

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
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**June 12, 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**
- 5. Directives to Staff (Attachment 5)**

CONSENT AGENDA

- 6. May 8, 2013 TAC Meeting Minutes
Attachment 6**

A copy of the May 8, 2013 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the May 8, 2013 TAC meeting.

- 7. FY 2012-2013 Unified Planning Work Program – Amendment #4 (Section 5307/5303)
Attachment 7
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.

TCC Recommendation: That the TAC approve Amendment #4 to the FY 2012-2013 Unified Planning Work Program.

TAC Action: Approve Amendment #4 to the FY 2012-2013 Unified Planning Work Program.

8. MPO Policy #1 –Amendment #1**Attachment 8****Maricia Brown, LPA Staff**

The MPO has developed three 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 Recommendation: That the TAC approve Amendment #1 to MPO Policy #1.

TAC Action: Approve Amendment #1 to MPO Policy #1.

9. FFY 2013 Section 5307 FULL Apportionment**Attachment 9, 9A****Maricia Brown, LPA Staff**

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning in accordance with the same formula used by FTA to distribute the funds. 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 9 for the memo detailing this grant program. Attachment 9A 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.

TAC Action: Endorse a letter to FTA for the FFY13 (FULL) apportionment distribution of Section 5307 funds.

10. FFY 2013 Section 5339 Apportionment**Attachment 10****Maricia Brown, LPA Staff**

Section 5339 funds are allocated to urbanized areas to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The MPO's apportionment was released by FTA and the MPO transit operators met to develop a recommended distribution of the funding. 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. Attachment 10 is the letter of recommendation for FTA.

TCC Recommendation: That the TAC endorse a letter to FTA for the FFY13 apportionment distribution of Section 5339 funds..

TAC Action: Endorse a letter to FTA for the FFY13 apportionment distribution of Section 5339 funds.

ACTION ITEMS

11. Job Access Reverse Commute and New Freedom Call for Projects (9:05-9:20)

Attachment 11, 11A, 11B

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 11 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 11A is a proposed program of projects. Attachment 11B is a detailed summary of the joint JARC project between DATA and DSLC.

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

TAC Action: Approve the proposed 2013 JARC/NF Program of Projects (POP).

12. Strategic Highway Corridors – Northern Durham Parkway (9:20-9:35)

Attachment 12, 12A, 12B

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 12 is a memorandum describing the reasons for this change. Attachment 12A provides the NCDOT process and forms for requesting the change and Attachment 12B is a resolution 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: That the TAC request that NCDOT change the status of the Northern Durham Parkway from a Freeway to a Boulevard in the NCDOT Strategic Highway Corridor plan

TAC Action: Request that NCDOT change the status of the Northern Durham Parkway from a Freeway to a Boulevard in the NCDOT Strategic Highway Corridor plan

13. Strategic Mobility Formula – Update (9:35-10:00)

Attachment 13

Ellen Beckmann, LPA Staff

An update on the Strategic Mobility Formula legislation and the plans to implement the legislation will be provided. Attachment 13 is a LPA staff summary of the current status of the legislation and the Prioritization process.

TAC Action: Receive update

14. Ramp Metering Study (10:00-10:30)

Attachment 14

KoSok (KC) Cnae, LPA Staff

Battle Whitley, NCDOT Division 5

NCDOT Division 5 Operation Engineer, Battle Whitley, will provide a presentation on the Ramp Metering Feasibility Study for Durham and Wake Counties. On March 5, 2013, NCDOT released the final document of the feasibility study, which is a pilot study statewide, for the implementation of ramp metering in the Durham and Raleigh area. The study was aimed to find innovative solutions to overcome the issue of continuously growing congestion and difficulties of adding capacity such as widening existing facilities and/or building new facilities.

One method is to employ ramp metering technology on the entrance ramp of limited access highways. This technology meters the flow of entering vehicles proportionate to the available gaps in traffic. This will help to maintain travel speeds and capacity and mitigate the potential for crashes where the entrance ramps meet the freeway. The study's final recommended order of implementation is shown in the table below, which is based on the analysis results of congestion, Benefit/Cost, and design difficulty.

Freeway	Cross Street	Exit	Direction	Recommended Order
I-40	S Miami Blvd	281	EB	1
<i>I-440</i>	<i>Western Blvd</i>	<i>2</i>	<i>EB to SB</i>	<i>1</i>
<i>I-440</i>	<i>Lake Boone Trail</i>	<i>5</i>	<i>NB</i>	<i>2</i>
<i>I-540</i>	<i>Leesville Rd</i>	<i>7</i>	<i>EB</i>	<i>2</i>
<i>I-40</i>	<i>Aviation Pkwy</i>	<i>285</i>	<i>NB to EB</i>	<i>3</i>
<i>I-40</i>	<i>N Harrison Ave</i>	<i>287</i>	<i>EB</i>	<i>3</i>
<i>I-440</i>	<i>US 70</i>	<i>7</i>	<i>SB to WB</i>	<i>3</i>
I-40	NC 55	278	EB	4

I-40	NC 55	278	WB	4
I-40	Page Rd	282	EB	5
<i>I-40</i>	<i>Aviation Pkwy</i>	<i>285</i>	<i>SB to EB</i>	<i>5</i>
<i>I-40</i>	<i>Jones Sausage Rd</i>	<i>303</i>	<i>WB</i>	<i>5</i>
I-40	US 15/501	270	WB	6
I-40	Davis Dr	280	EB	6

Bold indicates projects in DCHC MPO.

The final documents can be found in following link: <http://www.campo-nc.us/ramp-metering.html>

TAC Action: Receive the final report and presentation.

REPORTS:

15. Report from the TAC Chair Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

16. Report from the TCC Chair Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

17. Report from Staff Attachment [17](#) Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

18. NCDOT Report Attachment [18](#) 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

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

19. Recent News Articles and Updates Attachment [19](#)

20. Letter to State Senators regarding Strategic Mobility Formula Attachment 20

21. 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 Deadline **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 Deadline was **April 15, 2013**:
http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO

Adjourn

Next meeting: August 14, 2013

Dates of Upcoming Transportation-Related Meetings:

www.dchcmpo.org
www.twitter.com/dchcmpo

TAC Directives to Staff
 Pre-12/31/11 (Pending/In Progress/On Going)
 01/01/12 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress:</u> DCHC MPO is now on Twitter. RFQ for website enhancements has been issued.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress:</u> Durham County Sustainability Office provides annual reports. Target incorporated into 2040 MTP.
5/9/2012	Refer to the Durham-Wake County transit corridor project as “regional rail” not “commuter rail”	<u>Completed:</u> The change will be integrated into MPO documents and plans.
6/13/2012	Work with Orange County and Triangle Transit on developing the Implementation Agreement for the Orange County Bus and Rail Investment Plan	<u>Completed:</u> See 10/10/2012 TAC Agenda
8/8/2012	Write a letter to the BGMPO regarding the MPO boundaries. Develop a mutually agreeable recommendation.	<u>Completed:</u> See 11/14/2012 TAC Agenda
11/14/2012	Provide recommendation for remaining FY 2012 STPDA projects	<u>In Progress:</u> See 12/12/2012 TAC and 3/13/2013 TAC Agenda.
11/14/2012	Provide update on MAP-21	<u>Completed:</u> See 2/13/2013 TAC Agenda.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> TCC subcommittee is investigating
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Update at 2/13/2013 TAC meeting
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> See 5/8/2013 TAC Agenda.
2/13/2013	Send letter to incoming Board of Transportation members	<u>In Progress:</u> New members sworn in April 4. LPA staff has been in contact with new members. Assignment to DCHC MPO TAC has not been made.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda

3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress</u>

44 *Alternate or Non-Voting Member

45

46 Ellen Reckhow, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was

47 conducted.

48 **Ethics Reminder**

49 Ellen Reckhow read the Ethics Reminder for TAC members.

50 **Adjustments to the Agenda**

51 Mark Ahrendsen provided an introduction for items that were distributed at the beginning of
52 the meeting which will be discussed during the meeting.

53 **Public Comments**

54 There were no comments from the public.

55 **Directives to Staff (Attachment 5)**

56 Ellen Reckhow expressed a concern about a few items listed on the Directives to Staff and

57 Mark Ahrendsen provided comments.

58 **CONSENT AGENDA:**

59 **April 10, 2013 TAC Meeting Minutes (Attachment 6)**

60 A motion was made by Eric Hallman and seconded by Steve Schewel to approve the April 10,
61 2013 TAC Meeting Minutes. The motion carried unanimously.

62 **FY 2012-2013 Unified Planning Work Program – Amendment #3 (Attachment 7)**

63 A motion was made by Eric Hallman and seconded by Steve Schewel to approve Amendment
64 #3 to the FY 2012-2013 Unified Planning Work Program. The motion carried unanimously.

65 **FY 2012-2018 Transportation Improvement Program – Amendment #9 (Attachment 8)**

66 A motion was made by Eric Hallman and seconded by Steve Schewel to approve the
67 Resolution to Modify the FY 2012-2018 Transportation Improvement Program for the Durham-
68 Chapel Hill-Carrboro Urban Area. The motion carried unanimously. **NC Statewide Bicycle and**

69 **Pedestrian Plan (Attachment 9)**A motion was made by Eric Hallman and seconded by Steve Schewel
 70 to approve the comments on the NC Statewide Bicycle and Pedestrian Plan which are attachment 9.
 71 The motion carried unanimously.

72 **ACTION ITEMS:**

73 **2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination and Analysis**
 74 **Report (Report posted on MPO website)**

75
 76 Andy Henry provided an introduction and update on the 2040 Metropolitan Transportation
 77 Plan (MTP) Air Quality Conformity Determination and Analysis Report. The report is posted on the
 78 MPO website.

79 There were no public comments. There were a few technical comments in nature from
 80 agencies, but they were minor. Since they were technical in nature, and not policy, they were not
 81 distributed at the beginning of the meeting, but they are on the website. Andy Henry reviewed the
 82 resolution with TAC members.

83 A motion was made by Alice Gordon and seconded by Mark Kleinschmidt to adopt the 2040
 84 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination Report. The motion
 85 carried unanimously.

86 Andy Henry will package the 2040 MTP Report and the AQ Report and send to FHWA for
 87 approval. CAMPO is scheduled to approve it today, and BGMPO is scheduled to approve it later in
 88 May.

89 **FY 2013-2014 Unified Planning Work Program (Attachments 11, 11A (to be posted soon))**

90 Maricia Brown provided an introduction for the FY 2013-2014 Unified Planning Work
 91 Program, along with the attachments.

92 A motion was made by Lydia Lavelle and seconded by Eric Hallman to (1) approve the FHWA
 93 Resolution; (2) approve the PTD-FTA Resolution; (3) approve the FY 2013-2014 Unified Planning Work
 94 Program as amended for Local Agency planning funds requests; (4) approve the FY 2013-2014 Self-

95 Certification Resolution confirming the transportation planning process; (5) approve the DCHC MPO
96 Title VI Assurance; and (6) approve the FY 2014 UPWP LPA Oversight Structures and Highlights
97 document. The motion carried unanimously.

98 **Strategic Mobility Formula and Prioritization 3.0 (Attachment 12)**

99 Ellen Beckmann provided an introduction for the Strategic Mobility Formula and
100 Prioritization 3.0, along with the attachments.

101 Joey Hopkins provided a PowerPoint Presentation. Ellen Reckhow asked if the decrease in
102 projected funding includes expected possible decreases in the federal government, and Joey Hopkins
103 stated no it is assuming the funding from the federal government stays the same. Currently, about
104 \$280 million goes to the General Fund annually. The statewide mobility category would be the
105 interstate-type projects focusing on significant congestion and bottlenecks. Projects will be selected
106 based on quantitative data alone, and there would be no local input on this pot of money. The slide
107 says projects programmed prior to local input ranking. The idea behind it is if there are needs that
108 can't get funded in the statewide mobility category; those needs could roll down and use funds out
109 of the regional pot. If they still don't get funded, they could roll down and be funded out of the
110 division pot. Projects can't roll up. The details haven't been worked out. Once they are prioritized;
111 then there has to be a lot of coordination between the MPO and NCDOT with the STIP and TIP to get
112 the projects funded. The regional pots can include the interstate projects, but they also include US
113 routes and NC routes. There is 30% local input and 70% data. The funding in the regional pot is
114 based strictly on population. The division pot is 50% data and 50% local input and that funding is an
115 equal share for every division. The bill as filed has 20% or roughly \$21 million per division annually.

116 The Powell Bill is scheduled to be held harmless and the funding would move to the Highway
117 Fund out of the Highway Trust Fund. If you look at the numbers there is a negative effect the first
118 three years, but over the five-years there is a plus in the Powell Bill.

119 Joey Hopkins stated the legislation as submitted has all the bicycle and pedestrian routes in
120 the Division category. Mark Kleinschmidt asked why the Divisions weren't considered for
121 realignment. Joey Hopkins stated they have talked about realigning the divisions, but it is not in this
122 legislation. There is conversation to align with the economic districts instead of MPOs. Ed Harrison
123 stated connectivity should be a factor in the Division, and Joey Hopkins stated it is not in the
124 legislation. Lydia Lavelle asked where the modernization-type projects fall, and Joey Hopkins stated
125 we don't have the answer right now. Ellen Reckhow asked if economic development will be a factor
126 for non-highway modes. Joey Hopkins stated there is an incentive for local funding because it applies
127 to all pots of funding. If the MPOs, RPOs, and Highway Divisions develop their own criteria, it needs
128 to be done by July 1, 2013. Ellen Reckhow stated it is a logistical nightmare to get the criteria done
129 by July 1, 2013. Joey Hopkins stated the DCHC MPO could have six different processes.

130 Joey Hopkins stated that the proposed amendment to the legislation would change the
131 division pot from 20 percent to 30 percent. However, Division 5 will lose money overall because of
132 our population. Diane Catotti asked why the urban areas would lose money, and Joey Hopkins stated
133 the thought is urban areas would get more statewide and regional funds, which will decrease. Nick
134 Tennyson thinks we may still come out ahead compared to previous scenarios. Alice Gordon stated it
135 is difficult to tell the impact to our area. Nick Tennyson stated division boundary changes would be
136 helpful. Redrawing the boundaries is too difficult. Mr. Tennyson said NCDOT is committed to
137 projects through June 2015. This TIP cycle is very short.

138 Ellen Beckmann summarized the LPA staff comments on the Strategic Mobility Formula and
139 Prioritization 3.0.

140 Joey Hopkins concluded that the MPO and NCDOT have to work together to fund the
141 projects.

142 Ellen Reckhow stated that she will work with MPO staff to send comments to our state
143 legislative delegation and NCDOT that includes requesting that the transfer to the General Fund end,
144 that STPDA and TA funds be exempted, and that the incentive for local funding should also apply to
145 transit. Mark Kleinschmidt advised working with other MPOs in the state on common concerns.

146 **Memorandum of Understanding (Attachment 13)**

147 Ellen Beckmann provided an introduction and update for the Memorandum of
148 Understanding, along with the attachment.

149 Lydia Lavelle expressed concern about the weighted voting and it was discussed. Alice
150 Gordon stated Orange County should have three TCC members. Alice Gordon is pleased to see the
151 name of the TAC will be changing. Ms. Gordon suggested MPO Policy Board. Ellen Reckhow agrees
152 with Mark Ahrendsen that MPO Policy Board doesn't really explain what the TAC is doing; we are
153 actually allocating funds.

154 Ellen Reckhow suggested circulating the draft Memorandum of Understanding to the
155 member jurisdictions for input. Alice Gordon stated the Orange County Board of County
156 Commissioners has not discussed the cost sharing.

157 **Triangle Regional Transit Program – Update (No Attachment)**

158 Patrick McDonough provided an update on the Triangle Regional Transit Program. FTA has
159 asked that we re-submit the application under MAP-21. Alice Gordon asked how much has been
160 spent on the project before entering project development and what tasks need to be completed.
161 Patrick McDonough stated the next steps are the TTA board is going to be asked to authorize the
162 staff to advance the next set of tasks to prepare for January 2014.

163 **REPORTS:**

164 **Report from the TAC Chair**

165 Ellen Reckhow reminded everyone about the Ethics Compliance.

166 **Report from the TCC Chair**

167 Mark Ahrendsen stated there will be a NCAMPO conference in Winston Salem May 15
168 through May 17, 2013 and that he and Joey Hopkins attended a RTA tour to Maryland/Virginia/DC
169 area this past Sunday through Tuesday.

