

Member Governments

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

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

**July 24, 2013
9:00 am**

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

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

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

- 3. Adjustments to the Agenda**
- 4. Public Comments**

CONSENT AGENDA

- 5. Approval of April 24, 2013 TCC Meeting Minutes
Attachment 5**

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

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

- 6. Approval of May 22, 2013 TCC Meeting Minutes
Attachment 6**

A copy of the May 22, 2013 minutes is enclosed as Attachment 6.

TCC Action: Approve minutes of the May 22, 2013 TCC Meeting.

ACTION ITEMS

- 7. FY 2012-2018 Transportation Improvement Program – Amendment #10
Attachment 7
Dale McKeel, LPA Staff**

Amendment #10 to the FY 2012-2018 Transportation Improvement Program is necessary to (1) reflect the 2013 Job Access/Reverse Commute and New Freedom Program of Projects (POP) approved by the TAC on June 12, 2013 and (2) delay right-of-way / construction dates for U-5516 and U-5517 to allow additional time for planning and design. Attachment 8 is the resolution with attached tables.

TCC Recommendation: Recommend approval of the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area.

8. TIP Administrative Amendment – Fiscally Constrained Financial Report for the 2012-18 TIP

Attachment 8

Andy Henry, LPA Staff

Federal rules (23 USC 134 j) require that each Metropolitan Planning Organization's Transportation Improvement Program (TIP) include a fiscally-constrained financial plan. In the past, the MPO has assumed that the fiscal constraint requirement of the State TIP assured the same for the MPO's TIP. However, the MPO is required to provide a separate financial plan for the TIP.

The DCHC MPO prepared a Financial Plan for the first four years (FY 2012-2015) of the FY 2012-2018 TIP to meet this federal requirement. See attachment 9. The Financial Plan does not intend to change any material information in the TIP, such as a project description or costs, and basically shows the matching of TIP costs and revenues. As a result, this action can be submitted as a simple administrative modification.

TCC Recommendation: Recommend approval of the FY 2012-2018 TIP Financial Plan, and submit the Plan as an administrative modification to the FY 2012-2018 TIP.

9. Section 5310 Designation Status

Attachment 9, 9A

Maricia Brown, LPA Staff

The Enhanced Mobility of Seniors and Individuals with Disabilities Program provides formula funding to States and Designated Recipients of large UZAs (UZAs with populations of 200,000 or more) to improve mobility for seniors and individuals with disabilities. This program provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) project that improve access to fixed route service and decrease reliance on complementary para-transit; and (4) projects that are alternatives to public transportation.

Under MAP-21 this program no longer provides a single apportionment to the State; however, it now provides apportionments specifically for large urbanized, small urbanized and rural areas; and will require new designations in large UZAs. Therefore, DCHC has drafted the attached letter and resolution in support of the Durham UZA's Section 5310 Designated Status.

TCC Recommendation: Recommend approval of the Resolution and Letter of the Durham UZA Designation status.

10. Update on Old Durham-Chapel Hill Road Project (TIP Project EB-4707)

Attachment 10

Dale McKeel, LPA Staff

David Bonk, Town of Chapel Hill

The design for the Old Durham-Chapel Hill Road bicycle and pedestrian project has been completed and is based on the recommended cross-section in the feasibility study adopted in 2006. The Town of Chapel Hill is considering alternative designs for the project that differ from the recommended cross-section in the feasibility study.

TCC Action: Receive report and consider recommendations to the DCHC TAC.

REPORTS FROM STAFF:

11. Reports from Staff

Attachment 11

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

Attachment 13

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Richard Hancock, Division 8 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TCC Action: Receive Report from NCDOT

INFORMATIONAL ITEMS:

14. NC State Ethics Law Compliance

No Attachment

This is a reminder that with the passage of Senate Bill 411 on June 20, 2013 all members and alternates of the TCC are no longer covered under the State Ethics Act (GS Chapter 138A). Local government employees serving on TCC's are no longer required to comply with any of the provisions of that Act – for example, they are no longer required to file Statements of Economic Interest, are not subject to the lobbyist gift ban, and do not have to take state ethics education training.

Adjourn

Next meeting: August 28, 2013

44 Quorum Count: 22 of 25 Voting Members

45

46 Mark Ahrendsen, TCC Chair, called the meeting to order at 9:07 a.m. The Alternate Voting

47 Members were identified and indicated above.

48

49 **PRELIMINARIES:**

50 **Ethics Reminder**

51 The Ethics Reminder was read by the Chair.

52 John Hodges-Copple asked if voting on the UPWP that affects agencies' funding is an ethics

53 issue, and Ellen Beckmann stated she doesn't believe it is a conflict. However, if there is a question a

54 formal response from the Ethics Commission Board can be requested.

55 **Adjustments to the Agenda**

56 Mark Ahrendsen stated there were handouts which will be discussed during the agenda

57 items. There will also be an update from NCDOT regarding the Strategic Mobility Fund.

58 **Public Comments**

59 There were no comments from the public.

60 **CONSENT AGENDA:**

61 **Approval of March 27, 2013 TCC Meeting Minutes (Attachment 5)**

62 A motion was made by Felix Nwoko and seconded by Scott Whiteman to approve the March

63 27, 2013 TCC Meeting Minutes. The motion carried unanimously.

64 **FY 2012-2013 Unified Planning Work Program – Amendment #3 (Attachment 6)**

65 A motion was made by Felix Nwoko and seconded by Scott Whiteman to recommend that

66 the TAC approve Amendment #3 to the FY 2012-2013 Unified Planning Work Program. The motion

67 carried unanimously.

68 **FY 2012-2018 Transportation Improvement Program – Amendment #9 (Attachment 7)**

69 A motion was made by Felix Nwoko and seconded by Scott Whiteman to recommend that
70 the TAC approve the Resolution to Modify the 2012-2018 Transportation Improvement Program for
71 the Durham-Chapel Hill-Carrboro Urban Area. The motion carried unanimously.

72 **ACTION ITEMS:**

73 **Ramp Metering Study (Attachment 8)**

74 Battle Whitley with NCDOT provided a PowerPoint Presentation on the Ramp Metering
75 Feasibility Study.

76 Jeff Brubaker asked how this affects the TRM. KoSok Chae said we can introduce it in the
77 model. Yanping Zhang stated they are developing the next version of the model now. It can be
78 incorporated into the model development.

79 Craig Benedict asked what affect it will have on the air quality. Mr. Whitley stated the air
80 quality benefit is on the reduction of stop and go traffic on the highway. Mark Ahrendsen stated that
81 the air quality benefits are the net difference between the highway decrease and ramp delay
82 increase. Felix Nwoko asked about the negative impact on surface streets. Mr. Whitley stated there
83 will be a negative impact but the flow rate on highways will improve. It will result in an overall
84 decrease in travel time.

85 Mark Ahrendsen asked if there is a complete list of sites and the rankings. Battle Whitley
86 stated yes it is in the full report.

87 **2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity (Report posted on MPO**
88 **website)**

89
90 John Hodges-Copple provided an introduction for the 2040 Metropolitan Transportation Plan
91 (MTP) Air Quality Conformity, along with report that is posted on the MPO website.

92 The Air Quality report was put out for public comment and the TAC is to adopt the report at
93 their May meeting. The public comment period closes just before the TAC meeting.

94 A motion was made by Felix Nwoko and seconded by Liz Rooks to recommend that the TAC
95 adopt the 2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination
96 Report. The motion carried unanimously.

97 **FY 2013-2014 Unified Planning Work Program (Attachments 10 and 10A)**

98 Maricia Brown provided an update for the FY 2013-2014 Unified Planning Work Program,
99 along with the attachments.

100 Maricia Brown went through the changes from the last meeting and the subcommittee
101 meeting. The Durham City, Durham County, and Orange County requests will have to be
102 incorporated into the UPWP before TAC approval and will have to be added to the funding tables.

103 David Bonk asked about the Durham City and Durham County funding. Felix Nwoko stated
104 the LPA is a different entity from the City of Durham. David Bonk stated historically PL funding was
105 distributed by population and funds were allocated to the LPA through Durham. Felix Nwoko stated
106 the LPA will be independent. Federally mandated activities funds for local agencies will be separate.

107 David Bonk stated there is no formula based allocation just responding to requests that come
108 forward. There is no way to forecast what the requests will be. Felix Nwoko stated there was no
109 consensus by the subcommittee on an appropriate amount although it is agreed that the MPO needs
110 to come up with a recommendation, tie tasks to funds, and develop a methodology. David Bonk
111 asked where will the funds for Durham and Durham County come from, and Felix Nwoko stated it
112 will be the STP-DA pool. David Bonk asked if this is an opportunity to do away with the balkanization
113 of funds. Mark Ahrendsen stated the desire is to move to funding planning activities necessary to
114 provide support to the LPA's federal tasks instead of a formula-based allocation.

115 David Bonk stated there is a separate line item on the table for Chapel Hill Transit and asked
116 why there isn't a separate DATA line item. Maricia Brown stated DATA is the City of Durham and

117 David Bonk stated Chapel Hill Transit is the Town of Chapel Hill so they should be addressed equally.
118 Either combine the two together or separate them. Maricia Brown stated they will be kept separate.

119 Craig Benedict asked if (OPT) Orange Public Transportation should have a separate line item,
120 and Felix Nwoko stated OPT is not a recipient of federal funds.

121 Maricia Brown stated this is only an annual request, not a permanent allocation. Staff will
122 meet to discuss the tasks to be done by the agencies. There will be mandatory meetings and
123 trainings. The Lead Planning Agency Oversight document needs to be updated.

124 Jeff Brubaker asked if members could get a description of what the additional STPDA funding
125 requests will be used for by Durham City, Durham County, Orange County, and Chapel Hill. Felix
126 Nwoko stated it is for an update of SE data, geo-coder, land use, and Community Viz.

127 A motion was made by David Bonk and seconded by Tom Altieri to recommend TAC approval
128 of the oversight recommendation, FY 2014 UPWP with the changes discussed, FTA/FHWA
129 resolutions, Title VI Assurance, and Self-Certification.

130 Julie Bollinger stated NCDOT sent comments on the UPWP back in April and have received no
131 response. Some narratives are missing and she is concerned about the FHWA comments indicating
132 that freight has no funding. Felix Nwoko stated some years we do freight planning, it doesn't mean
133 we won't do freight in the future.

134 David Bonk stated the oversight document is only a start, not a final process. We still need to
135 work out details. Felix Nwoko stated staff is willing and able to change the process. We will need to
136 adjust it as we implement it. David Bonk stated we need to make the intention clear to the TAC that
137 this is the beginning of the process.

138 Jeff Brubaker stated we need details on the central parking inventory. The documents
139 indicate air travel data; however the funding table does have any funding for air travel data

140 collection; and the special studies narrative needs to be updated as some of the studies need to be
141 updated.

142 Craig Benedict asked if there was a way to institutionalize that the LPA oversight bullets are
143 just a start. Mark Ahrendsen stated it is a joint responsibility. Maricia Brown stated members need
144 to let the LPA staff know of changes or things missing.

145 David Bonk asked if the TCC Chair should be listed under the City of Durham instead of the
146 MPO. Maricia Brown stated it is determined by where the funds come from.

147 Felix Nwoko reiterated the motion as follows: The motion is to approve the Oversight
148 document; FY 14 UPWP; FTA/FHWA resolutions; Self-Certifications; Title VI incorporating comments
149 by Julie Bollinger, Jeff Brubaker, and David Bonk; and the local match request. The motion carried
150 unanimously.

151 **Strategic Mobility Formula Update Presentation**

152 Joey Hopkins provided an update on the Strategic Mobility Formula presentation. At this
153 time, there are more questions than answers. It does not change the overall budget.

154 Joey Hopkins stated the whole idea is to invest in people, trying to transform the industry
155 landscape, stimulate jobs, revitalize communities and move forward. There are a lot of details to
156 work out. There are a lot of behind the scenes work to do at the General Assembly before there will
157 be any votes on this concept. If and when something is approved, there is a lot of work to make it
158 happen to get it implemented. They are going to be looking a new mobility fund formula, trying to
159 improve the scoring criteria for economic competitiveness, develop a new timeline and how to
160 implement the strategic prioritization law assuming it is signed into law.

161 Dale McKeel asked about the impact to small construction projects and Joey Hopkins stated
162 it is unrelated.

163 Ellen Beckmann is concerned that there is no local input on the statewide tier. Mark
164 Ahrendsen stated it will be addressed in the approval of the TIP. Joey Hopkins stated MPOs will help
165 develop the formulas. Ellen Beckmann stated that our input is diluted, and there is a concern that
166 the statewide formula won't necessarily reflect our values.

167 John Hodges-Copple stated there are a lot of details to work out. The legislature will want it
168 reflected in the next TIP. This is important for the MPO staff to understand. He is concerned about
169 how do you measure travel time savings. There are other factors that impact economic
170 development.

171 Ellen Beckmann is concerned on how input has been sought by MPOs. Our input is filtered
172 through 2-3 MPO representatives on the work group. NCDOT has not sought direct feedback from all
173 MPOs.

174 There were numerous questions and concerns that can't be answered at this time.

175 **Memorandum of Understanding (Attachment 11)**

176 Ellen Beckmann provided an introduction and reviewed the changes to the draft update for
177 the Memorandum of Understanding.

178 David Bonk stated the subcommittee should review the draft Memorandum of
179 Understanding and bring back recommendations to present to the TAC.

180 Felix Nwoko recommended bringing it before the TAC in May, asking for comments, and then
181 having the subcommittee work on it.

182 Craig Benedict has a concern with the population. David Bonk stated this is something that
183 can be discussed at the subcommittee meeting. Mark Ahrendsen stated the financial piece can be
184 discussed at the subcommittee meeting as well.

185 Mark Ahrendsen stated that the transit agencies must be represented on the TAC. One other
186 option is to have the TTA representation in addition to the current TAC members.

187 Ellen Beckmann also stated that the Town Council is considered to be the governing board
188 for Chapel Hill Transit and this would change the draft MOU language.

189 Mark Ahrendsen stated this item will be referred to the subcommittee, and anyone that
190 wants to participate can attend. We will still bring it to the TAC for their initial review.

191 A subcommittee meeting was set for April 29, 2013 at 1:30 p.m. to discuss the MOU issues.
192 Ellen Beckmann will find a meeting location and let everyone know.

193 **NC Statewide Bicycle and Pedestrian Plan (Attachment 12)**

194 Dale McKeel provided an introduction for NC Statewide Bicycle and Pedestrian Plan, along
195 with the attachment. The deadline to provide comments on this plan has been extended to May 17,
196 2013.

197 Margaret Hauth asked about the Mountains to Sea Trail. It appears there are two of them
198 and she is concerned it will cause confusion. Dale McKeel will note it on the comments.

199 John Hodges-Copple stated the whole American Tobacco Trail should be eligible. Dale
200 McKeel will note it on the comments.

201 A motion was made by Felix Nwoko and seconded by Margaret Hauth to recommend the
202 TAC endorse comments on the plan as well as additional comments above. The motion carried
203 unanimously.

204 **REPORTS FROM STAFF:**

205 **Reports from Staff (Attachment 13)**

206 The report from staff is attached for review. Maricia Brown stated the JARC and New
207 Freedom Call for Projects Grant Funding information and application is attached. The informational
208 workshop is on Friday at 10:00 a.m. in the Transportation Board Room. The deadline is May 10,
209 2013. There are \$11 million STPDA funds available but only \$58,000 has been obligated.

210 David Bonk suggested providing a summary of what projects are programmed for FY13 at the
211 next meeting. Ellen Beckmann will provide a status report for FY13 projects and requests for the
212 next TCC meeting.

213 Maricia Brown stated there is additional funding available for use as well. Information will
214 follow.

215 **Report from the Chair**

216 There was nothing to report from the Chair.

217 **NCDOT Report (Attachment 15)**

218 Ed Lewis, Division 7, provided an update on projects. There has been coordination of the
219 construction schedule regarding the Columbia Street project. Mr. Lewis will send the schedule to
220 TAC and TCC members.

221 **Update from Triangle Transit**

222 Patrick McDonough stated they received a call from FTA last Wednesday regarding the
223 application. They want the project resubmitted under MAP-21 guidelines. One of the things FTA
224 stated is there are no fatal flaws or deal breakers with this project and the modeling checked out.
225 The financial plan is conservative and reasonable. The land use score is low but they recognize
226 growth. On the economic development side they are pleased with it. They also thought on the plans
227 and policies we are doing well.

228 FTA is recommending in regards to ridership an updated travel diary survey sooner than
229 2015. They will also want a count of housing along the line that is subsidized. There was a new
230 environmental benefits calculation that was listed in MAP-21. Final guidance will probably be issued
231 in July. Other agencies are being asked to resubmit so they are evaluated under MAP-21. They are
232 developing a new national model which will be available at the end of April. We don't know if we will
233 use it.

234 Patrick McDonough stated we will be submitting under the 2040 MTP and we will switch to
235 version 5 of the model. There is no advantage to submitting quickly. Even if we got in, there are no
236 New Starts funds available. FTA wants projects in and out of project development in two years flat.
237 We will be spending our own money without a federal partner for a while. There will be no formal
238 rating yet because they have yet to provide all MAP-21 guidance. The earliest submittal will be in
239 2014. David Bonk asked how the information be transmitted to the public and elected boards.
240 Triangle Transit is willing to share this information with the TAC and anyone else that is interested.
241 John Hodges-Copple stated we still need federal and state funding.

242 **INFORMATIONAL ITEMS:**

243 **FY2013 Job Access Reverse Commute and New Freedom for Projects (Attachments 16 and 16A)**

244 The FY2013 Job Access Reverse Commute and New Freedom for Projects information is
245 attached for review.

246 **NC State Ethics Law Compliance**

247 Reminder about the NC State Ethics Law Compliance is attached.

248 **Adjournment**

249 There being no further business before the Technical Coordinating Committee, the meeting
250 adjourned at 11:53 a.m.

42 Mark Ahrendsen, TCC Chair, called the meeting to order at 9:05 a.m. The Alternate Voting
43 Members were identified and indicated above.

44 Mark Ahrendsen provided an introduction for our new Transportation Department
45 Administrative Assistant, Diamond Branch. Ray Magyar introduced Amanda Simmons,
46 Transportation Demand Management Coordinator and she will serve as the alternate for UNC-
47 Transportation. Tom Altieri introduced Bret Martin, Transportation Planner who will become an
48 Orange County member of the TCC shortly.

49 **PRELIMINARIES:**

50 **Ethics Reminder**

51 In accordance with the State Governmental Ethics Act, it is the duty of every Board member
52 to avoid conflicts of interest. Does any Board member have any known conflict of interest with
53 respect to any matters coming before the Board today? If so, please identify the conflict and refrain
54 from any participation in the particular matter involved. There were none.

55 Ellen Beckmann stated that legislation is being considered to exempt TCC members.
56 However, the current law still applies.

57 **Adjustments to the Agenda**

58 Maricia Brown added Section 5339 FTA funding split for FY13 to the agenda. Ms. Brown also
59 requested to remove agenda item #6 from the consent agenda because the item has changed. The
60 attachment was missing 5303 in the original resolution and attachment. It was distributed at the
61 beginning of the meeting. Attachments for agenda item #10; JARC/NF Call for Projects was
62 distributed at the beginning of the meeting.

63 Ellen Beckmann also pulled the Approval of April 24, 2013 TCC Meeting Minutes because
64 they were not posted on the website. They will be included in next month's packet for approval.

65

66 **Public Comments**

67 There were no comments from the public.

68 **CONSENT AGENDA:**

69 **Approval of April 24, 2013 TCC Meeting Minutes (Attachment 5)**

70 The approval of the April 24, 2013 TCC Meeting Minutes was pulled from the consent agenda
71 and will be included in next month's packet for approval.

72 **FY 2012-2013 Unified Planning Work Program – Amendment #4 (Section 5307/5303 (Attachment 6)**

73 Maricia Brown provided an introduction for the FY 2012-2013 Unified Planning Work
74 Program – Amendment #4 (Section 5307/5303; along with the attachments.

75 A motion was made by David Bonk and seconded by Margaret Hauth to recommend the TAC
76 approve Amendment #4 to the FY 2012-2013 Unified Planning Work Program. The motion carried
77 unanimously.

78 **MPO Policy #1 – Amendment #1 (Attachment 7)**

79 A motion was made by Felix Nwoko and seconded by John Hodges-Copple to recommend
80 TAC approve the policy Amendment #1 with suggested changes in red underline. The motion carried
81 unanimously.

82 **FFY 2013 Section 5307 FULL Apportionment (Attachments 8 and 8A)**

83 A motion was made by Felix Nwoko and seconded by John Hodges-Copple to recommend
84 TAC endorse the letter to FTA for the FFY13 (FULL) Apportionment distribution of Section 5307 funds.
85 Andy Henry suggested making it clear that 5307 follows the federal formula. The motion carried
86 unanimously.

87

88

89

90 **ACTION ITEMS:**

91 **Memorandum of Understanding (Attachment 9)**

92 Ellen Beckmann provided an introduction and update for the Memorandum of
93 Understanding, along with the attachment. Ms. Beckmann feels that it needs to be reviewed by all
94 jurisdictions and bring feedback. It is the local jurisdictions option on how they review it.

95 Ed Lewis asked about the corridor protection on the CTP alignment. NCDOT wants a little
96 more clarity. Mr. Lewis stated their concern is they don't want to be in a position to protect a
97 corridor alignment in a MTP or CTP where a NEPA study has been done. They prefer that it not be
98 included. Mark Ahrendsen stated it says to the fullest extent possible is permitted by existing state
99 and federal regulations. Ed Lewis stated they just want to be clear.

100 Ellen Beckmann stated it will be sent out to the local jurisdictions for review and Meg Scully
101 asked that the original Memorandum of Understanding be sent as well for comparison.

102 Julie Bollinger stated that Triangle Transit needs to Section IV in the signatory area.

103 A motion was made by Andy Henry and seconded by Felix Nwoko to recommend the LPA
104 staff forward it with the change to Section IV noted to member governments for review and
105 feedback with a three month deadline. The motion carried unanimously.

106 **Job Access Reverse Commute and New Freedom Call for Projects (Attachments 10 and 10A)**

107 Maricia Brown provided an introduction and update on the Job Access Reverse Commute
108 and New Freedom Call for Projects, along with the attachments.

109 We have one previous JARC recipient who has not reached an agreement with the City of
110 Durham. If an agreement is not reached, we will have \$180,000 to reallocate to existing projects.

111 David Bonk questioned that we will spend \$100,000 to train 30 people to use a transit system
112 and Felix Nwoko stated most of these folks use ACCESS. DATA wants the patrons to use fixed route
113 instead of demand response. David Bonk questioned the cost effectiveness of \$3,000 per person.

114 David Bonk wants to see the backup material. Mark Ahrendsen thinks it involves hiring staff and
115 perhaps site visits. Patrick McDonough suggested using existing resources and programs. We should
116 check to see if other areas are providing the same or similar services. Maricia Brown stated they are
117 running a travel training program and you will see it on the New Freedom program of projects where
118 they have requested funds to continue the service. This is specifically for seniors who are working. It
119 is different from the existing program. David Bonk stated this is the last year of funding so it will be
120 up to the locals as to how to fund this in the future.

121 Maricia Brown stated this is done through a competitive process and we have to follow the
122 selection process. David Bonk stated we have a responsibility to make sure the funds are spent
123 prudently and he is not convinced \$3,000 per person is prudent.

124 David Bonk asked where the administrative fee goes and Felix Nwoko stated it pays for an
125 intern position to assist with the program. David Bonk thinks it should be reflected in the UPWP.

126 Patrick McDonough suggested having DCSL partner with existing travel training providers to
127 be more effective to increase the number of patrons served.

128 A motion was made by David Bonk and seconded by Felix Nwoko with a caveat that
129 additional information be provided concerning the JARC travel training program with regard to the
130 anticipated program details and that be presented to the TAC. The motion carried unanimously.

131 **Strategic Highway Corridors - Northern Durham Parkway (Attachments 11 and 11A)**

132 Andy Henry provided an introduction for the Strategic Highway Corridors – Northern Durham
133 Parkway, along with the attachments.

134 Mr. Henry stated the LPA staff is proposing that NCDOT change the status of the North
135 Durham Parkway, between US70 and I-85, from a Freeway to a Boulevard in the NCDOT Strategic
136 Highway Corridor (SHC) plan. North Durham Parkway runs through residential areas. The TAZs are

137 going to receive a lot of residential growth in the next 20 to 30 years. The aerial photo of the
138 current road through Brightleaf at the Park is built as a boulevard not a freeway.

139 In 2006 we sent a letter to NCDOT requesting to change North Durham Parkway to a
140 boulevard. NCDOT stated they were going to create a process to modify it. There was a
141 conversation between staff and statewide planning where they stated they sent a letter stating the
142 Strategic Highway Corridor and the Comprehensive Transportation Plan as drafted are inconsistent.

143 The LPA staff wants to start the process to get it changed as soon as possible so this issue
144 doesn't delay the adoption of the CTP.

145 A motion was made by Felix Nwoko and seconded by John Hodges-Copple to request that
146 the TAC request NCDOT to re-designate the North Durham Parkway to a Boulevard.

147 Julie Bollinger stated she doesn't feel this is compelling argument to change it to a Boulevard.
148 Traffic suggests using an 8-lane freeway for US 70 and 6 lanes for a segment of the Northern Durham
149 Parkway. It seems there is a disconnect between the traffic and the plan. NCDOT would like to see
150 how the US 70 volume changes if the Northern Durham Parkway is a higher capacity roadway than a
151 4-lane boulevard. NCDOT feels more data is needed to support the argument. They will be
152 preparing a traffic forecast for the Northern Durham Parkway comparing the different facility types.
153 Ms. Bollinger suggested deferring a decision until after the results are produced. The revision
154 process takes six months. We will have the results by this time.

155 Felix Nwoko stated that he understands the point, but we want to balance congestion with
156 land use. Financing is an issue and a Boulevard costs less. The desire of the MPO is to have a
157 mutually agreed upon and adopted CTP.

158 Scott Whiteman asked how changing the Northern Durham Parkway would change our CTP
159 and Andy Henry stated it will not be financially constrained. We could only widen US 70 in parts.

160 Patrick McDonough stated the VMT has dropped in recent years. We need to reconsider the
161 trends. Andy Henry stated the Northern Durham Parkway is in the 2040 horizon year. John Hodges-
162 Copple stated it also crosses several creeks. The lines on the map would still need to be in the MTP
163 and financed. The Strategic Highway Corridor is meaningless without getting in the MTP and the TIP.
164 Durham won't support a freeway on the Northern Durham Parkway. If the SHC is to have meaning,
165 they should revise the cross-section. The CTP and the SHC need to have meaning because they are
166 not realistic right now.

167 Joey Hopkins stated NCDOT is not set on a freeway, but they want to look at the options. We
168 need more information to make a decision. We need to look at the effect on traffic. Mark
169 Ahrendsen stated if we are focused on traffic, many other roads would need to be looked at. John
170 Hodges-Copple stated why spend staff time looking at this if it's unrealistic. Mark Ahrendsen stated
171 we don't feel compelled on the part of the MPO to do more work on this at this time.

172 A motion was made by Felix Nwoko and seconded by John Hodges-Copple to request that
173 the TAC request NCDOT to re-designate the Northern Durham Parkway to a Boulevard. The motion
174 carried with Joey Hopkins, Julie Bollinger and Ed Lewis opposing.

175 **Section 5339 FTA Funding Split for FY13**

176 Maricia Brown provided an introduction for the Section 5339 FTA Funding Split for FY13. The
177 transit agencies recommended the split based on the formula.

178 Ellen Beckmann asked if the June deadline is very important. If so, we need TCC
179 authorization for staff to develop a TIP amendment for TAC approval in June. Ms. Beckmann will
180 need to consult with the PTD staff to confirm details of the TIP formant.

181 Maricia Brown stated the transit agencies recommended the split based on the formula.

182 Bret Martin stated it uses the same formula as 5307 funds.

183 A motion was made by Felix Nwoko and seconded by David Bonk to approve the sub-
184 allocation of the Section 5339 apportionment among the three transit agencies and to recommend
185 the TIP amendment as appropriate with the details to be filled in before it gets to the TAC. The
186 motion carried unanimously.

187 **REPORTS FROM STAFF:**

188 **Reports from Staff**

189 The Reports from Staff is attached for review.

190 **Report from the Chair**

191 Mark Ahrendsen and Joey Hopkins discussed the legislative action.

192 **NCDOT Report (Attachment 14)**

193 Joey Hopkins stated that Jim Crawford has been name Rural At-Large Board of
194 Transportation Member. The Division 5 Board of Transportation member has conflicts with the TAC
195 meetings.

196 Ed Lewis, NCDOT 7 Engineer is available if there are any questions.

197 Darius Sturdivant, NCDOT 8 Engineer provided an update on projects. David Bonk asked
198 about the Fordham Feasibility Study. Mr. Lewis stated that Derrick has not yet sent out a formal
199 request on the study. It will probably later this year. Jeff Brubaker wants to make sure the Town of
200 Carrboro staff is informed.

201 John Hodges-Copple stated that all parties have approved the MTP Air Quality document.

202 Patrick McDonough discussed applying for a TIGER grant for the Hillsborough Station. