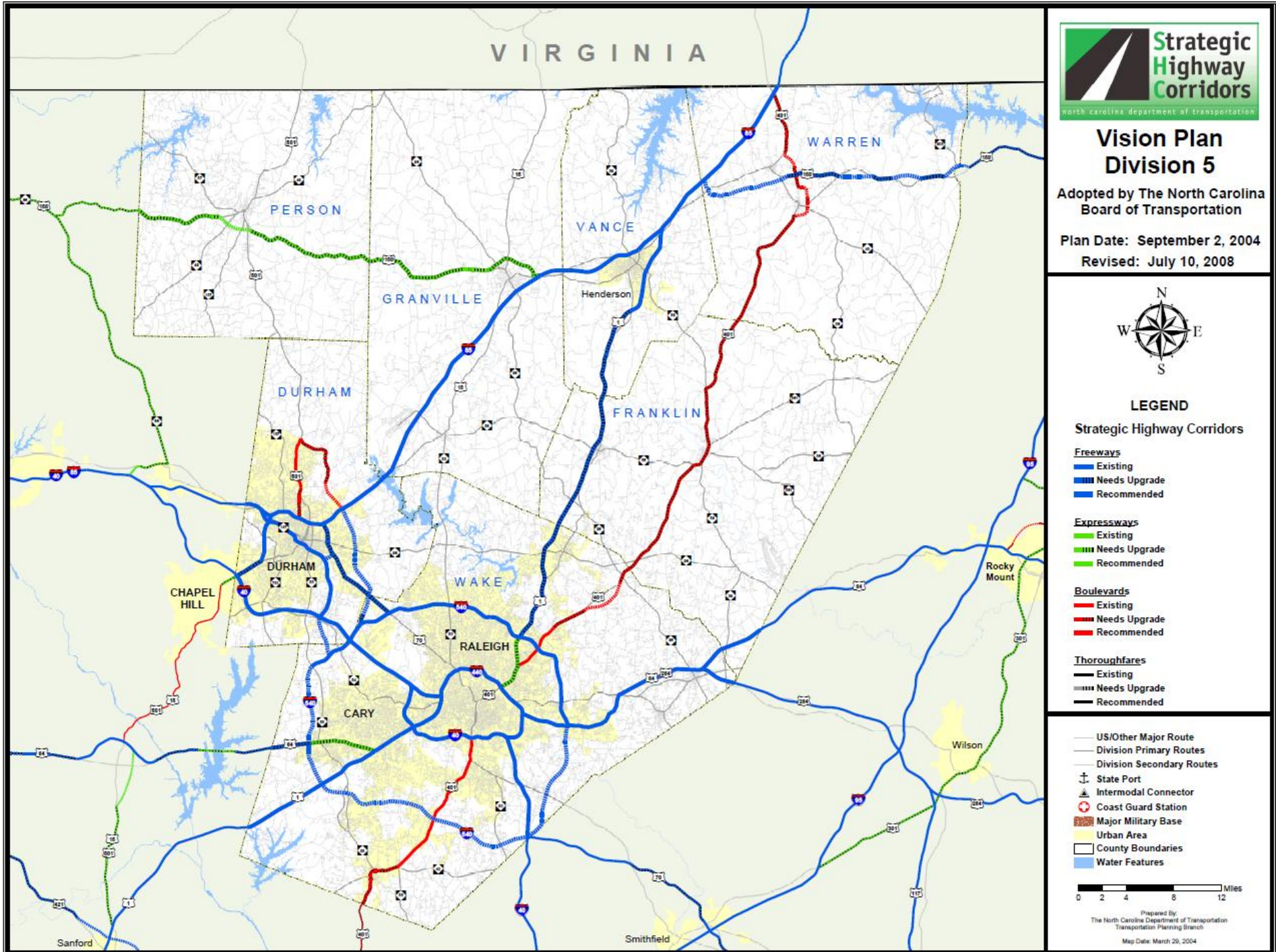
US 70 is parallel to the Northern Durham Parkway (about 1 to 1 ½ miles apart) and provides the regional connection between I-85 and I-40 for eastern Durham County, the Research Triangle Park (RTP) and western Wake County. The 2040 MTP proposes adding one lane in each direction to US 70 and rebuilding the roadway as a limited-access facility. Travel demand forecasts show that US 70 will be operating at and below capacity in the year 2040 although other major corridors in the area, such as NC 147 (Durham Freeway) and Holloway Street, will exceed capacity by 20%.

A congestion map showing the V/C ratios (traffic volume divided by traffic capacity) for the year 2040 for US 70 and the addressed section of the Northern Durham Parkway is on page 7. The V/C ratios along this segment of US 70 range from 0.85 to 1.04, indicating that US 70 will provide adequate mobility in this corridor in the future. This forecast assumes that US 70 will be improved as discussed above and the Northern Durham Parkway is a four-lane boulevard, and includes the forecasted 2040 population and employment growth. A map of forecasts volumes is shown on page 8

Current and Future Development – Adjacent development will be mostly residential.

Currently, the great majority of the area adjacent to the Northern Durham Parkway is residential and the Durham Future Land Use map shows that the residential development pattern is expected to continue in the future. A freeway will split the residential neighborhoods in that the local traffic patterns, and biking and walking trips prevalent in residential neighborhoods will be very limited given the barrier posed by the freeway design. In addition, the growing residential neighborhoods will need a minor arterial type of roadway that provides equal levels of mobility and access, not a regional freeway. In fact, some of the Northern Durham Parkway has been constructed by residential developers as part of the development requirement and these roadways are two-lane boulevards.

The official Future Land Use map in the vicinity of the Northern Durham Parkway is shown on page 9, and 2040 population and employment growth forecast maps for Durham County start on page 10. These maps indicate the expectation of a relatively large amount of residential growth in the areas surrounding the Northern Durham Parkway. An aerial view of a section of the Northern Durham Parkway that has been constructed in the Brightleaf at the Park development is on page 12. The aerial shows a design with at-grade intersections.



Vision Plan Division 5

Adopted by The North Carolina Board of Transportation

Plan Date: September 2, 2004
Revised: July 10, 2008



LEGEND

Strategic Highway Corridors

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

- US/Other Major Route
- Division Primary Routes
- Division Secondary Routes
- State Port
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- County Boundaries
- Water Features



Prepared By:
The North Carolina Department of Transportation
Transportation Planning Branch
Map Date: March 29, 2004



Vision Plan Division 7

Adopted by The North Carolina
Board of Transportation
Plan Date: September 2, 2004
Revised: July 10, 2008



LEGEND

Strategic Highway Corridors

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

- Existing
- Needs Upgrade
- Recommended

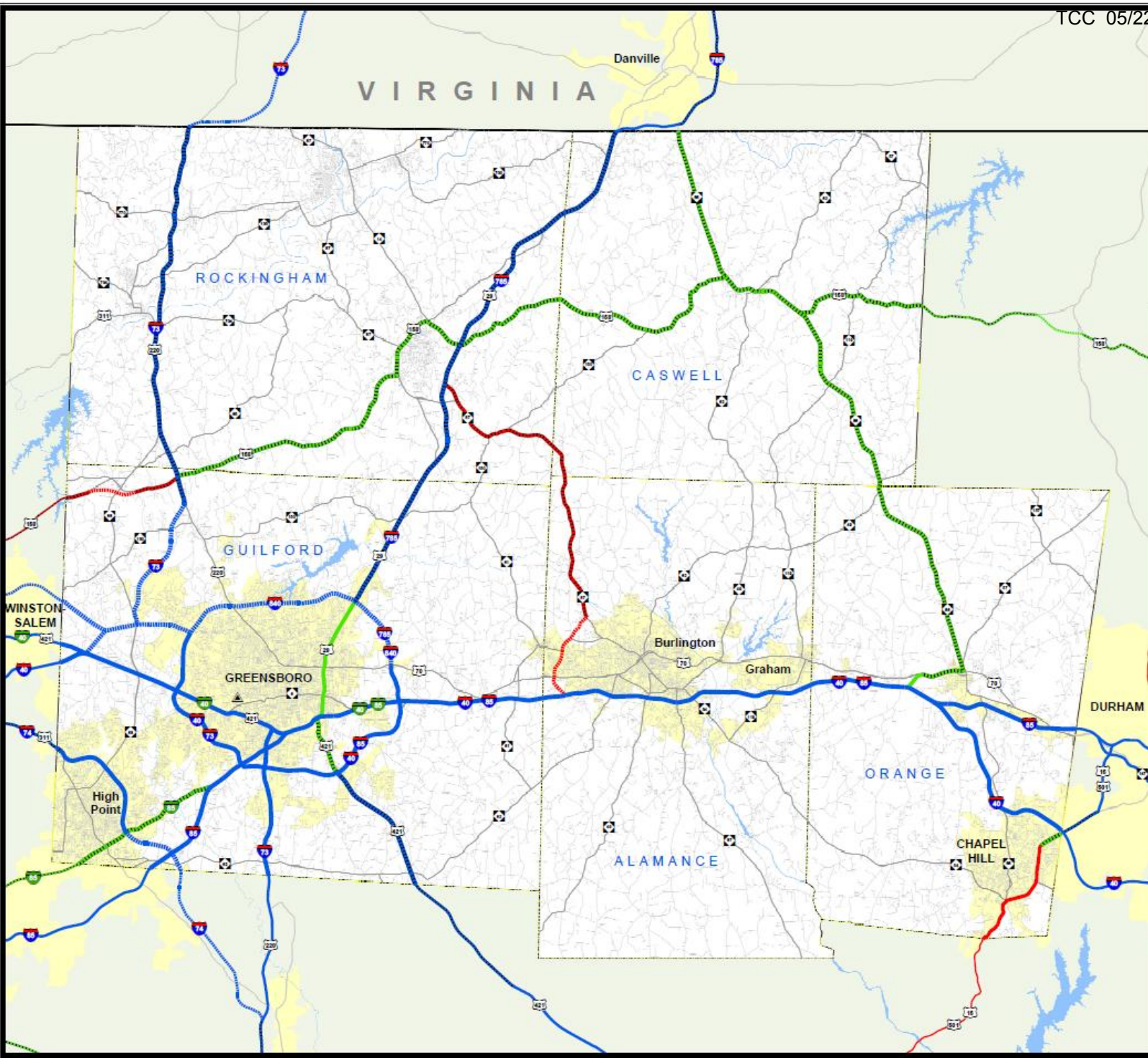
Thoroughfares

- Existing
- Needs Upgrade
- Recommended

- US/Other Major Route
- Division Primary Routes
- Division Secondary Routes
- State Port
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- County Boundaries
- Water Features



Prepared By:
The North Carolina Department of Transportation
Transportation Planning Branch
Map Date: March 29, 2004





Vision Plan Division 8

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004

Revised: July 10, 2008



LEGEND

Strategic Highway Corridors

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

- Existing
- Needs Upgrade
- Recommended

Thoroughfares

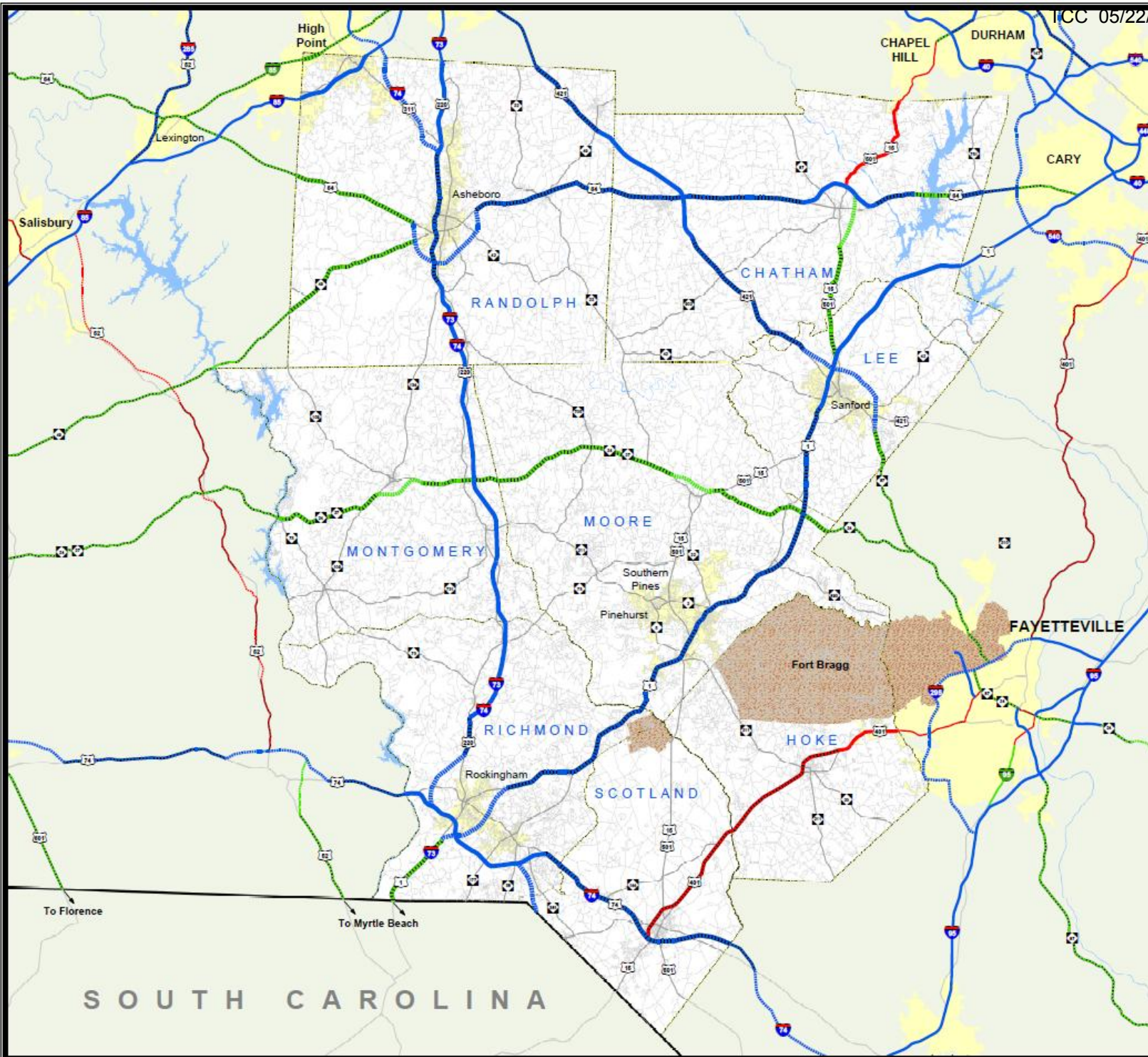
- Existing
- Needs Upgrade
- Recommended

- US/Other Major Route
- Division Primary Routes
- Division Secondary Routes
- State Port
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- County Boundaries
- Water Features



Prepared By:
The North Carolina Department of Transportation
Transportation Planning Branch

Map Date: March 29, 2004

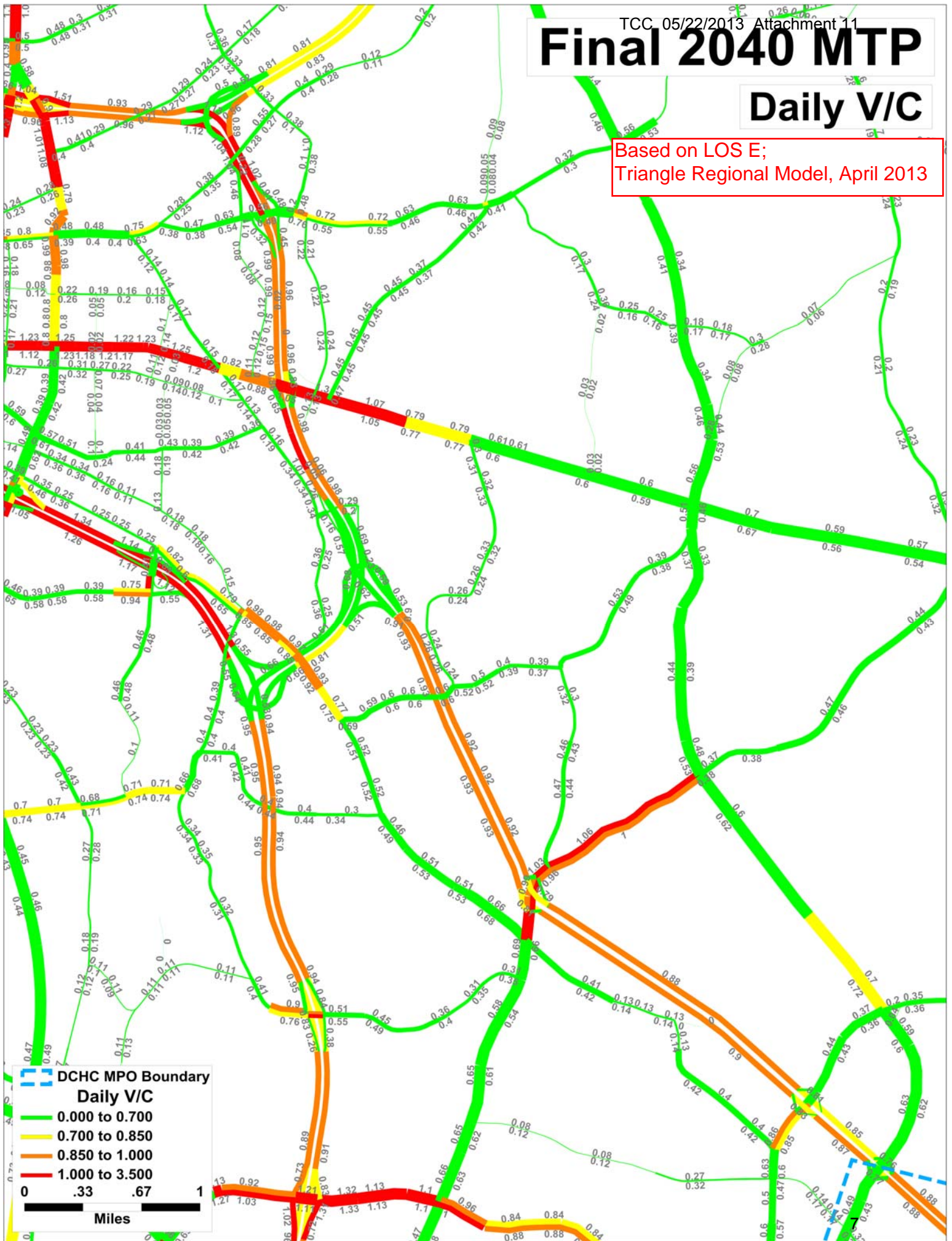


SOUTH CAROLINA

Final 2040 MTP

Daily V/C

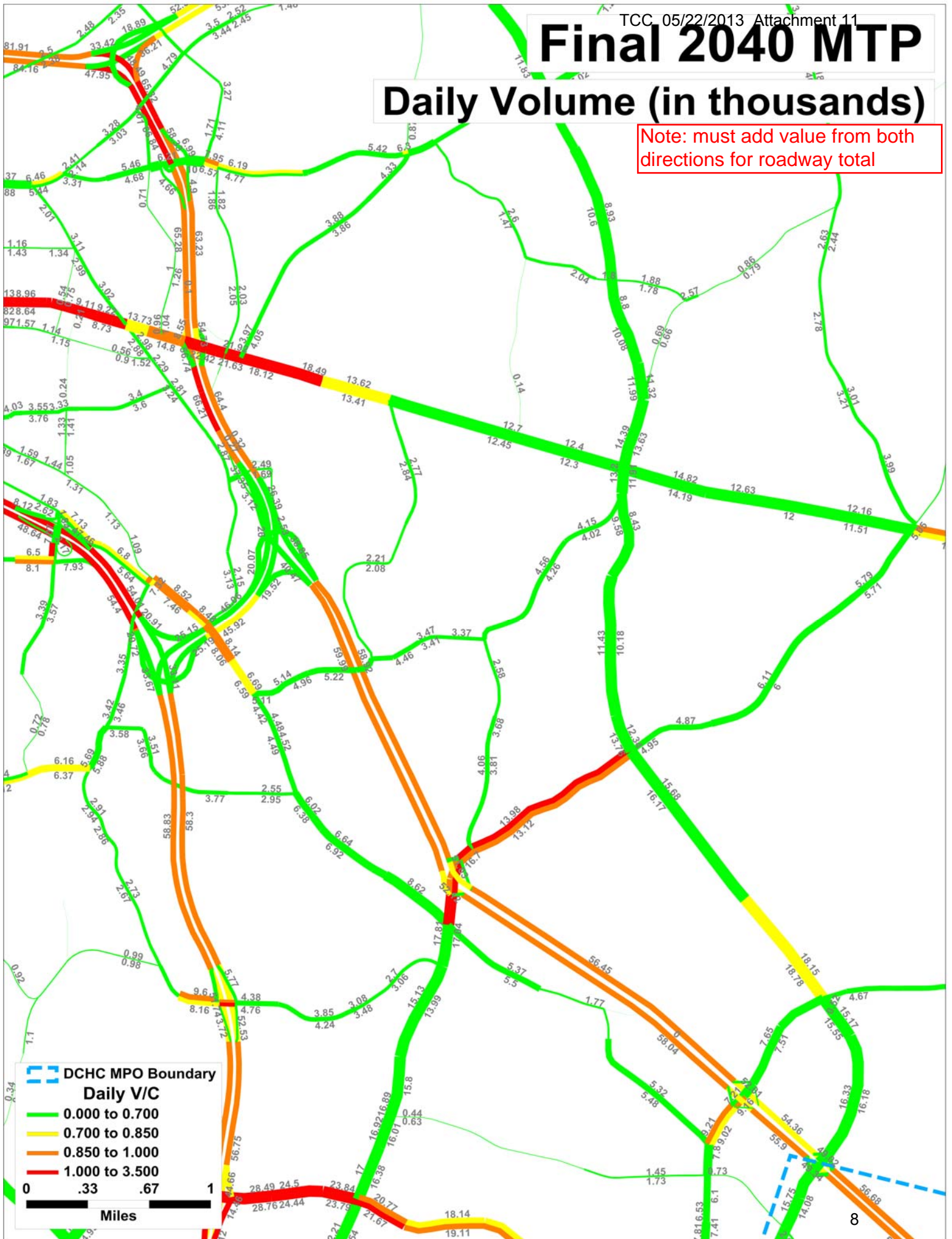
Based on LOS E;
Triangle Regional Model, April 2013



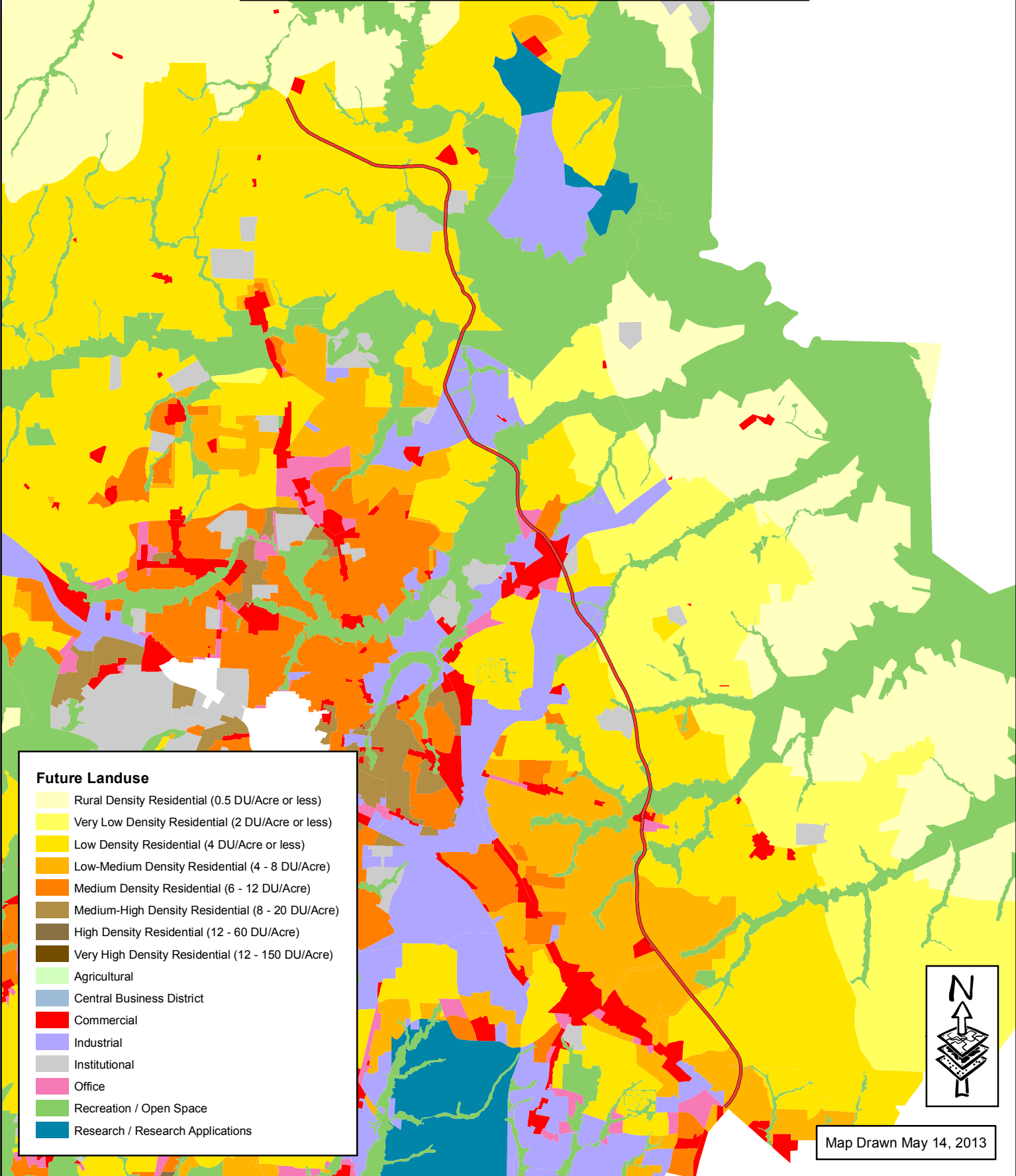
Final 2040 MTP

Daily Volume (in thousands)

Note: must add value from both directions for roadway total

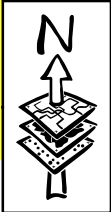


Durham City - County Future Land Use Northern Durham Parkway



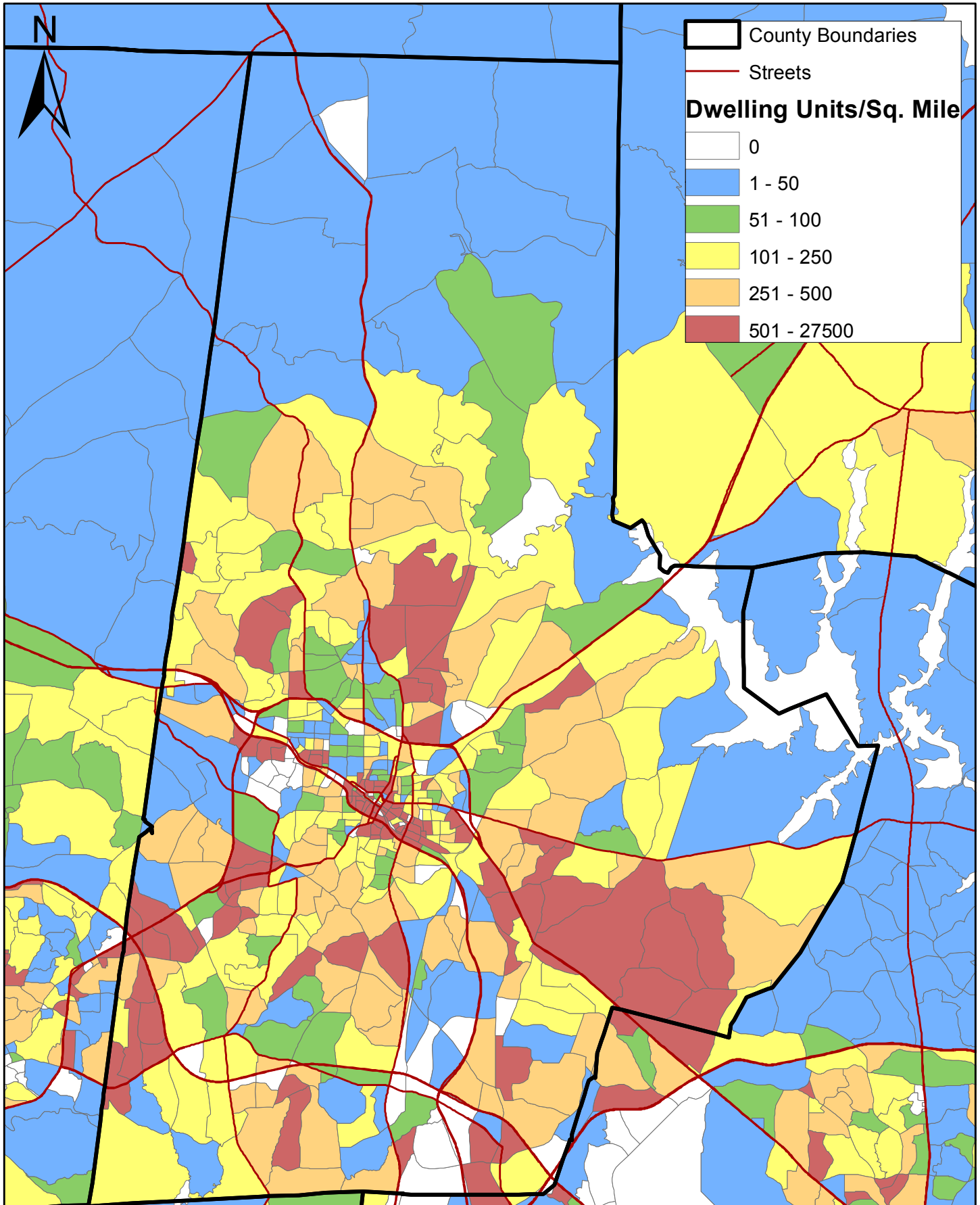
Future Landuse

- Rural Density Residential (0.5 DU/Acre or less)
- Very Low Density Residential (2 DU/Acre or less)
- Low Density Residential (4 DU/Acre or less)
- Low-Medium Density Residential (4 - 8 DU/Acre)
- Medium Density Residential (6 - 12 DU/Acre)
- Medium-High Density Residential (8 - 20 DU/Acre)
- High Density Residential (12 - 60 DU/Acre)
- Very High Density Residential (12 - 150 DU/Acre)
- Agricultural
- Central Business District
- Commercial
- Industrial
- Institutional
- Office
- Recreation / Open Space
- Research / Research Applications

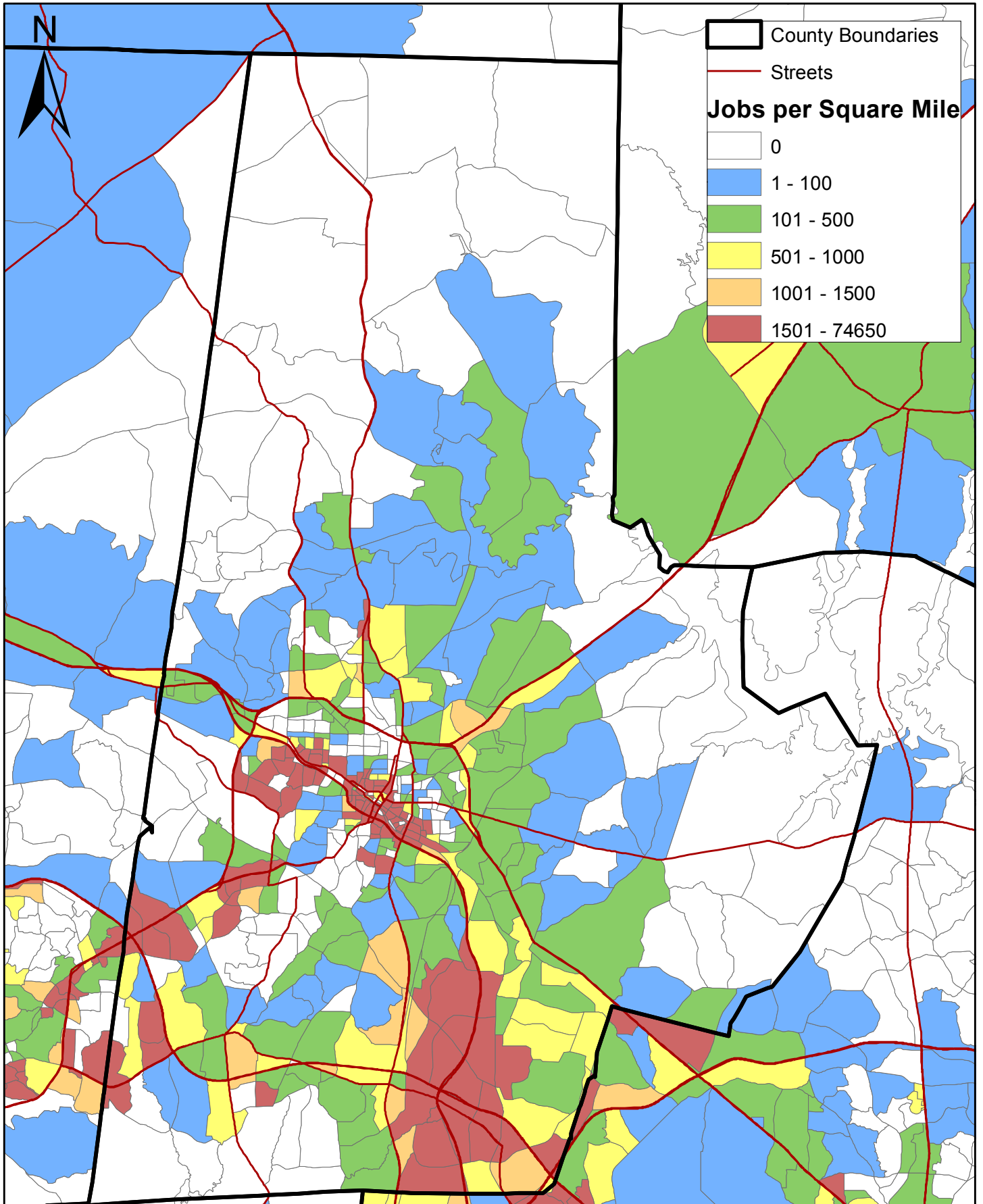


Map Drawn May 14, 2013

Final Plan -- Dwelling Unit Growth 2010 - 2040



Final Plan -- Employment Growth 2010 - 2040



Northern Durham Parkway Brightlead at the Park development

TCC 05/22/2013 Attachment 11





Process to Modify the Strategic Highway Corridors Vision Plan

Revised July 2008

The Strategic Highway Corridors (SHC) initiative represents a timely effort to protect and maximize the mobility and connectivity on a core set of highway corridors, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. The initiative offers the North Carolina Department of Transportation (NCDOT) and its stakeholders an opportunity to consider a long-term vision when making land use decisions and design and operational decisions on the highway system. This vision is accomplished through the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor.

The primary purpose of the SHC initiative is to provide a safe, reliable, and high-speed network of highways that connect travel destinations throughout and just outside North Carolina. The network will be developed by planning and implementing improvements that maintain and increase statewide and regional mobility and connectivity.

The SHC Vision Plan (Vision Plan), developed as a part of the SHC initiative, is similar to other plans and needs to be updated on occasion. NCDOT will consider requests submitted only by a Metropolitan Planning Organization (MPO), a Rural Planning Organization (RPO), or an internal business unit to revise the Vision Plan using the process below.

Revision requests may fall in one of the following categories:

- Addition of a new Strategic Highway Corridor (Corridor)
- Modification of an existing Corridor
- Partial or full deletion of an existing Corridor
- Changes to a proposed facility type

Addition of a New Corridor

An addition is defined as a new Corridor that is currently not designated as a Strategic Highway Corridor. Requests for new a Corridor designation must include:

- Route name/number(s)
- Begin location (activity center and route)
- End Location (activity center and route)
- Corridor length (miles)
- Traffic volumes (most recent year available)
- Existing facility type(s) and cross-section
- Proposed facility type(s) with justification

- Cost of achieving proposed facility type (must include construction, right-of-way, and utility relocation estimates)
- Justification for addition of corridor (to include description of how the Corridor is consistent with the criteria below)
- Current tier

A new Corridor added to SHC Vision Plan **must** meet the following three criteria:

- The Corridor serves statewide and/or regional travel
- The Corridor connects two or more activity centers (as defined in SHC Concept Development Report)
- The Corridor is a logical addition to the SHC network (i.e., does not parallel existing/nearby designated Corridors)

Additional criteria to include in the request, if applicable:

- The Corridor provides a connection between existing and/or planned interstates
- The Corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility
- The Corridor is identified as a major hurricane evacuation route
- The Corridor is designated as part of national, statewide, or military highway system

“Spurs” of a Corridor can also be added to the SHC Vision Plan. Spurs include interstate loops and spurs, business interstates, and other major facilities that connect the “parent” corridor to the activity center or destination. This includes connections to the central business districts of major cities, airports, military bases, and state ports. Spurs **must** meet the following criteria:

- The Spur is a logical addition to the SHC network
- The Spur provides a connection from the parent Corridor to a major activity center
- The Spur is an existing or proposed Freeway or Expressway
- The Spur must connect to a Corridor on at least one end

Requests for new a Spur must include the same information as required for a new Corridor (see above).

Modification of an Existing Corridor

The modification of an existing Corridor (or Spur) is defined as a change in the routing of the Corridor where the Activity Centers at the beginning and end of the Corridor remain unchanged. The modification to the Corridor can involve a segment or the entire route. For example, this may include a new route providing access to a state port, which replaces an existing route.

A request to modify the routing of a corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Net change in length (miles)
- Routing change requested and justification
- Current tier

- Recommended tier designation of proposed segment to be removed from the Corridor (i.e. the segment to be bypassed)

A modification of an existing corridor also includes new location segments (i.e. a bypass) identified as part of a planning study (i.e. a corridor study or a comprehensive transportation planning study), which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.

Also note that an existing segment of a Corridor which is proposed to be bypassed (and the bypass has been approved by the BOT), will be considered to function as part of the Corridor until the bypass is open to traffic.

Partial or Full Deletion of an Existing Corridor

A deletion is defined as the removal of a Corridor (or Spur) from the SHC Vision Plan. A request to remove a designated Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Justification for removal
- How travel between the activity centers will be served in lieu of the Corridor
- Recommended tier designation of proposed Corridor or segment to be removed
-

Changes to a Proposed Facility Type

A change to the proposed facility type for a Corridor (or Spur) is defined as a change from the designated facility type (Freeway, Expressway, Boulevard, or Thoroughfare) to another facility type. A request to change the proposed facility type for a Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Existing facility type(s)
- Currently proposed facility type(s)
- New proposed facility type(s) with justification for change
- Cost implications of proposed facility type change

Other

Future updates to the Vision Plan will automatically reflect the following changes:

- “Recommended” or proposed new location facilities which have been constructed

- Facilities which need to be upgraded or improved (to either meet the desired facility type and/or to enhance mobility) and have been improved
- Facilities which need to be upgraded or improved as identified as part of a planning study, such as corridor study or a comprehensive transportation planning study, which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.
- New interstate routes approved by Congress, which are not already designated Corridors (all interstate routes are designated as Corridors)
- New routes added to the North Carolina Intrastate System or changes to the routing of Intrastate System routes (all Intrastate System routes are designated as Corridors)

Each update of the SHC Vision Plan will include a *complete* list of all changes from the previous version.

Revision Request Procedures

A MPO, RPO, or internal business unit desiring a SHC Vision Plan revision (“the requestor”) should obtain the SHC Revision Request Form (Form). The Form is available on the SHC website (www.ncdot.org/~shc) on the Questions and Comments page, or by contacting the engineer responsible for coordinating the SHC initiative (SHC Engineer). The requestor should complete the Form and submit it as indicated, along with any resolutions supporting the requested revision (see contact at end).

Requestors must understand the importance of a Corridor designation. With a Corridor designation, NCDOT will closely monitor access to the corridor and may limit future driveway connections and traffic signals in order to maintain and/or enhance mobility along the facility.

Upon receipt of the Form, the SHC Engineer will document the revision request and write a letter to the requestor indicating receipt of the request. This letter will state that the request will be given full consideration at a future NCDOT Strategic Management Committee (SMC) meeting. Prior to the SMC meeting at which the request will be discussed, the SHC Engineer will thoroughly review the request with other NCDOT staff (including Division Engineers) and provide a staff-level recommendation. The SMC will then make a recommendation as to whether to approve or deny the request. If approved, the request will be provided to the BOT Statewide Plan Committee for consideration. If approved by the BOT Statewide Plan Committee, the request will then be submitted to the BOT for approval. If the BOT approves the request, the change will then be reflected in the next revision of the SHC Vision Plan. The SMC, BOT Statewide Plan Committee, and the BOT can each deny a request, while only the BOT can provide official approval.

The SHC Engineer will maintain a complete list of all requests and will respond to the requestor as to whether the request has been approved or denied.

All questions or comments about the SHC Vision Plan revision process should be directed to the SHC Engineer, listed below:

Tyler Bray, P.E.
NCDOT-Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 715-5482 ext. 382
tbray@ncdot.gov

Terms

Strategic Highway Corridors initiative (SHC initiative): The overarching umbrella of activities and documents related to Strategic Highway Corridors. The SHC initiative was created during the update of the Statewide Transportation Plan between 2002 and 2004.

Strategic Highway Corridors Vision Plan (SHC Vision Plan): The official map adopted by the Board of Transportation as a part of the Statewide Transportation Plan in September 2004. This map illustrates the designated Strategic Highway Corridors and the proposed facility type for each.

Strategic Highway Corridor (Corridor): A highway corridor, designated by the Board of Transportation, that exemplifies the long-term potential to serve passenger and freight movement in a high-speed manner, primarily between Activity Centers.

Recommended by the Senior Management Team: February 13, 2007

Recommended by the Statewide Plan Committee: February 28, 2007

Approval by the Board of Transportation: March 1, 2007

Revised by the Board of Transportation: July 10, 2008



Strategic Highway Corridors Vision Plan Revision Request

Updated September 17, 2008

The North Carolina Board of Transportation approved a [Process to Modify the Strategic Highway Corridors \(SHC\) Vision Plan](#) in July 2008 (referred to as the approved Process). A Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), or an internal NCDOT Business Unit desiring to modify the Vision Plan should complete the form in its entirety below (only one modification per form). Information on the approved Process and other definitions (such as [activity centers](#) and [tiers](#)) are located on the SHC website.

Organization/Unit Name:

Please check one: MPO RPO NCDOT Business Unit

Contact Name:

Contact Address:

Contact City, State, Zip:

Contact Phone:

Contact Email:

Type of Modification

- Addition of a new Corridor
- Modification of an existing Corridor
- Partial or full deletion of an existing Corridor
- Changes to a proposed [facility type](#)

Please complete the appropriate section on the following pages.

Addition of a New Corridor

Route name/number(s):

Begin location ([activity center](#) and route):

End Location ([activity center](#) and route):

Corridor length (miles):

AADT/year (most recent year available):

Existing [facility type\(s\)](#) and cross-section:

Proposed [facility type\(s\)](#) with justification:

Cost of achieving proposed facility type (must include construction, right-of-way, and utility relocation estimates; please provide calculation methodology):

Justification for addition of corridor (to include description of how the Corridor is consistent with the criteria defined in the approved Process):

Current [tier](#):

Modification of an Existing Corridor

[Corridor number](#):

Route name/number(s):

Begin location ([activity center](#) and route):

End location ([activity center](#) and route):

Net change in length (miles):

Routing change requested and justification:

Current [tier](#):

Recommended [tier](#) designation of proposed segment to be removed from the Corridor (if applicable):

Partial or Full Deletion of an Existing Corridor

Corridor number:

Route name/number(s):

Begin location (activity center and route):

End location (activity center and route):

Justification for removal:

How travel between the activity centers will be served in lieu of the Corridor:

Recommended tier designation of proposed Corridor or segment to be removed:

Changes to a Proposed Facility Type

Corridor number:

Route name/number(s):

Begin location (activity center and route):

End location (activity center and route):

Existing facility type(s):

Currently proposed facility type(s):

New proposed facility type(s) with justification for change:

Cost implications of proposed facility type change (please provide calculation methodology):

Please mail this form (all pages) and any resolutions supporting the request revision to:

Tyler Bray, P.E.
NCDOT Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

For questions, please contact Mr. Bray at (919) 707-0963 or
tbray@ncdot.gov

NCDOT Use Only

Date Received:

Recommendation By	Date
NCDOT Staff :	
Strategic Management Committee:	
Board of Transportation Statewide Plan Committee:	
Board of Transportation:	

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 10, 2013

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
- ✓ 2040 MTP released February 28, 2013
- ✓ Air Quality analysis and Conformity Released April 4, 2013
- Adopt MTP (LRTP) April 4, 2013 and adopt Conformity determination - May 8, 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP –December 2012
- CTP Report and Maps – September 2013
- Adopt CTP – December 2013
- NCDOT Adopt – February 2014

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

Funding Availability (Adjusted to Obligational Limitation)

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 90%) 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	\$58,018	\$10,973,324

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
1/14/2013	U-4011	DURHAM - SR 1959 (SOUTH MIAMI BOULEVARD) FROM SOUTH OF SR 21	40221.3.1	U-4011 - CON - DURHAM	Construction	02/03/2011	REL ACPT	DURHAM 1500/2731L230D STP >200K POPULATION-DURHAM	\$58,018

Total Obligated YTD: \$ 58,018

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: C202436 **Route:** US-70, SR-1322
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:** 3.99%
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:** 3/18/2014
Last Estimate Thru: 2/28/2013 **Scheduled Progress:** 25%
Last Estimate Paid: 3/18/2013 **Actual Progress:** 27.88%

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: George C. Gibson, PE **RE Phone Number:** (919)836-4873
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
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:** -6.68%
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:** 5/30/2013
Last Estimate Thru: 4/22/2013 **Scheduled Progress:** 100%
Last Estimate Paid: 4/29/2013 **Actual Progress:** 93.28%

Contract Number: C202995 **Route:** NC-56, NC-96, US-15
US-158, SR-1103, SR-1127
SR-1135, SR-1192, SR-1671
SR-1675
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**

Length: 0 miles
Resident Engineer: Mark W. Luther, PE
Location Description: BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.
Type of Work: BRIDGE PRESERVATION
Contractor Name: NHM CONSTRUCTORS, LLC
Contract Amount: \$3,034,500.45
Availability Date: 10/1/2012
Completion Date: 7/21/2013
Revised Completion Date:
Last Estimate Thru: 4/15/2013
Last Estimate Paid: 4/23/2013

Federal Aid Number:
RE Phone Number: (919)220-4680
Cost Overrun/Underrun: 0.2%
Letting Date: 4/17/2012
Work Began: 10/1/2012
Estimated Completion: 7/21/2013
Scheduled Progress: 42%
Actual Progress: 47.93%

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
Administrative Division: 5
Length: 32.362 miles
Resident Engineer: Chad D. Hinnant
Location Description: 23 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.
Contractor Name: THE LANE CONSTRUCTION CORP
Contract Amount: \$5,803,217.05
Availability Date: 8/27/2012
Completion Date: 5/31/2013
Revised Completion Date:
Last Estimate Thru: 3/31/2013
Last Estimate Paid: 4/3/2013

County: Durham
TIP Number:
Federal Aid Number:
RE Phone Number: (919)733-9499
Cost Overrun/Underrun: 0%
Letting Date: 7/17/2012
Work Began: 9/4/2012
Estimated Completion: 5/31/2013
Scheduled Progress: 65.5%
Actual Progress: 54.81%

Contract Number: C203128
Physical Division: 5
Administrative Division: 5
Length: 4.203 miles
Resident Engineer: Cadmus Capehart, PE
Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.
Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$10,900,447.15
Availability Date: 12/31/2012
Completion Date: 12/28/2015
Revised Completion Date:
Last Estimate Thru: 4/7/2013
Last Estimate Paid: 4/15/2013

Route: SR-1978
County: Durham
TIP Number: U-4716A, U-4716B, U-4716C
Federal Aid Number: FRA-FR-HSR-0006-10-01-00
RE Phone Number: (919)840-0914
Cost Overrun/Underrun: 0.02%
Letting Date: 11/20/2012
Work Began: 1/30/2013
Estimated Completion: 12/28/2015
Scheduled Progress: 19%
Actual Progress: 10.23%

Contract Number: C203188
Physical Division: 5
Administrative Division: 5
Length: 30.21 miles
Resident Engineer: Mark W. Luther, PE
Location Description: US-158 FROM OLD DURHAM RD TO SR-1576, AND 10 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
Contractor Name: CAROLINA SUNROCK LLC
Contract Amount: \$3,899,875.03
Availability Date: 3/11/2013
Completion Date: 8/12/2013
Revised Completion Date:
Last Estimate Thru: 3/31/2013
Last Estimate Paid: 4/5/2013

Route: US-158, SR-1318, SR-1333, SR-1336, SR-1504, SR-1542, SR-1556, SR-1605, SR-1729, SR-1737
County: Durham
TIP Number:
Federal Aid Number:
RE Phone Number: (919)220-4680
Cost Overrun/Underrun: 0%
Letting Date: 11/20/2012
Work Began: 3/18/2013
Estimated Completion: 8/12/2013
Scheduled Progress: 12%
Actual Progress: 6.3%

<p>Contract Number: C203220</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 21.88 miles</p> <p>Resident Engineer: Cadmus Capehart, PE</p> <p>Location Description: US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: CAROLINA SUNROCK LLC</p> <p>Contract Amount: \$4,789,367.50</p> <p>Availability Date: 3/18/2013</p> <p>Completion Date: 10/18/2013</p> <p>Revised Completion Date:</p> <p>Last Estimate Thru:</p> <p>Last Estimate Paid:</p>	<p>Route: NC-54, US-70, SR-1002 SR-1101, SR-1445, SR-1451 SR-1453, SR-1628, SR-1670 SR-1940, SR-1954, SR-2028</p> <p>County: Durham</p> <p>TIP Number:</p> <p>Federal Aid Number:</p> <p>RE Phone Number: (919)840-0914</p> <p>Cost Overrun/Underrun:</p> <p>Letting Date: 12/18/2012</p> <p>Work Began:</p> <p>Estimated Completion:</p> <p>Scheduled Progress:</p> <p>Actual Progress:</p>
<p>Contract Number: C203273</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 1.189 miles</p> <p>Resident Engineer: E. Boyd Tharrington, PE</p> <p>Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.</p> <p>Type of Work: DESIGN BUILD.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$8,800,000.00</p> <p>Availability Date: 4/29/2013</p> <p>Completion Date: 9/30/2016</p> <p>Revised Completion Date:</p> <p>Last Estimate Thru:</p> <p>Last Estimate Paid:</p>	<p>Route: -</p> <p>County: Durham</p> <p>TIP Number:</p> <p>Federal Aid Number:</p> <p>RE Phone Number: (919)562-7000</p> <p>Cost Overrun/Underrun:</p> <p>Letting Date: 3/19/2013</p> <p>Work Began:</p> <p>Estimated Completion:</p> <p>Scheduled Progress:</p> <p>Actual Progress:</p>
<p>Contract Number: DE00030</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 0 miles</p> <p>Resident Engineer: Cadmus Capehart, PE</p> <p>Location Description: I-40 AND I-85</p> <p>Type of Work: Dynamic Message Sign Replacement</p> <p>Contractor Name: ALS OF NORTH CAROLINA, INC.</p> <p>Contract Amount: \$641,917.55</p> <p>Availability Date: 6/4/2012</p> <p>Completion Date: 2/28/2013</p> <p>Revised Completion Date:</p> <p>Last Estimate Thru: 3/15/2013</p> <p>Last Estimate Paid: 3/20/2013</p>	<p>Route: I-40, I-85, SR-1728</p> <p>County: Durham</p> <p>TIP Number: R-4049R</p> <p>Federal Aid Number: STP-000S(416)</p> <p>RE Phone Number: (919)840-0914</p> <p>Cost Overrun/Underrun: -0.38%</p> <p>Letting Date: 5/9/2012</p> <p>Work Began: 10/25/2012</p> <p>Estimated Completion: 4/29/2013</p> <p>Scheduled Progress: 100%</p> <p>Actual Progress: 100%</p>
<p>Contract Number: DE00042</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 0 miles</p> <p>Resident Engineer: Cadmus Capehart, PE</p> <p>Location Description: BRIDGE 151 ON SR 1614 (STATE FOREST ROAD0 OVER FLAT RIVER</p> <p>Type of Work: BRIDGE REPLACEMENT</p> <p>Contractor Name: KEYSTONE CONTRACTING CO., INC</p> <p>Contract Amount: \$417,800.00</p> <p>Availability Date: 12/3/2012</p> <p>Completion Date: 5/1/2013</p> <p>Revised Completion Date:</p> <p>Last Estimate Thru: 3/31/2013</p> <p>Last Estimate Paid: 4/19/2013</p>	<p>Route: SR-1614</p> <p>County: Durham</p> <p>TIP Number:</p> <p>Federal Aid Number:</p> <p>RE Phone Number: (919)840-0914</p> <p>Cost Overrun/Underrun: 0.15%</p> <p>Letting Date: 9/12/2012</p> <p>Work Began: 12/3/2012</p> <p>Estimated Completion: 5/20/2013</p> <p>Scheduled Progress: 90%</p> <p>Actual Progress: 47.77%</p>
<p>Contract Number: DE00062</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 2.2 miles</p>	<p>Route: NC-751</p> <p>County: Durham</p> <p>TIP Number:</p> <p>Federal Aid Number:</p>

Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: MILL AND RESURFACING NC 751 IN DURHAM COUNTY FROM SR 1307 (ERWIN RD) TO ORANGE CO LINE	
Type of Work: MILL REPAIR AND OVERLAY NC 751 IN DURHAM CO	
Contractor Name: THE LANE CONSTRUCTION CORP	
Contract Amount: \$659,850.50	Cost Overrun/Underrun:
Availability Date: 4/1/2013	Letting Date: 2/13/2013
Completion Date: 6/28/2013	Work Began: 5/6/2013
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>
07/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GFFR STRFFT		
07/13	Z-5400EC	5	DURHAM	NON - DOT LET (Rail)	SR 1171 (RIDDLE ROAD) AT CROSSING #845 864H IN DURHAM		
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98 Barbee Rd at Herndon Rd - RBT	\$140,700,000	\$24,950,000
05/14	N/A	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)		
06/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE		
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000
06/14	U-5516	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000
07/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$2,900,000	\$2,650,000
07/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,100,000	
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000	
09/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout		
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000	
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000	
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)	\$1,025,000	
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$28,200,000	\$5,173,827
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000	
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000	

NCDOT ACTIVE PROJECTS LOCATED IN DCHCMPO

TCC 5/22/2013 Attachment 14

TIP/WBS #	Description	Let/Start Date	Completion Date	Contractor	Status	Cost	Comments
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in Chapel Hill .	10/16/2012	12/28/2014	Triangle Grading and Paving	18% Complete 9% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in Carrboro	12/18/2012	5/14/2015	Yates Construction	3% Complete 3% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in Chapel Hill	7/20/2010	6/15/2013	Yates Construction	83% Complete 86% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line	2/19/2013	10/31//13	Carolina Sunrock	Contract Awarded	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in Chapel Hill		4/1/13	NCDOT forces	Complete except Ped. Movements - Pending Sidewalk project	\$75,000	Small Construction Funds

NCDOT FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	5/13/16		Contract documents pending	\$4,300,000	TIP
W-5207 E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	TBD	10/1/2013		R/W acquisition in progress	\$450,000	High Hazard Safety
W-5207 I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	TBD	TBD		Design in progress	\$50,000	High Hazard Safety
SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	TBD	TBD		Alternate Design in progress	\$198,000	Spot Safety-State

NCDOT FUTURE PROJECTS LOCATED IN DCHCMPO

TCC 5/22/2013 Attachment 14

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
SS-4907 AP 43640.1.1 43640.2.1 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.		TBD	District Design / NCDOT Work Forces	\$25,600	Spot Safety
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 .		TBD	District Design / Construction Summer 2013 by NCDOT Work Forces	\$40,000	Small Construction Funds

LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 / 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in Hillsborough	3/14	TBD	Engineering & R/W 2013, Construction 2014	\$610,000	CMAQ
EB-4707A (Orange) / EB-4707B (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	TBD	TBD	Delayed R/W to FY 13 and Construction to FY 14 / 15 to allow City to secure increased funding	\$4,900,000	
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 in Carrboro	TBD	TBD	Delay Construction from FY12 to FY13 / Planning & Design	\$480,000	STP-DA; MA w/TOC
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) in Chapel Hill	TBD	8/1/13	Construction authorization complete	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH
ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill.	TBD	8/1/13	Environmental Document approved	\$30,000	Division Enhancement; MA w/TOCH
SR-5000 S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/12	12/31/12	Construction complete; Final closeout pending	\$300,000	Safe Routes to Schools; MA w/TOC
SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	4/12/12	1/31/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOC
U-4726 DC 36268.3.4	Wilson Park Multi-Use Path in Carrboro	6/7/12	11/26/12	Construction complete; Final closeout pending	\$129,431	STP-DA; MA w/TOC

LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	10/31/13	4/30/14	Design underway	\$428,960	STP-DA; MA w/TOC
U-4726 DE (replaces EL-4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726 DF	Bicycle detection at Signalized Intersections in Carrboro	TBD	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
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 1 in Chapel Hill		11/1/13	Submittals approved; Construction to begin this spring	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

NCDOT ACTIVE BRIDGE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Contractor	Status	Cost	Comments

NCDOT FUTURE BRIDGE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS IN DCHCMPO

TCC 5/22/2013 Attachment 14

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. - Realign horizontal curve	6/11/2013	Not Available	No Report	\$803K	Not Available	Awaiting plans from DDC; RW is being acquired
	C-5176	American Tobacco Trail - New Hope Church Road Trail Head Park & Ride Lot	9/1/2013	Not Available	Chief Engineer - Terry Gibson has received funding agreement from Local Programs Management Unit. Town of Cary received funding agreement on 4/18/13. After funding agreements are signed LPM unit will schedule a meeting with Town of Cary to discuss project details and how to proceed.	\$1,192,000	Not Available	Funding source: Congestion Mitigation & Air Quality (Project)
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST								

SURFACE TREATMENT PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
SURFACE TREATMENT							
RESURFACING							
24	8CR.019XXX	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	Expected July Letting	11/1/13	No Report	Not Available	Patch resurfacing