170 Ellen Reckhow stated Triangle Transit has a nice Conference Report form that would be
171 helpful for everyone to complete to provide information to other members.

172 Alice Gordon suggested "Board of Governors" for the new TAC name.

173 **Report from Staff (Attachment 17)**

174 Felix Nwoko stated the Report from Staff is attached for review. Dale McKeel stated this
175 month is Bike Month with a lot of events scheduled.

176 **NCDOT Report (Attachment 18)**

177 Joey Hopkins, NCDOT Division 5, provided a reminder for the Campus Drive bridge
178 replacement beginning next week after graduation.

179 Patrick Wilson, NCDOT Division 7, provided an update on projects. Mr. Wilson stated a
180 media release went out yesterday for the Chapel Hill projects. Alice Gordon wants a copy of the
181 notice and wanted to thank Ed Lewis for the information he provided.

182 **INFORMATIONAL ITEMS:**

183 **Recent News Articles and Updates (Attachment 19)**

184 The recent news articles and updates are attached for review.

185 **FY 2013 Job Access Reverse Commute and New Freedom Call for Projects (Attachment 20 and 20A)**

186 The FY 2013 Job Access Reverse Commute and New Freedom Call for Projects is attached for
187 review.

188 **Letter from NCDOT regarding Draft State Transportation Improvement Program – 2013-04-05**
189 **(Attachment 21)**

190

191 Letter from NCDOT regarding Draft State Transportation Improvement Program – 2013-04-
192 05 is attached for review.

193 **NC State Ethics Law Compliance**

194 Reminder for the NC State Ethics Law Compliance.

195 **Adjournment**

196 There being no further business before the Transportation Advisory Committee, a motion
197 was made by Alice Gordon and seconded by Eric Hallman to adjourn the meeting at 11:56 a.m. The
198 motion carried unanimously.

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

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	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	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	0	0	2,000	-	8,000	10,000
4 Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	0	0	872	-	3,488	4,360
5 Transit System Data	800	3,200	0	0	6,599	52,790	18,754	18,754	150,031	26,153	25,353	206,022	26,153	-	206,022	257,527
6 Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	400	400	3,200	11,950	400	400	11,950	400	49,400	61,750
7 Air Travel	400	1,600	0	0	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	0	0	-	-	-	-
9 Travel Time Studies	5,740	22,960	0	0	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	24,000	0	0	0	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	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	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	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	0	0	320	-	1,280	1,600
2 Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	0	0	648	-	2,592	3,240
3 Travel Model Updates	63,340	253,360	0	0	150	1,197	11,250	11,250	90,000	74,740	11,400	90,000	74,740	11,400	344,557	430,696
4 Travel Surveys	0	0	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	0	0	5,680	-	22,720	28,400
6 Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	944	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	3,550	0	0	3,550	-	14,200	17,750
8 Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	8,000	0	0	0	9,500	1,000	0	9,500	1,000	42,000	52,500
9 Highway Element of th L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	2,546	0	0	2,546	-	10,184	12,730
10 Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	3,200	3,764	3,764	30,113	7,710	4,164	47,497	7,710	4,164	47,497	59,371
11 Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	1,600	0	0	0	13,508	200	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	400	0	0	400	-	1,600	2,000
13 Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	800	0	0	0	2,408	100	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	25,000	0	0	25,000	-	100,000	125,000
15 Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	1,200	0	0	1,200	-	4,800	6,000
16 Financial Planning	750	3,000	2,200	8,800	500	4,000	8,026	8,026	64,210	11,476	8,526	80,010	11,476	8,526	80,010	100,012
17 Congestion Management Strategies	57,000	228,000	946	3,784	500	4,000	0	0	0	58,446	500	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	5,378	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	8,000	52,899	52,899	423,190	54,153	53,899	432,206	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	500	500	4,000	14,124	500	58,496	14,124	500	58,496	73,120
III-B Transp. Improvement Plan																
TIP	2,400	9,600	14,782	59,128	0	0	1,653	1,653	13,226	18,835	1,653	81,954	18,835	1,653	81,954	102,442
III-C CVI Rgts. Cmp./Otr. Reg. Reqs.																
1 Title VI	1,800	7,200	4,948	19,792	0	0	2,247	2,247	17,977	8,995	2,247	44,969	8,995	2,247	44,969	56,211
2 Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	3,328	0	13,312	3,328	0	13,312	16,640
3 Minority Business Enterprise	800	3,200	0	0	0	0	50	50	400	850	50	3,600	850	50	3,600	4,500
4 Planning for the Elderly & Disabled	800	3,200	72	288	0	0	1,000	1,000	8,000	1,872	1,000	11,488	1,872	1,000	11,488	14,360
5 Safety/Drug Control Planning	0	0	0	0	0	0	1,500	1,500	12,000	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	14,798	14,798	118,381	31,874	14,798	186,685	31,874	14,798	186,685	233,356
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png./Project Dev.																
1 Transportation Enhancement Png.	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2 Enviro. Analysis & Pre-TIP Png.	9,800	39,200	3,608	14,432	0	0	0	0	0	13,408	0	53,632	13,408	0	53,632	67,040
3 Special Studies	120,000	480,000	496	1,944	0	0	0	0	0	120,486	0	481,944	120,486	0	481,944	602,431
4 Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	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	92,468	45,900	45,900	367,202	118,337	57,459	703,186	118,337	57,459	703,186	878,982
Totals	\$436,263	\$1,745,051	\$94,083	\$376,333	\$28,407	\$227,255	\$210,141	\$210,141	\$1,681,128	\$768,893	\$238,548	\$4,029,767	\$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**

TAC 06/12/2013 Attachment 7

MPO-Wide Detail Funding Tables
Amendment #4 Details

5/15/13 8:40 AM

Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary AMENDMENT #4 PROPOSED CHANGES				
	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	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
2 Vehicle Miles of Travel	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Street System Changes	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Traffic Accidents	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
5 Transit System Data	300	300	2,400	875	875	7,000	\$1,175	\$1,175	\$9,400	\$11,750	
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
7 Air Travel	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
8 Vehicle Occupancy Rates	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
9 Travel Time Studies	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
10 Mapping	2,027	2,027	16,212	3,000	3,000	24,000	\$5,027	\$5,027	\$40,212	\$50,265	
11 Central Area Parking Inventory	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
13 Bike & Ped. Counts	0	0	0	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	\$0	\$0	\$0	
2 Collection of Network Data	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Travel Model Updates	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Travel Surveys	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
5 Forecast of Data to Horizon year	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
6 Community Goals & Objectives	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
8 Capacity Deficiency Analysis	(532)	(532)	(4,256)	0	0	0	(\$532)	(\$532)	(\$4,256)	(\$5,320)	
9 Highway Element of th LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
10 Transit Element of the LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
13 Collector Street Element of LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
16 Financial Planning	0	0	0	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	\$0	\$0	\$0	
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
II-C Short Range Transit Planning											
1 Short Range Transit Planning	0	0	0	250	250	2,000	\$250	\$250	\$2,000	\$2,500	
III-A Planning Work Program											
1 Planning Work Program	0	0	0	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	\$0	\$0	\$0	
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.											
1 Title VI	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
2 Environmental Justice	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Minority Business Enterprise	0	0	0	(50)	(50)	(400)	(\$50)	(\$50)	(\$400)	(\$500)	
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
5 Safety/Drug Control Planning	0	0	0	1,000	1,000	8,000	\$1,000	\$1,000	\$8,000	\$10,000	
6 Public Involvement	0	0	0	500	500	4,000	\$500	\$500	\$4,000	\$5,000	
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	\$0	\$0	\$0	
2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Special Studies	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Regional or Statewide Planning	(1,795)	(1,795)	(14,356)	(2,300)	(2,300)	(18,400)	(\$4,095)	(\$4,095)	(\$32,756)	(\$40,945)	
III-E Management & Operations											
1 Management & Operations	0	0	0	(9,975)	(9,975)	(79,800)	(\$9,975)	(\$9,975)	(\$79,800)	(\$99,750)	
Totals	\$0	\$0	\$0	\$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

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%	Total	Local 10%	NCDOT 10%	FTA 80%	Total	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	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	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	0	0	2,000	-	8,000	10,000
4 Traffic Accidents	800	3,200	72	288	0	0	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	157,031	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	0	11,950	400	49,400	61,750	
7 Air Travel	400	1,600	0	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	0	0	-	-	-	
9 Travel Time Studies	5,740	22,960	0	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	24,000	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	0	488	-	1,952	2,440	
12 Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	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	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	0	320	-	1,280	1,600	
2 Collection of Network Data	576	2,304	72	288	0	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	90,000	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	0	0	-	-	-	
5 Forecast of Data to Horizon year	5,680	22,720	0	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	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	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	0	8,968	468	37,744	47,180	
9 Highway Element of the L RTP	1,000	4,000	1,546	6,184	0	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	30,113	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	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	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	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	0	25,000	-	100,000	125,000	
15 Freight Movement/Mobility Planning	400	1,600	800	3,200	0	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	112,210	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	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	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	425,190	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	15,600	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	13,226	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	17,977	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	0	3,328	-	13,312	16,640	
3 Minority Business Enterprise	800	3,200	0	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	8,000	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	20,000	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	122,381	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	0	-	-	-	-	
III-D Incidental Png./Project Dev.																
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	340,000	42,500	42,500	340,000	42,500	42,500	340,000	425,000	
2 Enviro. Analysis & Pre-TIP Png.	9,800	39,200	3,608	14,432	0	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	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	24,000	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	287,402	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	\$1,687,128	\$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: Transportation Advisory Committee
DCHC MPO

FROM: Maricia Brown,
DCHC MPO Lead Planning Agency

DATE: June 12, 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 guide way 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

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

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 5339 (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 for Section 5339 funds is \$818,583. Distribution of the FFY 2013 Section 5339 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO.

	FY 2013 Full Section 5339
DATA	440,054.00
Chapel Hill	235,392.00
TTA	143,137.00
	<hr/>
	818,583.00

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 5339 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact 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

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

**FROM: Maricia Brown,
DCHC MPO Lead Planning Agency**

DATE: June 12, 2013

SUBJECT: FFY 2013 Section 5339 Grant Bus and Bus Facilities

The Section 5339 Bus and Bus Facilities program (49 U.S.C. 5339/MAP-21 20029) makes Federal resources available to States, designated recipients, public agencies, and non-profits engaged in public transportation. The grant provides capital funding to replace, rehabilitate, and purchase buses/vans and construct bus-related facilities. Under the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the 5339 grant replaces the former Section 5309 Bus and Bus Facilities Program.

The 5339 grant allocates a total of \$65.5 million, with each state receiving \$1.25 million and each territory receiving \$500,000. The remaining funds are allocated to urbanized areas (UZAs) by a formula based upon population, vehicle revenue miles, and passenger miles. The Durham UZA was awarded \$818,583 in FY2013. Funds are available for three years after the fiscal year it was apportioned and the Federal share is 80%. A 20% local match is required.

As a designated recipient, the DCHC-MPO, may allocate funding to fixed route bus operators. Sub-recipients may also include public agencies and non-profits that provide services open to a segment of the general public, including the elderly, disabled, or low-income.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Maricia Brown, Lead Planning Agency Staff

DATE: June 12, 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.

JARC (SECTION 5316) and NEW FREEDOM (SECTION 5317)

FTA GRANT PROGRAMS

2013 CALL FOR PROJECTS RECOMMENDATION

Job-Access Reverse Commute (JARC)	Applicant	Chapel Hill Transit	Chapel Hill Transit	DATA & DCSL (joint appliation)	City of Durham	Total	
	Service	Year-Round Night Bus Service (continuation)	HS/Rogers Road Extended Bus Service (continuation)	Travel Training & Job Access for Seniors (NEW)	10% for Administration of the JARC Program in FY 2013		
	Requested	\$238,580	\$110,125	\$99,600	\$44,831		\$493,136
	Recommendation	\$67,977	\$36,708	\$99,600	\$22,698		\$226,983
New Freedom (NFP)	Applicant	DATA	DCSL		City of Durham	Total	
	Service	Go Triangle Call Center Membership (NEW)	Travel Training (continuation)		10% for Administration of the JARC Program in FY 2013-14		
	Requested	\$120,000	\$24,000		\$14,400		\$158,400
	Recommendation	\$104,981	\$24,000		\$14,331		\$143,312

2013 Call for Projects
Proposed Program of Projects
JARC (Section 5316) FTA Grant Program

TAC 06/12/2013 Attachment 11A

MPO Approval Date	Subrecipient	Agency Type	POC	POC Address	POC Number	POC Email Address	Union Classification	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
6/13/2013	DATA & DSLC	Public Transit/ Non-profit	Pierre Osei-owsu	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-4366	Pierre.Osei-Owusu@durhamnc.gov	Non-unionized	Durham City/County	New - The Durham Area Transit Authority (DATA) is pleased to submit this application in response to the DCHC-MPO's recent request for projects to be funded using Job Access Reverse Commute (JARC) funds. This program is intended to travel-train a total of 30 patrons who would go on and use the bus for their work-related trips. This application is in partnership with Durham Senior Life Center to train and transition 10 qualified seniors (65 or older) and 20 ADA qualified disabled clients who currently use the DATA ACCESS service to use the bus for their work related trips. Senior Life Center will do the travel-training for both groups. With this grant, DATA will provide the transportation opportunities for those clients who receive the travel training.	Capital	\$ 124,500	\$ 99,600	80%		Pages 24 - 26
6/12/2013	Chapel Hill Transit (urban)	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	ccole@townofchapelhill.org	Non-unionized	Year-round Night Service	Chapel Hill Transit (CHT) is requesting funding to continue night service available during full service periods on the CM, CW, D, J, and V routes to be year-round extend the Froute service later in the evening on a year-round basis, and continue evening service on the NS and G routes. The operation of these services between the hours of 6:30 p.m. and 10:00 p.m. on a year-round basis will provide consistent nighttime access to a greater proportion of residents and employees in CHT's service area for those with non-traditional work hours.	Operating	\$ 135,954	\$ 67,977	50%		Pages 24 - 25
6/12/2013	Chapel Hill Transit (urban)	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	ccole@townofchapelhill.org	Non-unionized	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 73,416	\$ 36,708	50%		Pages 24 - 25
6/12/2013	City of Durham	Government	Maricia Brown	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-436 ext.36409	Maricia.brown@durhamnc.gov	Non-unionized	DCHC MPO-wide	Funds required for planning and program dministration of above (2013) selected JARC projects	Admin.	\$ 22,698	\$ 22,698	100%		Pages 24 - 25
Totals											\$ 232,068	\$ 226,983			

2013 Call for Projects
Proposed Program of Projects
NFP (Section 5317) FTA Grant Program

TAC 06/12/2013 Attachment 11A

MPO Approval Date	Subrecipient	Agency Type	POC	POC Address	POC Number	POC Email Address	Union Classification	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
6/12/2013	Durham Area Transit Authority (urban)	Public Transit	Pierre Osei-Uwusu	1907 Fay Street Durham, NC 27701	919-560-1535 ext.36214	Pierre.oseiowusu@durhamnc.gov	Non-unionized	Regional Call Center	New - Membership in the Go Triangle Regional Call center for two additional years	Capital/Mobility Management	\$ 131,226	\$ 104,981	80%		Pages 24 - 25
6/12/2013	Durham Senior Life Center	Non-profit	Juanita Nelson	406 Rigsbee Avenue, Suite 202 Durham, NC 27701	919-688-8247	Jnelson@dcsinc.org	Non-unionized	Access Taxi-Cab Medical Trip Program	Continuation - This project would provide travel training for older adults to help them maintain independence. Participants will learn the skills necessary to navigate the public transportation system while reducing the stigma and fear associated with public transportation.	Capital/Mobility Management	\$ 30,000	\$ 24,000	80%		Pages 24 - 25
6/12/2013	City of Durham-Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO)	Government	Maricia Brown	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-4561 ext.36409	Maricia.brown@durhamnc.gov	Non-unionized	DCHC MPO-wide	Funds required for planning and program administration of above (2013) selected New Freedom projects	Administration	\$ 14,331	\$ 14,331	100%		Pages 24 - 25
Totals											\$ 175,557	\$ 143,312			

Job Access Reverse Commute (JARC) and travel training program by DATA in partnership with Durham Senior for Senior Life (DSLCL)

This travel-training and job access reverse commute program is intended to travel-train a total of 30 patrons who would use the bus for work-related trips. The program is designed to train and transit 10 qualified seniors (65 or older) and 20 ADA qualified disabled clients who use the Paratransit service to transition to the fixed route bus system, thereby reducing the cost of the Paratransit service while increasing fixed route patronage. The total cost of the program is \$124,500; DATA is requesting \$99,600 (80%) in JARC funding assistance, the (20%) local match is anticipated to be split between the City (DATA) and Senior Life Center.

Senior Life Center will be conducting the travel-training that is designed to teach the 10 older adults and the 20 disabled (ADA) clients how to travel safely and independently by bus, to read bus schedules and when and where to call for fixed route assistance. At the end of the training, the 30 trained patrons would be transitioned to the DATA bus system. The JARC grant is designed to pay for work trips using taxi service and the bus system. Trainees will be given a booklet of travel vouchers which would enable them to travel to and from work by taxi three days each week. They would pay \$2 out of pocket for each trip and give the taxi operator a coupon worth \$13 per trip, for the total (negotiated) trip cost of \$15. Each trip coupon of \$13 is reimbursed through the JARC program. Using the taxi service will provide trainees the opportunity to search for jobs that may not be on the current bus line and also accept hours of work that may be beyond current bus service hours. Trainees can only choose and use taxi operators from a list prepared by DATA made up of registered and approved taxi operators. DATA has experience using taxi services for transporting such clients.

In addition to the taxi vouchers, trainees will be given a weekly fixed route bus passes to enable them ride the DATA fixed route system without charge for remaining two days, allowing the opportunity to gain riding experience. Seniors and ADA clients 65 & older can ride the bus for free, while weekly discount bus passes of \$6 would be purchased using grant funds and given to trainees (ADA) clients younger than 65 at no charge. Therefore, no participant using the bus service pays any fare for the duration of the program.

DATA will coordinate with Senior Life to encourage interested individuals to enroll in the travel training program to use the public transportation. Employers will also be informed about the training and transportation initiative and the possibility of hiring seniors or older adults and disabled. Information will also be available to all current ACCESS clients by using the City's website, distributing flyers, posters and newsletter. Taxi operators will be working in partnership with DATA and Senior Life to plan and implement the program through series of meetings to be set up shortly after the award of the grant.

The proposed travel-training program is expected to transition most of the 20 ACCESS ADA trainees to the fixed route bus service and in the process reduce the cost of the Paratransit service by more than \$200,000 during the one year of the program. Currently, DATA ACCESS system cost the City \$22 per rider; therefore, 20 patrons x 10 trips/week x 50 weeks x \$22 will equal \$220,000 in savings. The program will also help DATA to build a clientele base of patrons whose work trips pattern would be further reviewed by the fixed route planners for possible future route expansion or service change.

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.

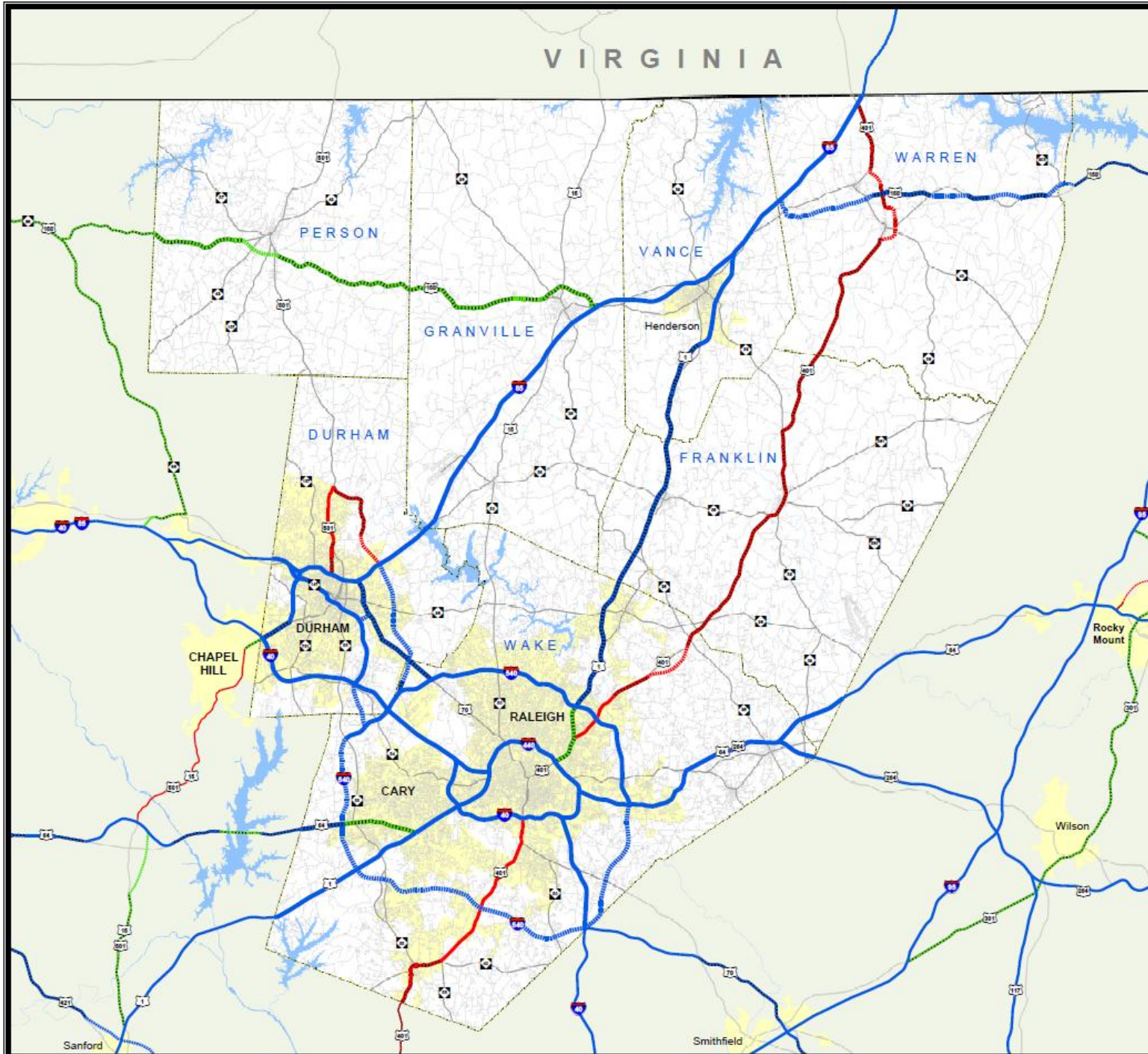
US 70 is parallel to the Northern Durham Parkway (about 1 to 1 ½ miles apart) and provides the regional connection between I-85 and I-40 for eastern Durham County, the Research Triangle Park (RTP) and western Wake County. The 2040 MTP proposes adding one lane in each direction to US 70 and rebuilding 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

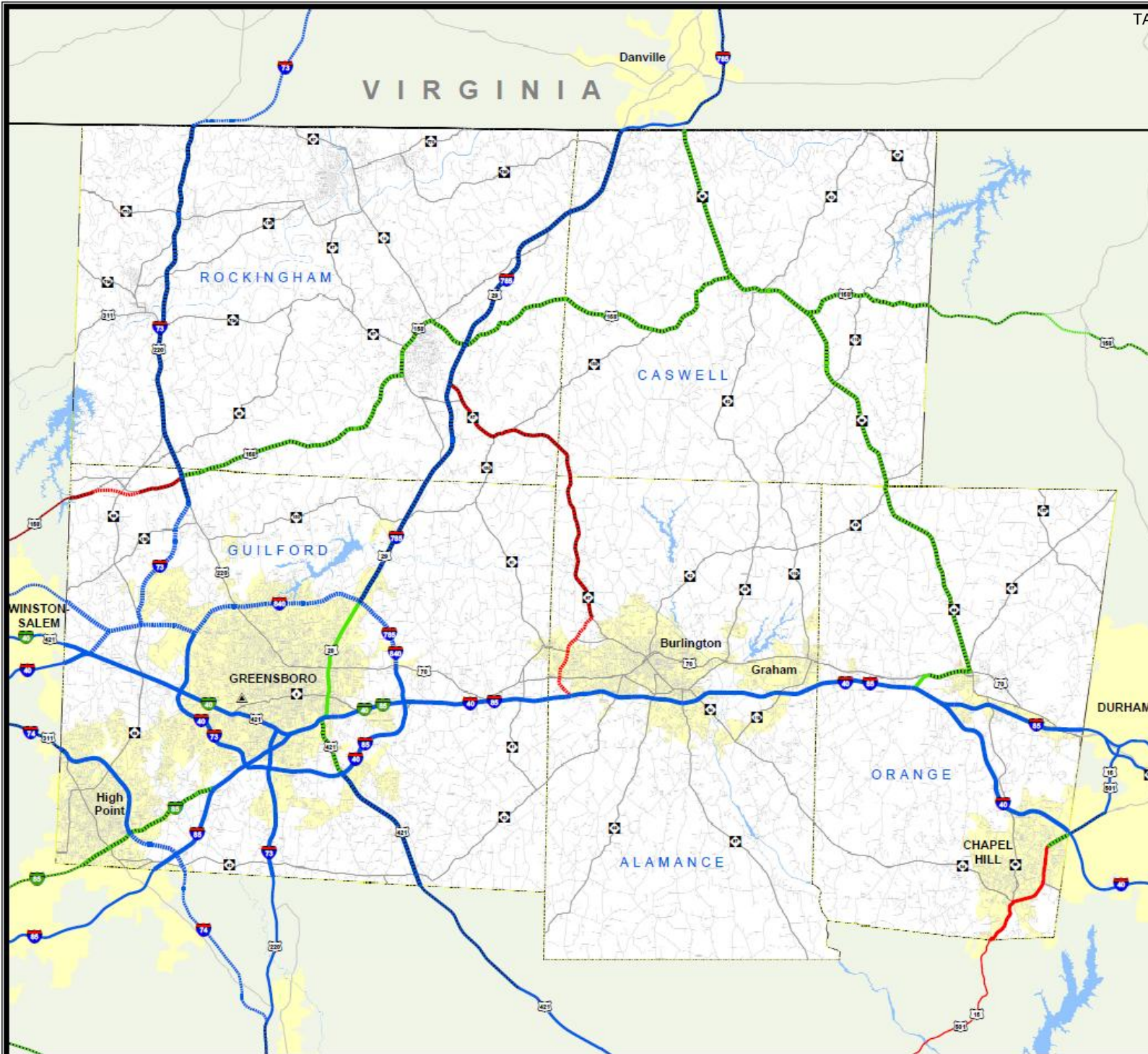
Thoroughfares

- 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

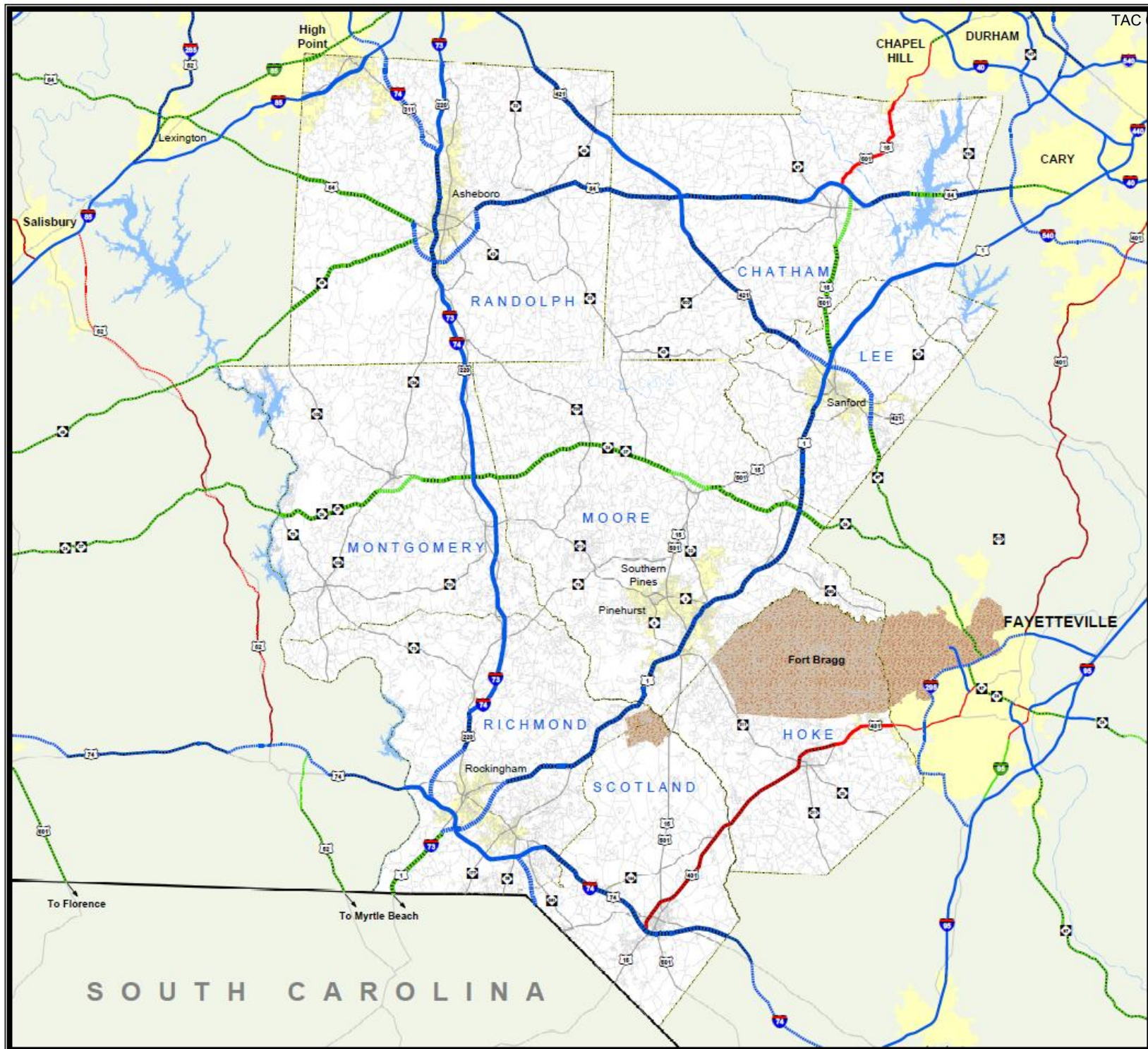
Thoroughfares

- 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

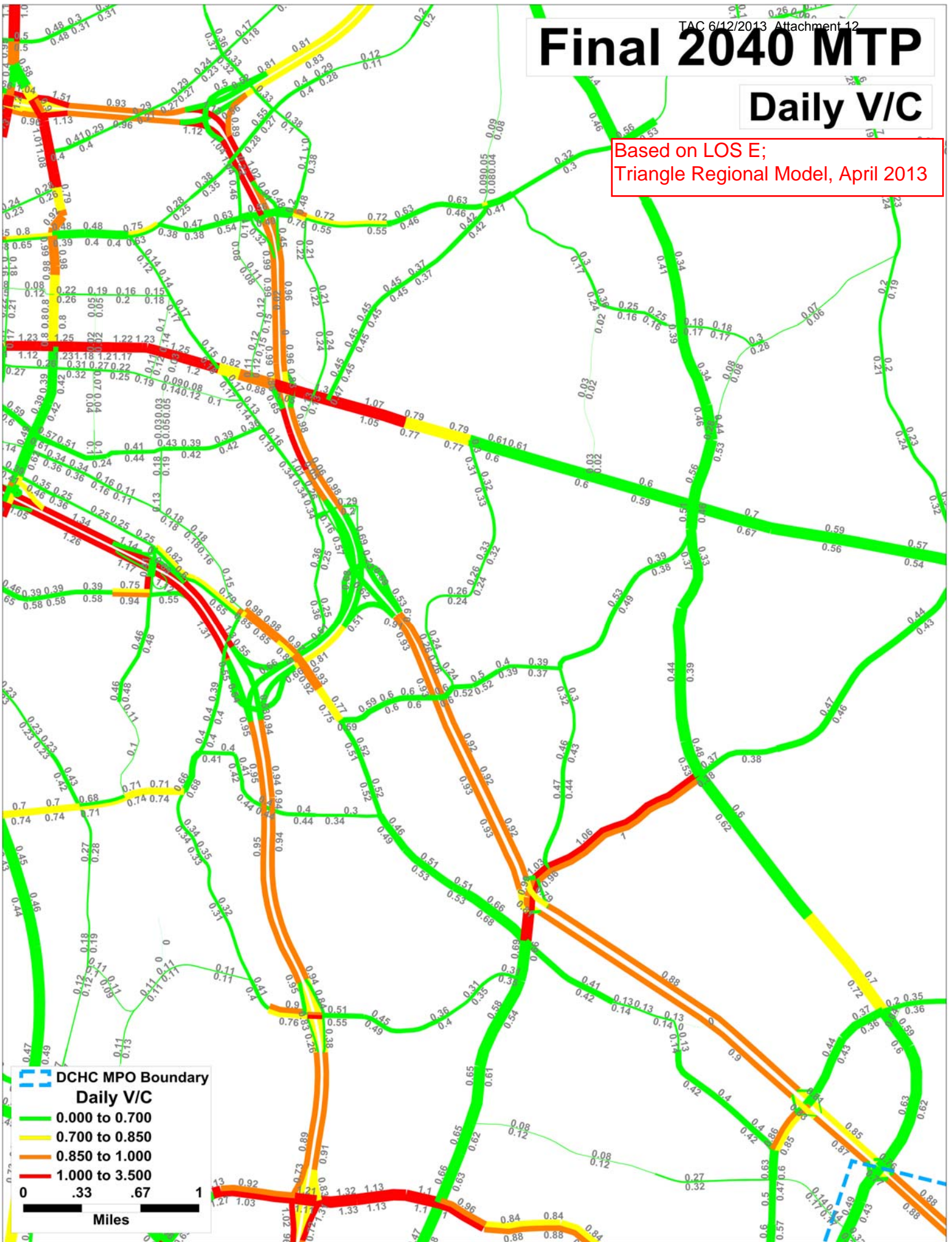


SOUTH CAROLINA

Final 2040 MTP

Daily V/C

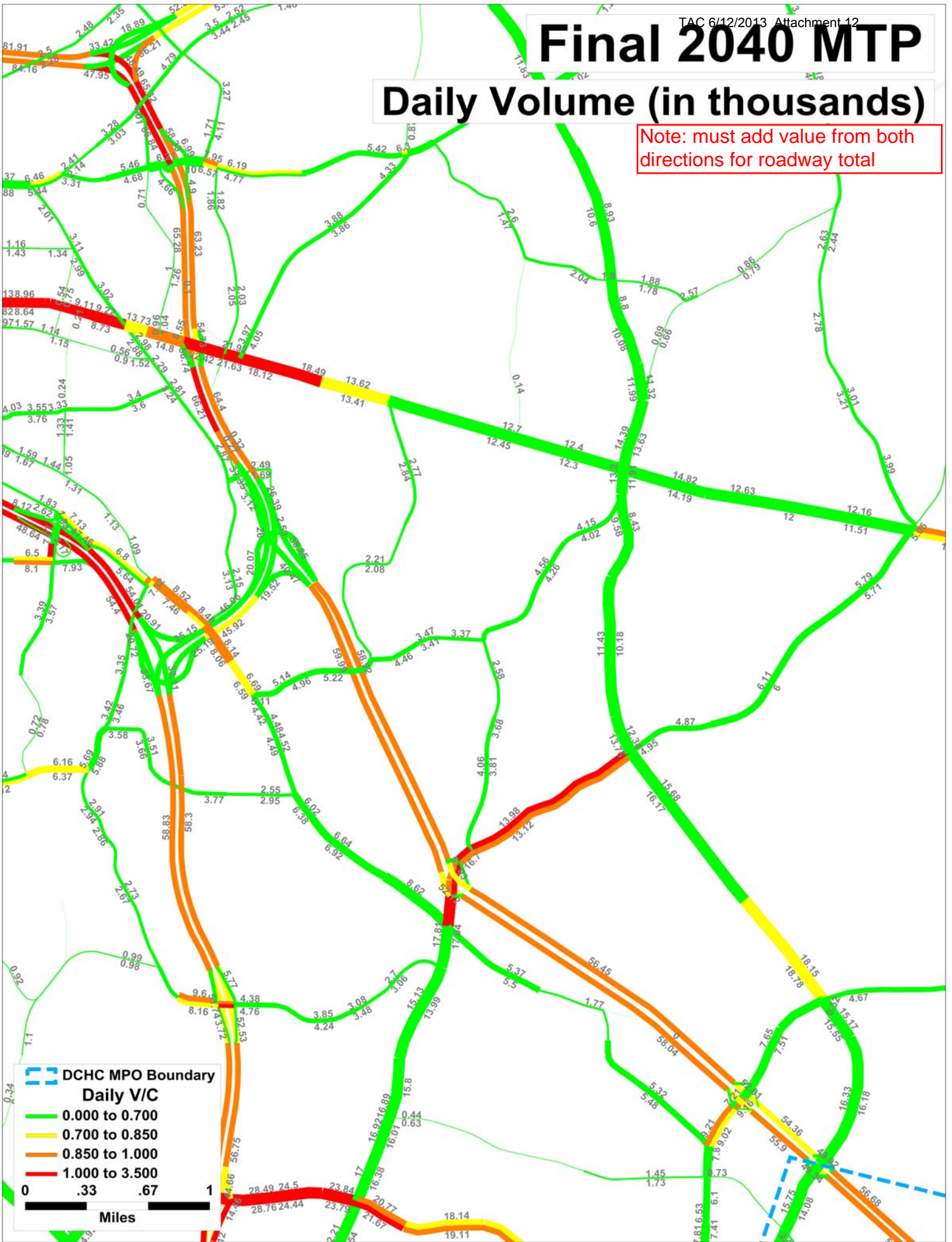
Based on LOS E;
Triangle Regional Model, April 2013



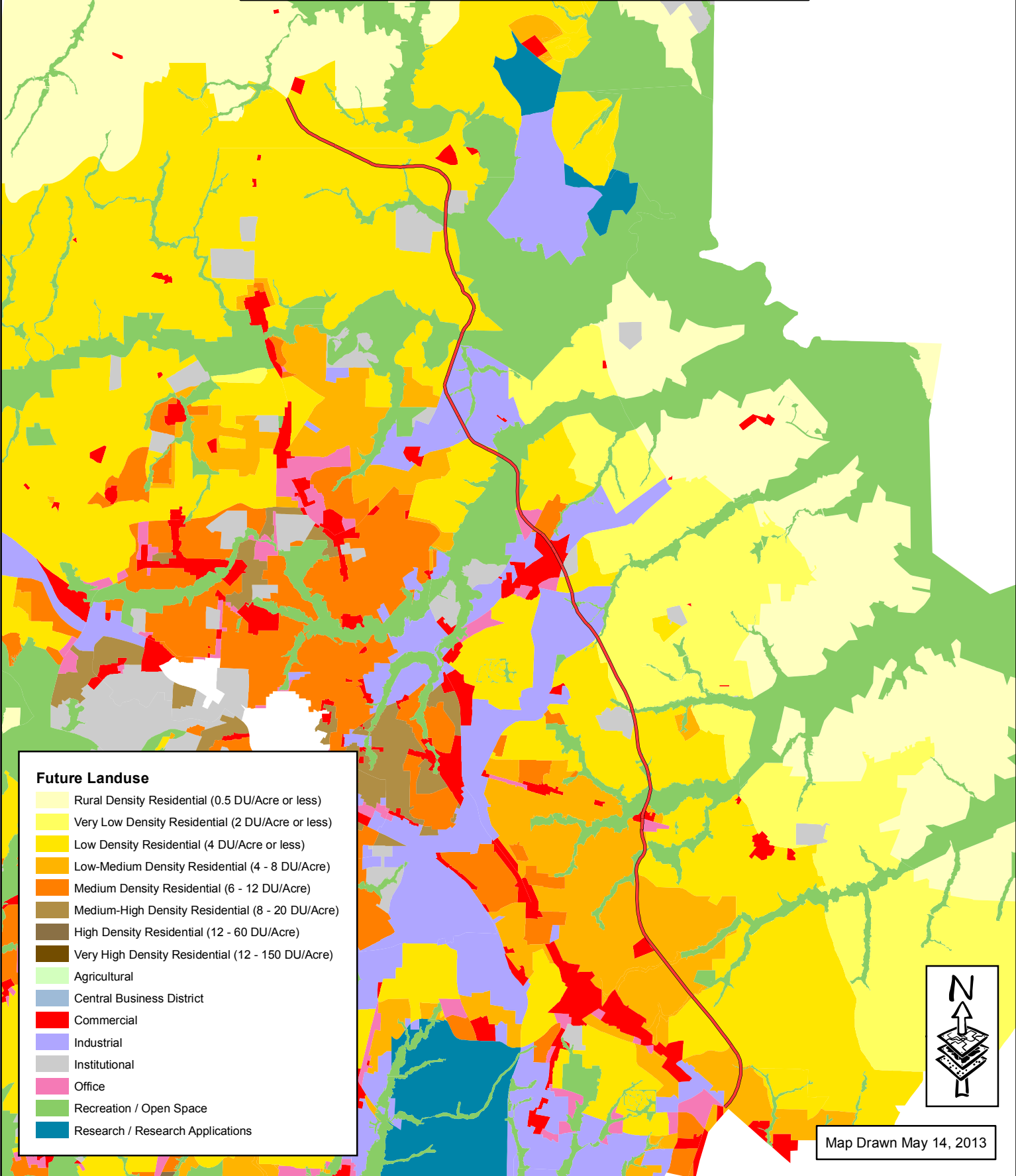
Final 2040 MTP

Daily Volume (in thousands)

Note: must add value from both directions for roadway total

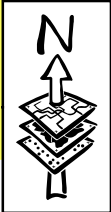


Durham City - County Future Land Use Northern Durham Parkway



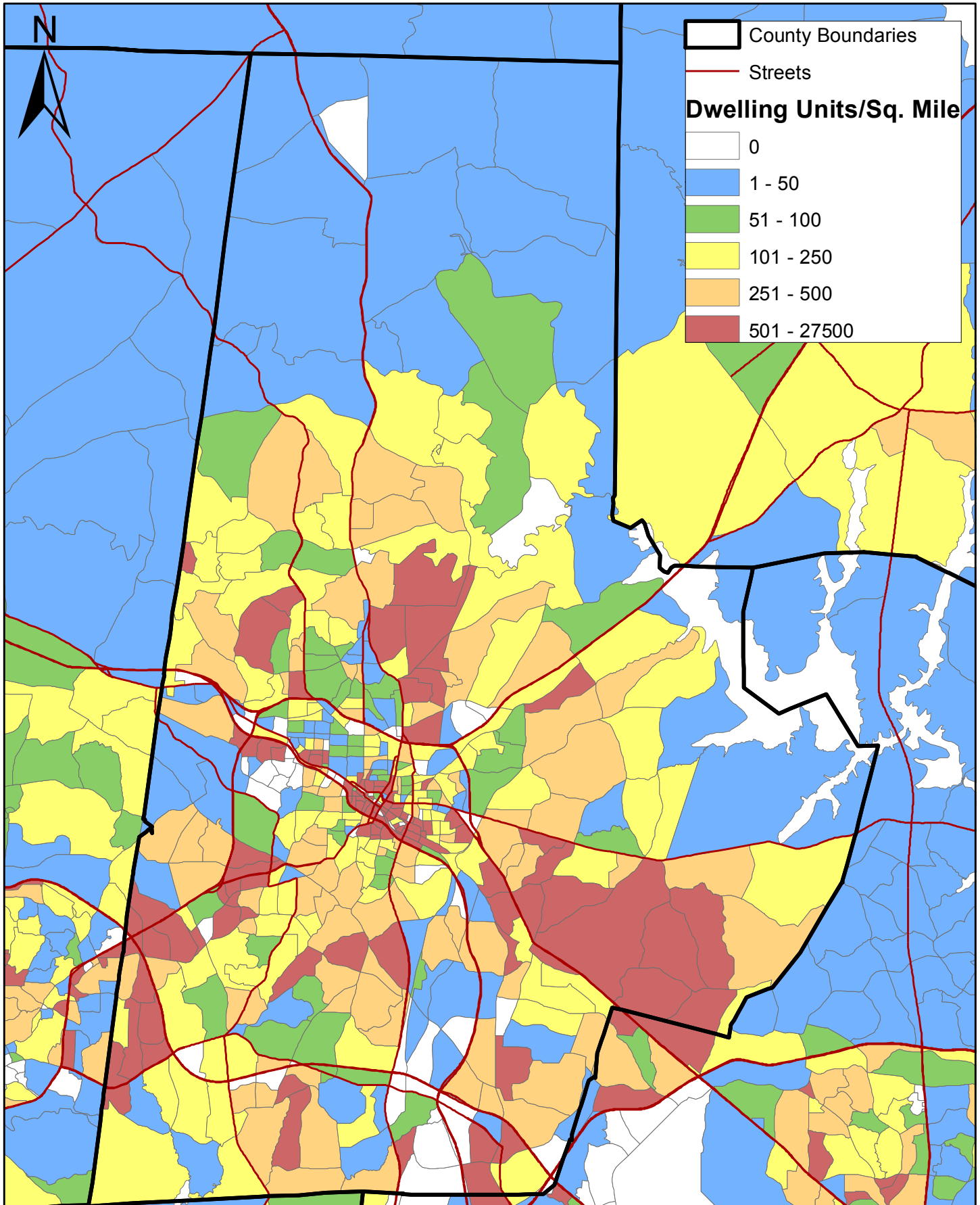
Future Landuse

- 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

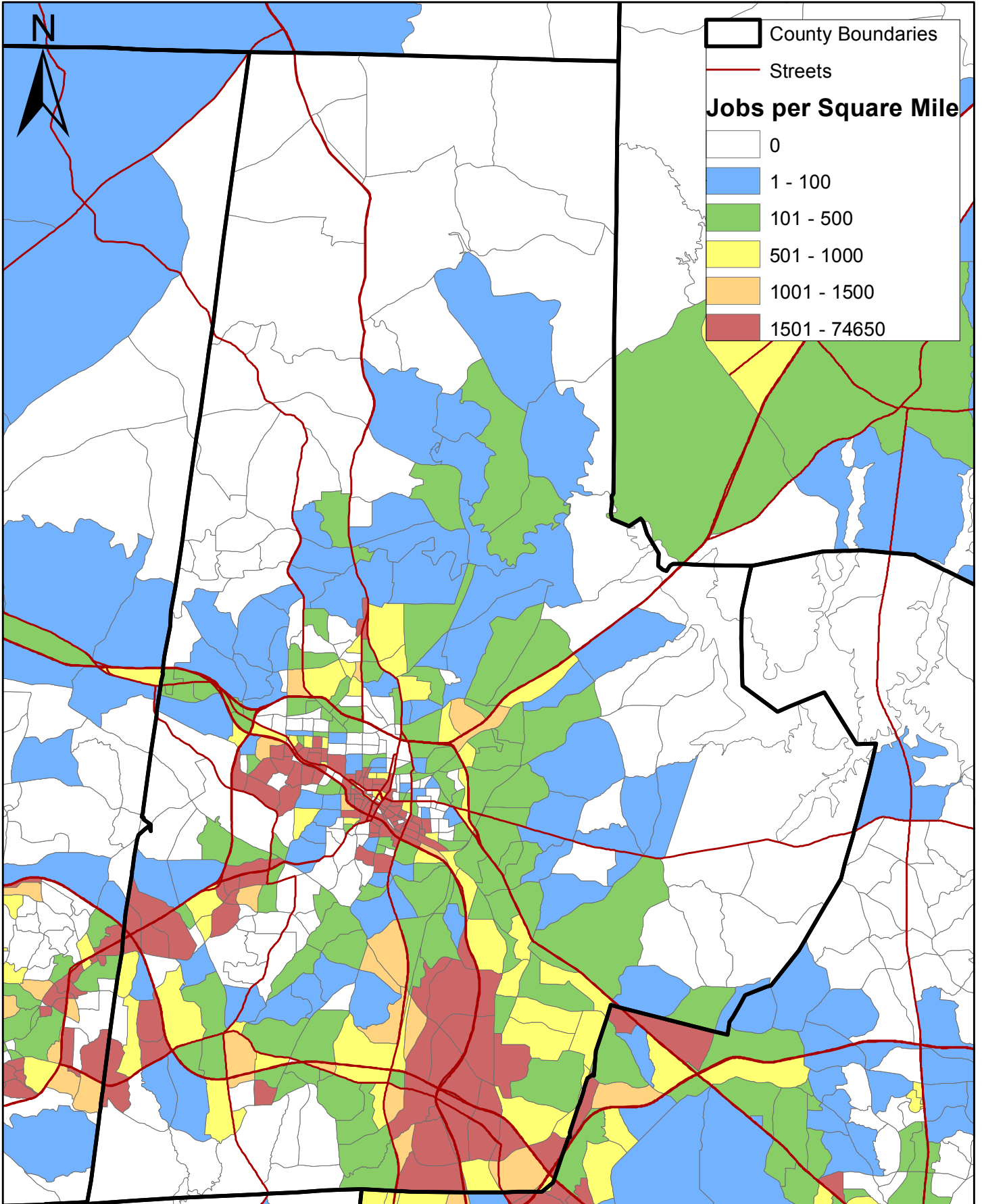


Map Drawn May 14, 2013

Final Plan -- Dwelling Unit Growth 2010 - 2040

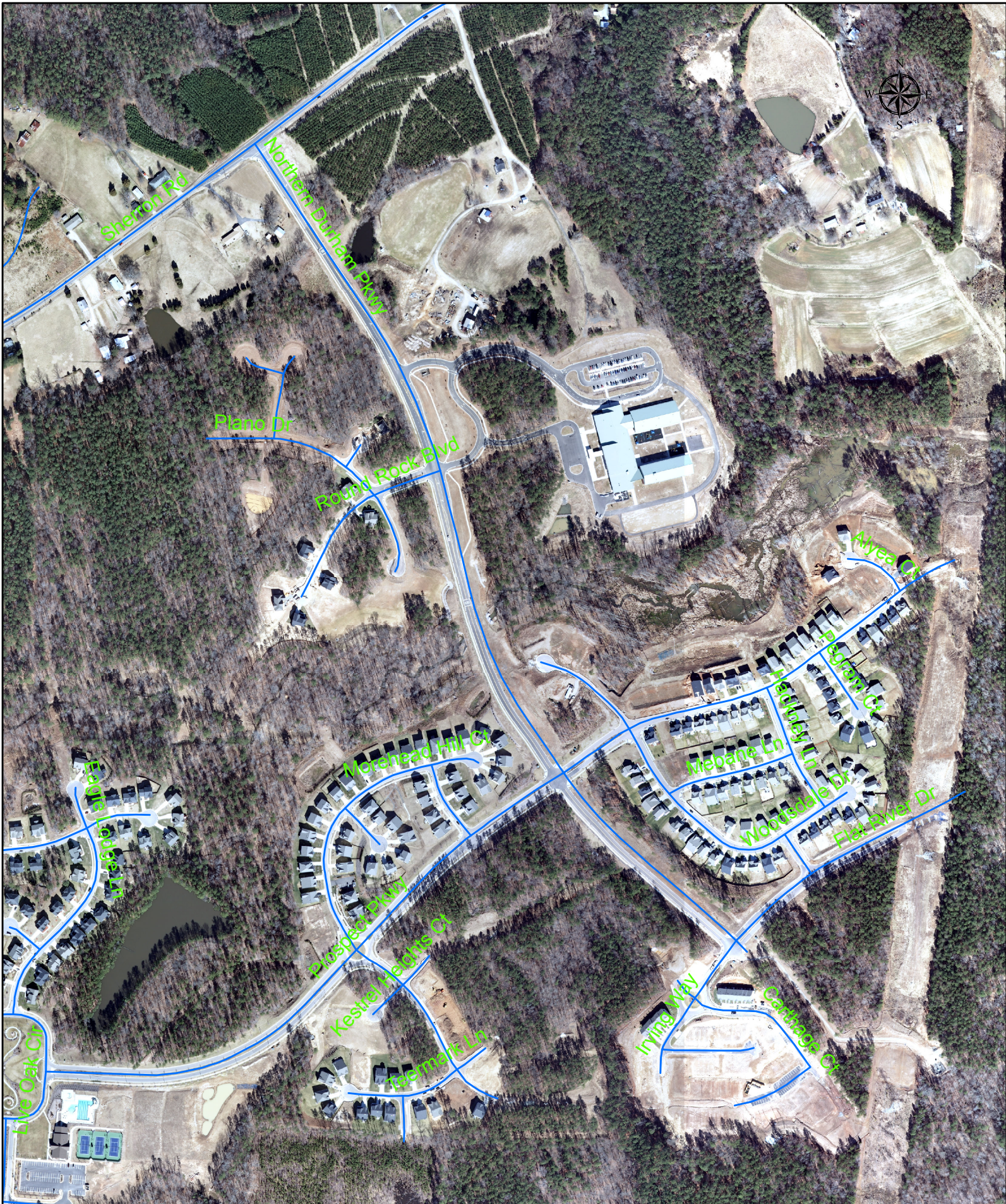


Final Plan -- Employment Growth 2010 - 2040



Northern Durham Parkway Brightlead at the Park development

TAC 6/12/2013 Attachment 12





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:	

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING
ORGANIZATION (DCHC MPO)**

**RESOLUTION REQUESTING THAT THE NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION DESIGNATE THE NORTHERN DURHAM PARKWAY
AS A BOULEVARD IN THE STRATEGIC HIGHWAY CORRIDOR VISION PLAN**

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

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation decision-making body for the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization (DCHC MPO); and,

WHEREAS, the proposed Northern Durham Parkway (between Interstate 85 and US 70) is designated as a Freeway in the North Carolina Strategic Highway Corridor (SHC) Vision Plan; and

WHEREAS, Freeways are defined in the SHC as controlled access highways with only interchanges (i.e. grade separation) for access; and,

WHEREAS, the DCHC MPO has identified the Northern Durham Parkway (between Interstate 85 and US 70) in the 2040 Metropolitan Transportation Plan (MTP) to be built as a four-lane divided roadway with intersection access (i.e. at-grade) to major cross streets; and,

WHEREAS, Boulevards are defined as in the SHC as two- to four-lane divided roadways with limited but not controlled access; and,

WHEREAS, the current and future development of the area adjacent to the Northern Durham Parkway is expected to remain predominantly low-to-medium density residential development; and,

WHEREAS, the future travel demand in the US 70/Northern Durham Parkway transportation corridor is expected to meet MPO service standards with the improvements identified in the 2040 MTP, including an additional travel lane in each direction and upgrade to a Freeway for US 70 and building the Northern Durham Parkway (between Interstate 85 and US 70) as a four-lane boulevard; and,

WHEREAS, the planned cross-section for the Northern Durham Parkway in the 2040 MTP, the low-to-medium residential development in the corridor, and future travel demand in the corridor all closely match the characteristics of a Boulevard (as defined in the SHC).

NOW, THEREFORE BE IT RESOLVED, the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) requests that the North Carolina Department of Transportation (NCDOT) change the facility type of the Northern Durham Parkway from Freeway to Boulevard in the North Carolina Strategic Highway Corridor Vision Plan.

(Continued)

(Continued – Resolution Adopting DCHC 2040 MTP)

Ellen Reckhow, TAC Chair

Durham County, North Carolina

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

Date: June 12, 2013

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

LPA Staff Comments on Strategic Mobility Formula and Prioritization 3.0

The House and Senate both passed versions of the Strategic Mobility Formula in May.

- H817 Strategic Transportation Investments
<http://www.ncleg.net/gascripts/BillLookUp/BillLookUp.pl?Session=2013&BillID=H817&submitButton=Go>
- S402 Appropriations Act of 2013 beginning on page 346
<http://www.ncleg.net/gascripts/BillLookUp/BillLookUp.pl?Session=2013&BillID=S402&submitButton=Go>

Key similarities are:

- 40% Statewide strategic mobility, 30% Regional impact, 30% Division needs
- Statewide
 - Funding competitive across the State;
 - Scoring: 100% quantitative
 - Restricted to highways, commercial airports, and freight rail only;
 - Highway eligibility limited to Interstates, National Highway System (as of 7/1/12), US DOD Strategic Highway Network, highway toll routes, etc.
 - Project cap of no more than 10 percent of funds in any five-year period (~\$300 million) may be assigned to any contiguous project in the same corridor within a division or adjoining divisions.
- Regional
 - Funding distributed by population of paired divisions (e.g. Divisions 5+6, 7+9, 8+10);
 - Scoring: 70% quantitative, 30% MPO/RPO and Division Engineer
 - Highway eligibility limited to US and NC routes.
- Division
 - Funding distributed equally by division;
 - Scoring: 50% quantitative, 50% MPO/RPO and Division Engineer
 - Highway eligibility includes all other state roads.
- Project eligibility cascades down (i.e. all Statewide projects are also eligible for Regional and Division funding, and all Regional projects are also eligible for Division funding.)
- Both bills included a list of potential quantitative criteria for evaluating projects. NCDOT is charged with developing the specific quantitative measures that will be used and the weighting of the criteria towards the total scores.
- All modes are ranked separately, but will compete against each other within the funding categories.
- CMAQ, competitive or discretionary awards, toll collections exempt
- STPDA, Transportation Alternatives, transit expansion not exempt
- Maintenance projects exempt (including replacement buses)
- Bridge Replacement, Interstate Maintenance, and Highway Safety not exempt, but have separate prioritization criteria.

- Highway projects to be let before July 1, 2015 not subject to reprioritization (East End Connector, Alston Avenue widening, Roxboro/Latta/Infinity, Farrington/NC 54 slip ramp)
- Incentive for local funding contribution only applies to highway projects.

Key differences are:

- Senate excluded state-funded bicycle and pedestrian projects from the formula. Limitation in effect for projects that are not authorized for construction by June 30, 2013. House included these as Division projects.
- Senate said cities can spend Powell Bill funds on bicycle and pedestrian projects. House expressed concern that Powell Bill funds could be diverted from maintaining roads.
- Senate excluded all public transportation from the Regional category. House said public transportation that spans two or more counties and serves more than one municipality eligible for Regional category.
- Senate exempted STPDA funding only if it is expended on projects eligible in the Regional category. House did not exempt any STPDA funding.
- Senate excluded economic competitiveness as a potential scoring criterion in Regional and Division categories. House included economic competitiveness in all categories. Senate included accessibility/connectivity as a potential scoring criterion in all categories. House included it in Statewide and Regional, excluded it from Division.

What this means:

- Approximately, the following available for each category annually:
 - Statewide \$600 million
 - Regional \$450 million
 - Region 5+6: \$98 million
 - Region 7+9: \$77 million
 - Region 8+10: \$90 million
 - Division \$450 million / 14 Divisions = \$32 million per division
 - Assuming STPDA and TA not exempt, approximate remaining Division funds are:
 - Division 5: \$16 million (most of CAMPO and portion of DCHC)
 - Division 7: \$26 million (portion of DCHC and all of Greensboro)
 - Division 8: \$32 million (very small portions of DCHC and Fayetteville)

Next steps:

- House expected to have final vote on budget on June 13.
- Budget will go to conference committee. Budget year ends June 30.
- Clarifying language that has been discussed as part of Proposed Committee Substitutes.
 - Push out deadline for currently programmed state-funded bicycle and pedestrian projects to October 2013.
 - Allow State funding for bicycle and pedestrian improvements that are incidental to a highway project.

- State match for bus replacement would be considered maintenance and therefore not counted in the Highway Trust Fund (not subject to Strategic Mobility Formula)
- State match and FTA funding for bus expansion would be included in Division category. Federal funding for bus expansion may or may not be subject to the formula depending on the source: STPDA or Section 5339 – not exempt; CMAQ - exempt.

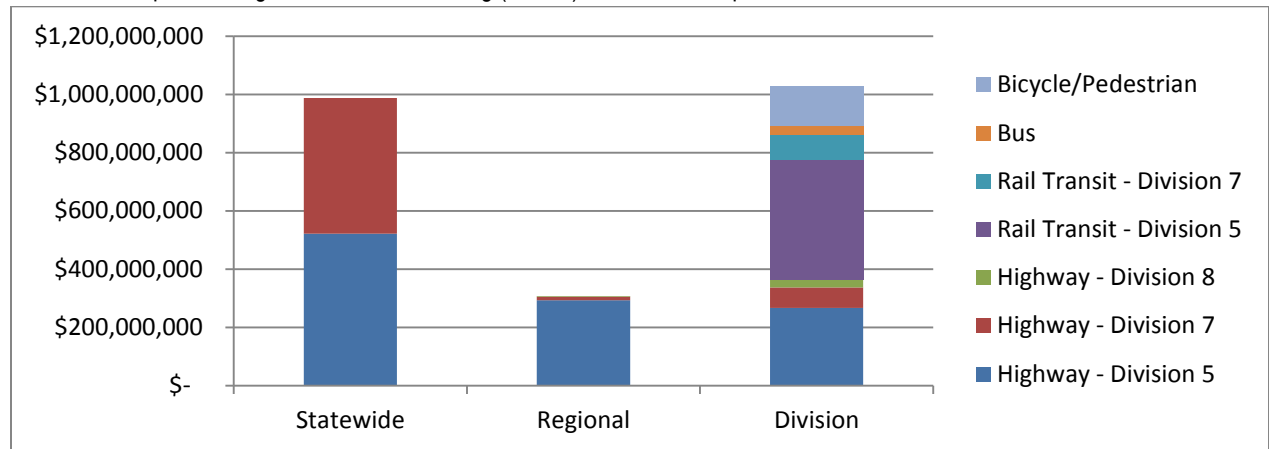
How the Strategic Mobility Formula compares to our 2040 MTP projects:

Senate:

	Highway - Division 5	Highway - Division 7	Highway - Division 8	Rail Transit - Division 5	Rail Transit - Division 7	Bus	Bicycle and Pedestrian
Statewide	\$ 521,754,322 ^a	\$ 466,057,562 ^a	\$ - ^a				
Regional	\$ 293,546,479 ^a	\$ 11,646,000 ^a	\$ 2,402,744 ^a				
Division	\$ 267,391,559 ^a	\$ 69,596,662 ^a	\$ 27,792,441 ^a	\$ 410,000,000	\$ 85,000,000	\$ 34,000,000	\$ 135,000,000 ^b

^a Only capacity and modernization projects. Bridge Replacement, Interstate Maintenance, and Highway Safety projects would increase these figures.

^b Includes both federal and state funding. Senate said no state funding for bike/ped. MTP does not specifically separate federal and state bike/ped funding. Some federal funding (CMAQ) would be exempt.

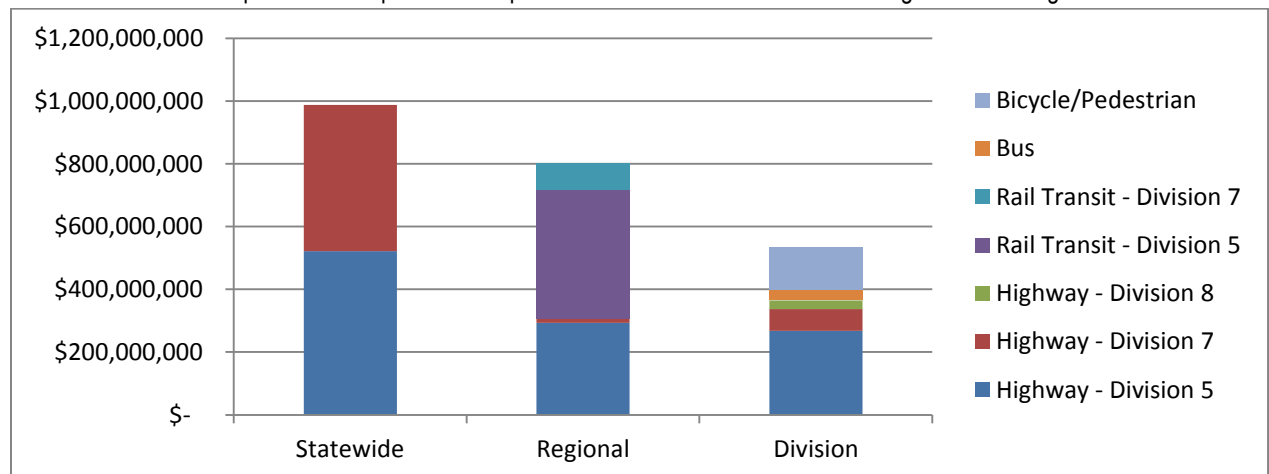


House:

	Highway - Division 5	Highway - Division 7	Highway - Division 8	Rail Transit - Division 5	Rail Transit - Division 7	Bus	Bicycle and Pedestrian
Statewide	\$ 521,754,322 ^a	\$ 466,057,562 ^a	\$ - ^a				
Regional	\$ 293,546,479 ^a	\$ 11,646,000 ^a	\$ 2,402,744 ^a	\$ 410,000,000	\$ 85,000,000	?	
Division	\$ 267,391,559 ^a	\$ 69,596,662 ^a	\$ 27,792,441 ^a			\$ 34,000,000 ^b	\$ 135,000,000

^a Only capacity and modernization projects. Bridge Replacement, Interstate Maintenance, and Highway Safety projects would increase these figures.

^b State match for bus expansion and operations. A portion of this should be classified as Regional for Triangle Transit service.



Example 2040 MTP projects:

- Statewide Highway
 - US 70 Freeway Conversion including Miami Blvd. Interchange - \$237 million
 - I-85 Widening in Orange County - \$215 million
 - US 15-501 Freeway Conversion - \$139 million
 - I-40 Managed Lanes - \$104 million needed from Strategic Mobility Formula (\$348 million total for Durham County portion, assumed 30% gap funding needed)
 - I-85 Widening in Durham County - \$103 million
 - I-40 Widening in Orange County - \$90 million
- Regional Highway
 - NC 54 Widening, Superstreets, and Grade Separations in Durham and Orange counties - \$123 million
 - NC 98 Widening - \$57 million
 - NC 751 Widening - \$47 million
 - US 501 Widening - \$28 million
- Division Highway
 - Northern Durham Parkway - \$166 million
 - Would require the full non-STPDA/TA Division funding for Division 5 over 10 years
 - Fayetteville Road Widening - \$21 million
 - Garrett Road Modernization - \$21 million
 - Roxboro Street Extension - \$20 million
- Bridge Replacement, Interstate Maintenance, and Highway Safety
 - LPA Staff have been unable to estimate the funding in the 2040 MTP by category. Bridge Replacement and Highway Safety projects are expected to occur in all categories. Interstate Maintenance would be expected in the Statewide category. This funding would be in addition figures in the tables above.
 - A total of \$984 million of Maintenance funding is included in the 2040 MTP – a portion of which is subject to the formula and a portion of which is not.
 - A total of \$45 million for Transportation System Management is included in the 2040 MTP – a portion of which is Highway Safety.
 - A total of \$48 million for Intelligent Transportation Systems is also included in the 2040 MTP. This is also likely to be subject to the formula depending on the funding source.
- Rail Transit
 - 2040 MTP assumed 50% federal, 25% state, 25% local funding. FTA funding would be considered a competitive award and exempt from formula. State match funding would be subject to formula. Local funding is exempt from formula.
 - Durham-Orange Light Rail
 - Durham - \$270 million state match
 - Would require the full non-STPDA/TA Division funding for Division 5 over 16.9 years or the full Region 5+6 funding over 2.8 years
 - Orange - \$85 million state match

- Would require the full non-STPDA/TA Division funding for Division 7 over 3.3 years or the full Region 7+9 funding over 1.1 years
 - Durham-Wake Regional Rail
 - All of project in Division 5 or Region 5+6 - \$140 million state match
 - Would require the full non-STPDA/TA Division funding for Division 5 over 8.8 years or the full Region 5+6 funding over 1.4 years
- Bus Expansion
 - 2040 MTP assumed 80% federal, 10% state, 10% local funding. FTA funding may be subject to the formula depending on the clarifying language and the source of funding. State funding would be subject to the formula. Local funding would be exempt from the formula.
 - 2040 MTP includes \$34 million for the state contribution for bus expansion and operations for new services.
- Bicycle and Pedestrian
 - 2040 MTP includes \$180 million total for bicycle and pedestrian. Local funding for bicycle and pedestrian was estimated to be \$45 million, leaving \$135 million. A portion of this would be federal funding (STPDA, CMAQ, and Transportation Alternatives) – some of which is subject to the formula. A portion of this would be state funding – which may or may not be an eligible use of funds depending on the legislation.

Comparison to TIP Funding:

- MPO staff from Greensboro did an initial review of the FY 12-18 TIP to classify highway and bike/ped projects by funding category. This analysis did not include transit funding. Confirmation of some figures is still pending and the classification of certain projects may depend on the outcome of the legislation.
- Overall, the staff found that the FY 12-18 TIP had approximately 78% of funding on Statewide projects, 7% of funding on Regional projects, and 16% of funding on Division projects.
- However, looking more closely by Division revealed that many of the Divisions with Transportation Management Areas (MPOs above 200,000 that receive STPDA and TA) had between \$27-37 million of Division projects programmed (the allocation per Division is expected to be about \$32 million). It appears that Division-level projects may need to be reduced, and are not expected to increase, in the next TIP update with the new legislation.

Update on Work Group Prioritization

- NCDOT has a work group that is meeting every week to discuss the details of the quantitative scoring methodology and process for receiving MPO/RPO and Division rankings. DCHC MPO staff have reviewed meeting materials and provided comments to work group members as well as MPO staff. However, we have not been allowed to attend the work group meetings and directly participate in the discussions. There are three MPO staff persons from across the state on the work group, but no Triangle MPO staff members.
- The following outline is MPO staff's current understanding of the work group's decisions and discussions related to developing the quantitative scoring methodology for each mode.
- Highways
 - Statewide (100% quantitative)
 - 30% Benefit/Cost = Travel Time Savings/Cost (uses modeled forecast data)
 - 30% Congestion = Travel Time Index + AADT (uses current data)
 - 10% Economic Competitiveness = Value added in \$
 - This criterion may be removed depending on legislation.
 - 10% Safety = Critical Crash Rates, Density, Severity
 - 20% Multimodal = Volume/Capacity for military routes + Volume/Capacity on direct access to intermodal terminal + Truck volumes
 - Regional (70% quantitative)
 - 30% Benefit/Cost
 - 30% Congestion
 - 10% Safety
 - Division (50% quantitative)
 - 20% Benefit/Cost
 - 20% Congestion
 - 10% Safety
 - Regions and Divisions can select their own quantitative criteria (as long as it is limited to what is listed in the legislation) and weighting of categories.
 - All MPOs, RPOs, and NCDOT Highway Division Engineers must agree on criteria by July 1, 2013 through memo/letter signed by TAC Chair.
 - DCHC MPO staff has discussed this option with neighboring Planning Organizations for Divisions 5 and 7. The consensus is that this timeline is unattainable considering the current status of the legislation and work group discussions, and TAC meeting dates.
 - The default criteria listed above are basic and not completely objectionable.
 - However, MPO staff does have concerns over how Highway Modernization projects will be evaluated. It is unclear if they will be evaluated as Highway or Bicycle/Pedestrian projects. In theory, the legislation gets rid of the very small "silo" of bike/ped funding from past prioritization cycles which severely limited the ability to afford more expensive on-road bicycle projects. These projects are more likely to score better using the Bicycle/Pedestrian methodology as the Highway methodology is very much oriented towards capacity projects.

- Transit
 - NCDOT PTD developed a draft methodology for evaluating public transportation projects.
 - Many work group members opposed this methodology and more work is being done to develop a better option.
 - DCHC MPO, Triangle Transit, Triangle J COG staffs have provided extensive input and developed specific suggestions for improving this methodology.
 - It is difficult to develop a methodology that fairly evaluates urban and rural projects as well as fixed guideway, BRT, fixed route, and demand response projects.
- Bicycle and Pedestrian
 - A methodology has been developed that is similar to the methodology from previous prioritization cycles. A few modifications are being considered.
 - The criteria are proposed to be:
 - 20% Safety = crashes + speed limit
 - 15% Access = connects to popular origins/destinations
 - 10% Demand/Density = persons/square mile
 - 5% Constructability = inclusion in adopted plan + right-of-way acquired
- Rail
 - A methodology has been developed for track and structures and intermodal facilities and stations. A few modifications are being considered.
 - The criteria are proposed to be:
 - Benefit/Cost
 - Capacity/Congestion
 - Safety
 - Connectivity/Accessibility/Mobility
- Normalization across modes
 - “Projects will be ranked within each mode and a methodology to compare rankings between modes will need to be developed when those modes compete for the same funding”
 - It will be very difficult, if not impossible, to compare modes to each other as they often are achieving different goals. It seems that this will be a more ideological choice than based on data.
 - While the quantitative scores all modes are out of 100 points, this does not ensure that raw scores are comparable across modes (i.e. that an 80 for a Highway projects is equivalent to an 80 on a bike/ped project). It depends how scores are distributed or clustered within modes. It may be “easier” to get an 80 in one mode than another depending on how the criteria are developed.
 - MPO staff is concerned about the normalization process. The work group has not yet developed a proposal.
- Next steps
 - MPO staff will continue to review work group materials and submit comments on behalf of the MPO. Due to the pace at which the work group is meeting and decisions are being

made, these comments will not be able to be vetted through the TCC and TAC meeting schedule. Updates to each board will be continuously provided.

- The work group has a July 10, 2013 deadline for presenting their recommendations to the BOT.
- The BOT will approve the recommendations on August 7, 2013.
- The Joint Legislative Transportation Oversight Committee will receive the recommendation by August 15, 2013 and may request changes.
- MPOs will be asked to submit projects for prioritization by January 2, 2014.
- MPOs will be asked to assign points by August 2014. MPOs will be given a set number of ranking points to apply to all modes of transportation. Unlike with previous prioritizations, the MPO will be required to create a prioritization list that is not separated by mode.
- Draft STIP December 2014
- Final STIP July 1, 2015

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 12, 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
- ✓ 2040 MTP and Air Quality Conformity approved by TAC-May 8, 2013

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 - completed
- ✓ Phase II – update to include measures of effectiveness and MAP-21 requirements – future phase - completed

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 – completed
- 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 – ongoing
- 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

<p>Contract Number: C201994 Physical Division: 5 Administrative Division: 15 Length: 4.2 miles Resident Engineer: D. Brian Harrington, PE 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 Availability Date: 9/19/2008 Completion Date: 7/1/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)836-4873 Letting Date: 8/5/2008 Work Began: 8/3/2009 Estimated Completion: Scheduled Progress: Actual Progress:</p>
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<p>Contract Number: C202436 Physical Division: 5 Administrative Division: 5 Length: 1.233 miles Resident Engineer: Mark W. Luther, PE 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 Availability Date: 7/30/2012 Completion Date: 3/18/2014 Revised Completion Date: Last Estimate Thru: 4/30/2013 Last Estimate Paid: 5/6/2013</p>	<p>Route: US-70, SR-1322 County: Durham TIP Number: B-3638, R-5164F Federal Aid Number: BRSTP-70B(2) RE Phone Number: (919)220-4680 Letting Date: 6/19/2012 Work Began: 9/17/2012 Estimated Completion: 3/18/2014 Scheduled Progress: 28% Actual Progress: 29.58%</p>
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<p>Contract Number: C202507 Physical Division: 5 Administrative Division: 15 Length: 18.8 miles Resident Engineer: George C. Gibson, PE Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Availability Date: 8/15/2011 Completion Date: 7/1/2015 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: I-540 County: Durham TIP Number: Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)836-4873 Letting Date: 4/21/2011 Work Began: 8/15/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>
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<p>Contract Number: C202875 Physical Division: 5 Administrative Division: 5 Length: 17.133 miles Resident Engineer: Michelle H. Gaddy 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 Availability Date: 2/27/2012 Completion Date: 11/15/2012 Revised Completion Date: 1/4/2013 Last Estimate Thru: 5/22/2013 Last Estimate Paid: 5/29/2013</p>	<p>Route: I-540 County: Durham TIP Number: I-5307, I-5310 Federal Aid Number: IM-0540(23) RE Phone Number: (919)840-0914 Letting Date: 1/17/2012 Work Began: 2/27/2012 Estimated Completion: 6/30/2013 Scheduled Progress: 100% Actual Progress: 94.55%</p>
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<p>Contract Number: C202995 Physical Division: 5 Administrative Division: 5</p>	<p>Route: NC-56, NC-96, US-15 US-158, SR-1103, SR-1127 SR-1135, SR-1192, SR-1671 SR-1675 County: Durham TIP Number:</p>
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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: 5/15/2013
Last Estimate Paid: 5/21/2013
Federal Aid Number:
RE Phone Number: (919)220-4680
Cost Overrun/Underrun: 1.3%
Letting Date: 4/17/2012
Work Began: 10/1/2012
Estimated Completion: 7/21/2013
Scheduled Progress: 48%
Actual Progress: 70.18%

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: 4/30/2013
Last Estimate Paid: 5/6/2013
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: 6/15/2013
Scheduled Progress: 80%
Actual Progress: 79.27%

Contract Number: C203128
Physical Division: 5
Administrative Division: 5
Length: 4.203 miles
Resident Engineer: Michelle H. Gaddy
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: 5/7/2013
Last Estimate Paid: 5/14/2013
Route: SR-1978
County: Durham
TIP Number: U-4716, U-4716A, U-4716B, U-4716C
Federal Aid Number: FRA-FR-HSR-0006-10-01-00
RE Phone Number: (919)840-0914
Cost Overrun/Underrun: 0.06%
Letting Date: 11/20/2012
Work Began: 1/30/2013
Estimated Completion: 12/28/2015
Scheduled Progress: 24%
Actual Progress: 14.55%

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: 4/30/2013
Last Estimate Paid: 5/6/2013
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: -0.44%
Letting Date: 11/20/2012
Work Began: 3/18/2013
Estimated Completion: 8/12/2013
Scheduled Progress: 25%
Actual Progress: 31.85%

<p>Contract Number: C203220</p> <p>Physical Division: 5</p> <p>Administrative Division: 5</p> <p>Length: 21.88 miles</p> <p>Resident Engineer: Michelle H. Gaddy</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: Michelle H. Gaddy</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: 5/15/2013</p> <p>Last Estimate Paid: 5/21/2013</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: 17.24%</p> <p>Letting Date: 5/9/2012</p> <p>Work Began: 10/25/2012</p> <p>Estimated Completion: 6/30/2013</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: Michelle H. Gaddy</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: 4/30/2013</p> <p>Last Estimate Paid: 5/3/2013</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: 1.73%</p> <p>Letting Date: 9/12/2012</p> <p>Work Began: 12/3/2012</p> <p>Estimated Completion: 5/29/2013</p> <p>Scheduled Progress: 100%</p> <p>Actual Progress: 89.12%</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: 2.51%
Availability Date: 4/1/2013	Letting Date: 2/13/2013
Completion Date: 6/28/2013	Work Began: 5/7/2013
Revised Completion Date:	Estimated Completion: 6/28/2013
Last Estimate Thru: 5/15/2013	Scheduled Progress: 46.61%
Last Estimate Paid: 5/21/2013	Actual Progress: 20.55%

NCDOT ACTIVE PROJECTS LOCATED IN DCHCMPO

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	30% Complete 17% 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	10% Complete 10% 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	85% Complete 89% 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
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

NCDOT FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
43687	Town of Carrboro - Radius improvements, high visibility crosswalks and pedestrian refuge island at the intersection of SR 1009 (Hillsborough Road), James Street (non system) & Quail Roost Drive (non system) in Carrboro .		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
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

LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

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

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

New highway funding formula gets tentative House nod

WRAL.com By Matthew Burns Posted May 8, 2013

Raleigh, N.C. — The House on Wednesday approved Gov. Pat McCrory's plan to divvy up money for highway construction by emphasizing projects that will boost North Carolina's economy.

House Bill 817 scraps the current road-funding system that evenly divides construction money across 14 districts and shifts money away from secondary road maintenance to plow more funding into new construction.

Under the proposed "strategic mobility formula," leaders in the state's 14 transportation divisions would have control over only 30 percent of the state's road-building dollars. The remainder of the funds would be split between projects deemed to be of high statewide importance, which would get 40 percent of state funding, and those of importance to regional areas, which would get the remaining 30 percent.

Selection of those larger projects will be primarily data-driven and not based on politics, and the new formula would help state leaders better account for the impact of roads in attracting businesses to or keeping big industrial players in North Carolina

"Our population is increasing. The amount of money that we are able to raise for transportation is decreasing," said sponsor Rep. William Brawley, R-Mecklenburg. "We need to be very strategic and very efficient in how we spend the remaining money on projects."

Rather than splitting along the usual partisan lines, the 86-23 vote for the bill on its second reading divided some rural lawmakers from their urban colleagues.

"This is a rural-urban bill, and we are making some decisions for the future of North Carolina with regards as to how we're going to treat these two different areas," said Rep. Paul Tine, D-Dare. "I hope we keep a very watchful eye on that formula to make sure that we're balancing two policy decisions."

Lawmakers noted that the precise funding formula hasn't been hammered out, which left them with more questions than answers at this point as to how their local districts would be affected.

"This bill, to me, is a variation on the theme of we have to pass this in order to find out what's in it," said Rep. Dana Bumgardner, R-Gaston. "I'd like to see something much more definitive on this one way or another, but this is as good as we're going to get at this point."

For years, lawmakers used the equity formula to ensure road projects – and the industry they brought – were evenly salted throughout a variety of legislative districts. Many saw this as a boon to rural areas at the expense of major urban centers.

Brawley said the changes would allow the state Department of Transportation to accommodate 175 to 260 more road projects, creating 174,000 to 240,000 more jobs, without using any additional funding.

Urban lawmakers said the new funding scheme is needed to ease traffic congestion and attract more industry to North Carolina.

"If you don't want growth, if you don't want the additional positive impact it has to your cities and counties, then keep the plan we're on," said Rep. John Torbett, R-Gaston. "It is absolutely failing, and it will continue to fail."

Rep. Nelson Dollar, R-Wake, said the formula would let rural areas focus on major projects instead of trying to tackle them in bits and pieces over a long period.

"It's going to help our economy all across the state," Dollar said. "It is truly a strategic transportation bill, and I truly believe that this will once again make North Carolina 'the Good Roads State.'"

A final House vote is expected Thursday before the legislation shifts to the Senate.

McCrory roads plan splits local legislators

The Herald-Sun By Ray Gronberg May.11, 2013 @ 03:10 PM

DURHAM — Gov. Pat McCrory's plan for changing the way the state spends its transportation dollars split Democrats in the western Triangle's N.C. House delegation, with some favoring it and some against it.

A bill encoding the governor's plan cleared the House on a 102-15 vote, putting its fate in the hands of the state Senate.

The final vote saw state Reps. Larry Hall, D-Durham, and Val Foushee, D-Orange, support the governor's proposal, as amended by their fellow House members.

Reps. Paul Luebke and Mickey Michaux, both D-Durham, joined Rep. Verla Insko, D-Orange, in voting against it.

Hall, the House minority leader, said the issue lent itself to divided sympathies.

"It helps Durham, it helps Charlotte, it helps metropolitan areas, but rural areas are going to take a hit," Hall said, acknowledging that his vote and those of a couple other local legislators had switched from one day to the next.

Hall, in fact, had opposed the measure in preliminary balloting. McManus and Insko switched from early support to final-vote opposition. Foushee, Luebke and Michaux held to their final-vote positions throughout the debate.

McCrory earlier this spring asked legislators to allot 40 percent of the state's transportation-related capital dollars to projects of statewide significance and 40 percent to regional projects. The remaining 20 percent would go to the N.C. Department of Transportation's operating divisions.

The amount of say that local officials would have over spending decisions would follow similar lines, with decisions about state-level projects being driven entirely by data and decisions about regional projects being driven mostly by data.

Decisions about division-level spending would be a half-and-half mix of data and political advice from elected officials and residents.

House members tinkered with the formula by allotting regions a 30-percent share of future spending and divisions a 30-percent share. They thus increased the say of local leaders.

The governor's proposal had strong support from city interests that have long complained that the state's present system of allocations, last revised in the late 1980s, has tolerated high degrees of traffic congestion in urban areas.

"We think it's a very positive bill, a significant step forward for the whole state," said Julie White, director of the N.C. Metropolitan Mayors Coalition.

The coalition, co-founded in 2001 by McCrory, former Durham Mayor Nick Tennyson and former Chapel Hill Mayor Rosemary Waldorf, lobbies for the interests of 28 of the state's largest cities and towns. Durham, Chapel Hill, Carrboro, Cary, Apex and Raleigh are all members.

Local administrators are taking a wait-and-see stance to whether the plan will produce a major change in construction priorities. They won't know how it's working until they see DOT start ranking projects, Durham city Transportation Director Mark Ahrendsen said.

"It's difficult to say what it'll do for any particular county because of the way the funding is addressed in three different categories," Ahrendsen said. "Forty percent of the \$15 billion [the state expects to spend] over 10 years goes to statewide projects. Some could be in Durham, others not. It's hard to say."

The regions that the governor's proposal identifies are arbitrary and split the western Triangle.

They group Durham in one region with Raleigh and its suburbs, Orange County in another with the counties centered around Greensboro and Winston-Salem and Chatham County in a third with a largely rural assemblage of counties centered on the Pinehurst area.

The existing three-way scattering of Durham, Orange and Chatham into as many DOT's operating divisions would also continue, contrary to the views of local officials who "would prefer that boundaries be modified to capture metropolitan areas," Ahrendsen said.

Luebke – whose district covers the western and southern suburbs of Durham – said he opposed the bill for fear of its effect on rural areas.

"Without infrastructure, these rural counties are just going to shrivel up," he said. "My conclusion was that this bill did not provide enough emphasis on the needs of the rural areas; in fact, the rural areas need more help than do the metropolitan areas right now."

His analysis alluded to the sharp rural-urban split of unemployment patterns in the state. Durham and the rest of the Triangle have weathered the recession well, in relative terms, but double-digit unemployment percentages remain common in rural counties.

Luebke criticized bill sponsors in the House who argued that the governor's proposal could accelerate work on links between small communities and major cities.

That's in line with a strand of thinking about economic-development issues that contends healthy city industries are what drive rural development past subsistence-level sorts of enterprise, the two operating in symbiosis.

But Luebke said he thinks a city-centered approach "doesn't really solve the problem of poverty and population loss in rural counties."

Local officials critique McCrory transportation plan

The Herald-Sun By Ray Gronberg May. 16, 2013 @ 09:24 PM

DURHAM —Gov. Pat McCrory's proposed revamp of statewide transportation spending appears likely to continue to shortchange urban areas and may make it difficult for Wake County to finance its portion of a regional transit system, local officials say.

Members of the joint panel that oversees road and transit planning for Durham and Orange counties have asked their state senators for help as the governor's proposal moves to their chamber.

They argue now's the time to get it right.

"As this legislation may affect transportation funding for the next several decades, it is critical that a funding framework be put in place that can adapt to our changing future needs," Durham County Commissioner Ellen Reckhow said in a letter for the joint panel, which includes officials from Durham, Chapel Hill, Carrboro, Hillsborough and their host counties.

The McCrory plan, as altered by the N.C. House on May 9, would govern the use of about \$1.5 billion a year.

It reserves 40 percent of that – about \$600 million annually – for projects of statewide importance that would receive funding strictly on data-determined merit.

Thirty percent – about \$450 million a year – would be shared among seven legislatively defined regions and would be allotted to projects mostly on merit, with local officials given a bit of say over its use.

The remaining 30 percent, or \$450 million a year, would be split equally among the N.C. Department of Transportation's 14 operating divisions. Local officials would have a bigger say in its use.

McCrory's plan originally called for allotting only 20 percent of the pie to divisions. But the House changed the split at the urging of rural legislators.

The division allotment is what Reckhow and her colleagues say is penalizing urban areas, as the division boundaries date from the 1930s and bear no relation to population patterns.

Division 5, DOT's largest and the one containing Durham and Raleigh, has more than 1.4 million residents. But it will get the same allotment as Division 1, a grouping of northeastern and coastal counties that's home to but 260,000 people, Reckhow said.

Moreover, DOT, in handing out the money, will have to count against urban areas some of the transportation grants they receive by right from the federal government. That means that in practice, Division 5, instead of receiving \$32 million from the state, will only get about \$16 million, Reckhow said.

Communities like Wilmington, Charlotte, Greensboro, Winston-Salem and Fayetteville will be in the same boat. And because the plan makes divisions solely responsible for many types of projects, the allocation will shortchange urban areas, she said.

While "it may be beyond the scope of what is feasible in this legislation," state leaders "should consider changing these division boundaries to better align with population and metropolitan regions in the future," Reckhow said.

On the transit front, Reckhow and her colleagues singled out a provision in the House bill that says a public transportation project can qualify for regional funding only if it spans two or more counties and two or more cities.

That's no problem for the Durham-to-Chapel Hill light-rail system officials in those counties are planning, but it could turn into a major roadblock for a second line in Wake County, Reckhow said.

The Wake line would run from north Raleigh to the outskirts of Morrisville, which would meet the two-cities test. But because it would stop there, it would fail the two-county test and thus qualify only for division-level funding.

A third route, using heavier coaches on the N.C. Railroad to connect Durham and Raleigh, like the Durham-to-Chapel Hill light rail system would qualify for regional funding.

But officials from all three counties have been collaborating on the overall plan, making it "irrational" to classify their projects differently, Reckhow said.

She added that it's also not clear in the bill that the state, in sizing up transit projects, will give extra credit to communities that, like Mecklenburg, Durham and Orange counties, are chipping in for them via local-option taxes.

The bill does clearly allow local contributions to sway funding decisions for road projects.

Reckhow's letter went to state Sens. Eleanor Kinnaird, Floyd McKissick and Mike Woodard. All are Democrats. Kinnaird is from Orange County; McKissick and Woodard are from Durham.

The McCrory proposal split the two counties' House delegations, with two members supporting it and three opposing it. One of the dissenters, state Rep. Paul Luebke, D-Durham, said afterward he voted against the bill because he thought it unfair to rural areas.

Woodard on Thursday said he has “a lot of serious reservations” about the governor’s plan, in part because of the federal-grant penalties on division allocations and in part because it “in essence punishes us for devising” a rail plan similar to the one McCrory advocated in Charlotte while he was that city’s mayor.

“It’s a real mixed bag with a lot of errors in there,” Woodard said of the bill, adding that he believes it “is going to undergo a lot of discussion in the Senate.”

Senate budget puts brakes on transit

The Herald-Sun By Ray Gronberg Posted May. 21, 2013 @ 09:21 PM

DURHAM —Budget writers in the N.C. Senate are tinkering with Gov. Pat McCrory’s proposed shakeup of state transportation spending to make it even harder for local governments to obtain state aid for transit projects.

The draft Senate budget includes language that says transit projects of any sort – including “intercity rail, commuter rail [and] light rail” – can qualify only for the lowest-level allocations the governor has proposed.

That’s the 30 percent of the money, statewide, that’s destined for allocation on an equal-share basis to each of the N.C. Department of Transportation’s 14 operating divisions.

The divisions as a group would receive \$450 million a year, meaning each division will receive \$32 million annually.

N.C. House members earlier this month passed a standalone bill that would allow transit projects to tap a second pot of money for multi-division regions that backers think will contain another \$450 million a year.

Neither version – the Senate is incorporating its thinking on the McCrory plan into its draft of the state budget, rather than pursuing a separate bill – envisioned allowing transit to qualify for another \$600 million a year reserved for projects of statewide significance.

The Senate’s proposed change to the allocation quickly drew notice this week from lobbyists who keep an eye out for the interests of city and county governments at the General Assembly.

It’s “very unfavorable” to public transit, but consistent with the thinking of senators who’ve “been clear over these past couple years that we have important road needs in this state and those take a priority,” said Julie White, director of the N.C. Metropolitan Coalition.

Senators released their draft budget early this week, drawing a response from McCrory that noted qualms on his part about the proposals they made in several other areas.

His formal statement on the Senate budget didn’t identify the change to the handling of transit money as one of things he objects to.

McCrory spokeswoman Kim Genardo didn’t return a phone call on Tuesday seeking comment.

A local legislator, Sen. Mike Woodard, D-Durham, said the division-funding-only proposal for transit “is a non-starter with me” and also noted that Charlotte’s government, when McCrory was its mayor, was able to obtain state aid for rail project.

“I don’t think any of us with active [transit] plans want anything more than what the city of Charlotte got to put its plan together,” Woodard said.

But both chambers of the General Assembly are under Republican control, and Republicans as a group have developed considerable hostility to public transit in the past decade or two.

Reasons vary, but most see little likelihood or need for a move away from a roads-first response to transportation problems, despite the spikes in fuel prices that have accompanied or preceded the recessions the country has experienced since the early 1970s.

Local officials who've studied the governor's plan question whether it will address longstanding complaints about the state shortchanging the transportation needs of urban projects.

A Senate committee on Tuesday tried to address that issue by changing the way the bill's handling of one class of federal grants that the feds insist on giving directly to relatively high-population communities.

The House bill would deduct those grants from division allocations, meaning in Durham's case that a \$32 million pot of division money could shrink to about \$16 million.

The Senate Finance Committee proposes not counting such grants against regional allocations, provided it's spent primarily on major roads. But it stopped short of adopting the same federal-grants-count-against-state-aid approach at the division level.

Still, its change "gets partway to the goal" and should free up additional aid, White said.

City, railroad may restart Duke Beltline talks

The Herald-Sun By Ray Gronberg May. 22, 2013 @ 06:43 PM

DURHAM — City officials and the Norfolk Southern Corp. are preparing for a new round of talks on the potential city purchase of the former Duke Beltline, a rail spur that loops around the western and northern edges of downtown.

The possibility emerged earlier after Mayor Bill Bell wrote a member of the railroad's board of directors, former UNC System President Erskine Bowles, to ask for his help.

City officials would like to acquire the Beltline to put it in the local rails-to-trails program, along with the American Tobacco Trail. They and railroad officials discussed the possibility in the mid-2000s, but talks broke down over price.

A Norfolk Southern vice president, John Friedmann, wrote Bell on March 27 to say the company is "receptive to participating" in new negotiations but would insist on receiving "fair market value" for the property.

An updated appraisal of the line is under way, and has to be completed before talks can begin, company Senior Real Estate Manager Kristi Blair told City Manager Tom Bonfield on Wednesday.

Friedmann in his March letter said Norfolk Southern would also want the city, as part of any deal for the Beltline, to agree to close a railroad crossing in east Durham at the intersection of Ellis Road and Angier Avenue.

The crossing has "had too many close calls and reported incidents," and its closure "must be part of any substantial dialogue" between the two sides, Friedmann said.

The incidents included one in 2009 that caused the death of two children after an Amtrak train struck the SUV in which they were riding.

Both the closure request and the cost of a Beltline purchase could be problematic for the city.

Its transportation director, Mark Ahrendsen, said Wednesday officials have commitments of about \$2 million in federal and local funds for acquisition of the Beltline.

Whether that would stretch far enough to cover a market-priced deal for the entire route is unclear. The Beltline runs from the Durham Station area past West Village and the Durham Athletic Park before turning east to reach the intersection of Avondale Drive and East Trinity Avenue.

In the past, advocates of a rail-to-trail conversion have sought control of the Beltline via "a donation of the line or a greatly discounted sale," Friedmann said.

While Norfolk Southern "goes to great lengths to be an outstanding corporate citizen," its "officers and directors must balance this stewardship with their fiduciary duty to shareholders," he added.

City officials are taking a wait-and-see stance pending the results of the appraisal. Bonfield did, however, ask Blair to make sure appraisers understand the city “would also be interested in acquiring segments” of the line.

“The important thing is we’ve got them on the road to at least begin the discussion,” Bell said.

As for the Ellis Road crossing, Ahrendsen said he’s assuming the railroad’s actual interest is more about the possibility that an in-progress study of Durham’s road/rail crossings will recommend replacing the one at Ellis with an expensive bridge.

City officials would be reluctant to support outright closure, as the Ellis Road crossing is the only one on about a 2¼-mile stretch of the N.C. Railroad main line that passes through east Durham.

Closing it means “you’ve isolated a community on either side of the tracks,” making it harder both for residents to get around and for the city to provide routine and emergency services to the affected neighborhoods, Ahrendsen said.

But preliminary indications are that a bridge carrying Ellis Road over the line would cost, as a ballpark figure, about \$10 million to build. And that doesn’t count the likely costs of property acquisition and design work.

Norfolk Southern operates and maintains the line under a long-term track-rights agreement with the state-owned N.C. Railroad.

For the city, a bridge would be “a large capital project” that would need funding from a “variety of sources,” among them the federal and state subsidies that pay each year for road construction, Ahrendsen said.

The state Department of Transportation would have a say because the state owns both Ellis Road and Angier Avenue, he said.

Road Worrier: Hybrid, electric car fees could help make up for lost taxes

The News and Observer By Bruce Sicheloff Published: May 27, 2013

RALEIGH — The government wanted Ryan Turner to save gas and quit stinking up the air, so it encouraged him to drive a car that runs on electricity.

A \$7,500 federal tax credit helped him buy his red Chevy Volt. He charges the big battery overnight at home in Raleigh and drives to work in Chapel Hill. Then he plugs into an Orange County charging station for free, to power up for the drive home.

The Volt has a fuel tank, but Turner hardly needs it. He has put 28,000 miles on the odometer in 16 months, and he has burned just 26 gallons of gas.

Turner is part of one government solution, but he also is part of another government problem.

He’s helping the rest of us breathe cleaner air and reduce petroleum imports. But, because he pays almost nothing in motor fuel taxes, he is contributing to a decline in the funds we need to fix our bridges, buy our buses and pave our roads.

So Turner has no problem with a state Senate budget proposal to collect new fees from drivers of hybrid and electric cars. It would be \$100 a year for electric-only cars such as the Leaf and Tesla, and \$50 for hybrids and plug-ins that use gas or diesel fuel, including the Volt and Prius.

“We all need to pay for the roads,” said Turner, 35. “For people who pay very little into the system because they burn very little gas or no gas at all, there needs to be some way for them to contribute.”

But Turner has little company on this issue. While a handful of hybrid and electric car drivers told the Road Worrier they would gladly pay the fees, more than 30 said they opposed it.

“Both Mr. Obama and Mr. Bush have encouraged Americans to be less dependent on foreign oil, so we rather feel we are doing our part, minor though it is,” said Jerry Rhodes of Cary, whose family has a Prius and a Camry hybrid.

Some detected a mean-spirited, ideological bias behind the proposal.

“I take great exception to North Carolina taxing us for doing the right thing,” said Bill McCalla of Cary, a Prius driver. “This is pure and simple political retaliation from those now in power, who do not believe in global warming, to punish those that think we should minimize our carbon footprint.”

McCalla and other drivers mentioned a separate Senate bill that would block sales of the all-electric Tesla in North Carolina – the 2013 Motor Trend Car of the Year – because Tesla bypasses car dealers and sells directly to customers.

“Does effectively banning sales of Tesla ... and taxing electric and hybrid cars seem like the policy of a forward-thinking state?” asked Peter Henderson of Raleigh, who gets 41 miles per gallon from his Lexus hybrid. “This from the party that hates taxes?”

North Carolina will have more drivers on the road 10 years from now, after an expected population growth of 1.3 million. But gas and other transportation tax revenues are expected to decline by 2 percent a year, mostly because of improved fuel economy.

It’s a national problem, and many states have begun looking at new ways to pay for highways and transit. Virginia has just adopted a complicated new transportation finance program that includes a lower fuel tax, more sales taxes and a \$64 fee for all hybrids and electric cars.

Leandra Vicci of Siler City, a Leaf driver, hopes North Carolina eventually will join other states that are experimenting with ways to tax all drivers by the mile.

Meanwhile, Vicci said, “I recognize the need to fund the road infrastructure and personally do not begrudge the idea of paying an annual road tax of \$100.”

North Carolina leaders aren’t talking yet about mileage fees, increased taxes on car sales (lower here than in neighboring states) or other big ideas for generating more transportation money. These new fees would raise a modest \$1.5 million a year from the estimated 1,200 electric and 27,750 hybrid vehicles on the road now.

“Electric cars and hybrid cars use the roads, so they should be paying a part of the tax,” said Sen. Neal Hunt, a Republican from Raleigh who proposed the fees.

Hunt acknowledged that hybrid drivers already pay gas taxes – “a little bit, yeah” – and he said he wasn’t trying to punish drivers who take steps to improve their fuel economy.

“I don’t call it penalizing them,” Hunt said. “We’re trying to make it fair for all users of the highways, so everybody’s contributing.”

Some hybrid drivers are contributing more than others – and more, even, than folks in standard compact cars. While many Prius drivers get more than 50 miles out of every gallon, there are plenty of hybrid SUVs and trucks that deliver less than 24 mpg.

The state’s stake in all this will only grow as more of our driving is powered by electricity, and less of it by gasoline. With his Volt, Ryan Turner paid only about \$15 in state and federal fuel taxes over the past 16 months.

If he had traveled the same 28,000 miles in, say, a standard car delivering a respectable 30 miles per gallon, Turner’s gas tax payments would have added up to \$525.

For the Record N.C.'s transportation future cannot be solely about roads

The Charlotte Observer May 31, 2013 Editorial/Opinion, State Edition, Page 8A

By David Howard and Jill Swain Special to the Observer

Four months ago, Charlotte Mayor Anthony Foxx asked the Metropolitan Transit Commission to support the creation of a task force to determine how to fund the transit vision for the Charlotte region. With the MTC's vote, we were asked to co-chair this Transit Finance Working Group and purposefully called upon an incredible mix of civic, political and business leaders in the region to serve.

It quickly became clear that no matter the political party or other potential dividing factor, these task force volunteers unanimously agreed that a complete transit vision was essential for our area's future. All agreed that sustainable funding methods were critical to ensuring the vision was achieved.

We were thrilled when Gov. Pat McCrory released his Strategic Mobility Plan for transportation, to support his idea of a total transportation vision for the state. As released, the Strategic Mobility Plan would take the politics out of transportation funding and include transportation travel times, job creation, congestion and other factors as considerations in the formulas that would determine funding.

We were encouraged when House leadership said the plan would do away with past funding silos and create a single pot of transportation money to be put toward the best use possible - regardless of transportation mode.

But changes made to House Bill 817 in the Senate take away the non-political methodology by focusing the overwhelming majority of the resources only on road projects. Applying a one-size-fits-all solution across the state does not recognize the vast differences regions face when addressing transportation needs.

In the Senate version, the "other modes" of transportation (passenger rail, sidewalks, greenways, buses and bike lanes) must compete with road projects at the "Division Needs" level. This level receives only 30 percent of transportation funds, meaning that each of the 14 highway divisions, including large metropolitan areas, will receive only \$36 million annually to fund a variety of competing needs. By forcing a metropolitan region to fund a bus system, greenways, sidewalks, rail, along with other major road needs, the Senate proposal fails to recognize that urban centers have greater needs than can be met with this small level of funding.

We believe alternatives should be permitted to compete for funding. We know, from our research with transit systems across the country, that projects such as inter-city rail and large metropolitan transit projects can provide significant economic and quality of life benefits.

We applaud the efforts of the governor, House and Senate in recognizing it is time for a rewrite of our antiquated transportation project selection system. We also respectfully ask them to recognize that the vast needs of our urban centers cannot be met with insufficient money.

We ask that they allow public transportation to compete on equal footing with all transportation modes in the larger pots of money so we can better address transportation challenges.

We encourage the use of a data-driven process, not politics, to determine our future.

David Howard is a Charlotte City Council member. Jill Swain is mayor of Huntersville.

Town to hold budget work session on transit

The Herald-Sun By Gregory Childress Posted: Jun. 02, 2013 @ 08:35 PM

CHAPEL HILL —The Town Council will hold budget work session tonight to discuss the town fare-free bus system, which is set to lose \$872,000 in state funding next fiscal year.

To help offset the loss, Town Manager Roger Stancil has recommended that one penny of a proposed 2-cent tax increase be earmarked for transit.

The other one penny would go into the town's General Fund.

"This is not because transit has gotten more expensive," Brian Litchfield, the interim transit director, said of the one-penny tax increase for transit. "The funding decrease from the state is really going to be a challenge and we need to find a way to overcome that,"

Litchfield said on Monday he will given the council an overview of the town's transit budget and discuss contributions from the town's transit partners, UNC and Carrboro.

Of the local contributions to transit budget, UNC pays the largest percentage – 57.3 percent or \$7.3 million -- to operate the bus system and is followed by the town, which pays \$4 million or 32 percent of the cost.

Carrboro's share is 11 percent or \$1.4 million.

The remainder of the transit system's proposed \$18.7 million annual budget comes mostly from state and federal funding sources.

The projected \$872,000 loss in state funding for fiscal year 2013-14 would come on the heels of a 20 percent decrease for the current fiscal year that cost the transit system \$662,350 in State Maintenance Assistance Program (SMAP) funds.

The state reduced funding to the program by 9 percent for fiscal year 2012-13, and strangely enough, Chapel Hill transit system's own belt-tightening has led to the reduction in its share of SMAP funds.

That's because ridership and revenue hours weigh heavily in the state allocation formula for SMAP funds, and Chapel Hill transit has been forced to eliminate 1.5 million miles of service from its routes as a cost saving measure.

Meanwhile, other large urban transit systems in the state are seeing ridership increases and service increases, and so are getting a larger share of SMAP funds.

Stancil has proposed a \$91.1 million spending plan for fiscal year 2013-14, with \$54.6 million of it earmarked for the town's General Fund.

A two-cent tax increase would raise the town's tax rate to 51.4 cents per \$100 in assessed property values. A resident with a home valued at \$300,000 would see a \$60 increase on the property tax bill, bringing it to \$1,542.

Stancil is also proposing a \$9 a year increase in the stormwater fee, which would bump it from \$39 to \$48 per household. The fee hasn't been increased since 2004.

In addition to the loss in state funding for transit, the town faces budgetary pressures stemming from the increased cost of shipping its solid waste to Durham -- a move it was forced to make after Orange County decided to close its landfill this summer -- funding the expanded library, annual street-paving projects and resuming funding for retiree health liability.

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

May 13, 2013

Senator Eleanor Kinnaird
NC Senate
300 N. Salisbury Street, Room 628
Raleigh, NC 27603-5925

Senator Floyd McKissick, Jr.
NC Senate
300 N. Salisbury Street, Room 516
Raleigh, NC 27603-5925

Senator Mike Woodard
NC Senate
300 N. Salisbury Street, Room 515
Raleigh, NC 27603-5925

Dear Senators Kinnaird, McKissick, and Woodard:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee discussed House Bill 817 at our May 8, 2013, meeting. The House approved the bill the following day, and we understand that the Senate will be considering a companion bill shortly. We have several concerns about this legislation, and appreciate your consideration of our positions.

The "Equity Formula" which has governed the distribution of transportation funding throughout North Carolina since 1989 is inadequate at addressing our State's current transportation needs. We are pleased that there is initiative in the State to change this formula through new legislation. As this legislation may affect transportation funding for the next several decades, it is critical that a funding framework be put in place that can adapt to our changing future needs.

First of all, the legislation should include an end to the transfer of funding from the Highway Fund to the General Fund. Approximately \$280 million is transferred annually. With the decreasing revenues available from gas tax revenues, it is time for the legislature to end this transfer and keep transportation funding available to address transportation needs. In addition, the legislation should consider new sources of transportation funding. The gas tax is proving to be an unsustainable source of revenue. Vehicle Miles Traveled taxes, user fees such as tolls, and other sources should be investigated as replacements or supplements to the gas tax.

House Bill 817 divides transportation funding into three categories – Statewide Strategic Mobility, Regional Impact, and Division Needs. As approved, 40 percent goes to the Statewide Strategic Mobility category, 30 percent goes to the Regional Impact category, and 30 percent goes to the Division Needs category. The Statewide Strategic Mobility funding will be allocated based on a statewide quantitative competition. The Regional Impact funding will be allocated by population percentage in paired NCDOT Highway Divisions. The Division Needs funding will be allocated by an equal share per Division.

Unfortunately, the legislation does not change the geographic boundaries of the Highway Divisions. This means that the smallest Division, Division 1, has only 260,000 people and the largest Division, Division 5, has more than 1.4 million people. More transportation funding should be allocated based on where the population of the State resides, which is increasingly in our State's growing metropolitan regions such as the Research Triangle, Triad, and Charlotte areas. The Senate should consider changing the formula to allocate more funding to the Regional Impact category, which is based on population, or include a population metric in the allocation of Division Needs funding. The DCHC MPO is primarily in Divisions 5 (Durham) and Division 7 (Orange) with a small portion in Division 8 (Chatham). While it may be beyond the scope of what is feasible in this legislation, the legislature should consider changing these Division boundaries to better align with population and metropolitan regions in the future.

In addition, we are greatly concerned that the legislation includes Surface Transportation Program – Direct Attributable (STPDA) and Transportation Alternatives (TA) funding, which are both directly allocated to MPOs with a population over 200,000 within the formula, and specifically assigns them to the Division Needs category. The legislation exempts other similar funding sources which must be used in specific geographic areas such as Congestion Mitigation Air Quality (CMAQ) and Appalachian Development Highway System funding. It is unfair to urban areas and nearby rural areas to not also exempt STPDA and TA funding which must be used within the MPO boundary.

The specific impact of the inclusion of STPDA and TA in the Division Level funding means that there will only be approximately \$16 million available annually in Division 5 and only \$26 million available annually in Division 7 for all other needs. In contrast, Divisions without MPOs that receive these funds, which are also the smallest Divisions population-wise in the State, will have access to \$32 million annually. Exempting STPDA and TA from the formula would benefit all of Divisions 3 (Wilmington), 5 (Durham and Raleigh), 6 (Fayetteville), 7 (Greensboro and Chapel Hill), 9 (Winston-Salem), 10 (Charlotte and Concord), and 13 (Asheville), including the rural areas that are near these MPOs.

There are several types of projects which are only eligible to be funded at the Division level according to the current legislation including State Road routes (such as Fayetteville Road in Durham or Smith Level Road in Carrboro), state match for transit capital projects (such as replacement buses for the Durham Area Transit Authority or Chapel Hill Transit), and bicycle and pedestrian projects (such as the American Tobacco Trail). Without exempting STPDA and TA funding, Division 5 and 7 are left with inadequate funding for these types of projects.

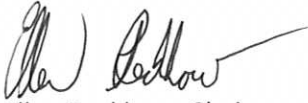
We are also very much concerned that the legislation limits the Statewide Strategic Mobility category only to major highways, commercial service airports, and Class I freight corridors. We believe that fixed route passenger rail transit projects should also be eligible in this category. Fixed route transit, such as the Charlotte Lynx Light Rail system, can have a transformational impact on the mobility, economic development, and growth of urban areas. In addition, these systems are designed to serve daily commuters in urban areas, offering an alternative to travel on our congested interstates and major highways (the widening of which would be eligible projects in the Statewide Strategic Mobility category).

Furthermore, the Regional Needs category only includes rail lines and public transportation service that span two or more counties and more than one municipality and does not include any bicycle and pedestrian projects. While the DCHC MPO's two planned rail public transportation projects, the Durham-Orange Light Rail project and the Durham-Wake Regional Rail project, do meet this criteria, the neighboring Capital Area MPO has a planned light rail project that is fully within Wake County and does not meet this criteria. The DCHC MPO and Capital Area MPO have spent many years collaborating on a transit vision for the Triangle. It is irrational to classify the two MPOs' projects differently, and we want the language of the bill to include all fixed route passenger rail projects in the Statewide Strategic Mobility category, or at least include all of these projects in the Regional Impact category. In addition, NCDOT is in the process of finalizing a Statewide Bicycle and Pedestrian Plan which includes revised Statewide bicycle routes and trail systems. These Statewide facilities should be at least eligible to be funded from the Regional Impact category of funding.

The legislation includes an incentive for local funding and tolling for highway projects only. The local entity that provides local funding or authorizes tolling is eligible to receive a bonus allocation of funding for use in other projects. Unfortunately, this incentive only applies to highway funding. Durham and Orange Counties have recently enacted a half-cent sales tax, as approved by local referenda, and an increased vehicle tax fee that will be used to provide local funding for public transportation in accordance with the Congestion Relief and Intermodal Transportation Act approved by the General Assembly in 2009. These funds will be used solely to improve public transportation and provide a local funding source for our fixed route transit projects. Under the proposed legislation, this local funding does not carry an incentive or produce a bonus allocation for our area. The legislation should consider all local funding for transportation equally regardless of mode. The citizens of Durham and Orange counties approved this local funding source and have made clear a desire to improve public transportation with these funds.

We appreciate your consideration of these comments. This is a complex piece of legislation that may impact transportation funding for many decades to come. Transportation has a tremendous impact on our State's ability to grow and attract new businesses and on the quality of life that our citizens enjoy. We are available to meet with you at your convenience to discuss this bill in more detail, and we urge you to contact us with any questions you have about this issue. Please contact me (ereckhow@gmail.com or 919-383-3883), Mark Ahrendsen (mark.ahrendsen@durhamnc.gov or 919-560-4366), or Ellen Beckmann (ellen.beckmann@durhamnc.gov or 919-560-4366) with any questions or to schedule a meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Reckhow". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ellen Reckhow, Chair

Transportation Advisory Committee

Cc: DCHC MPO Legislative Delegation
DCHC MPO TAC Members and Alternates
Julie White, NC Metro Mayors Coalition
Wally Bowman, NCDOT Division 5
Mike Mills, NCDOT Division 7
Richard Hancock, NCDOT Division 8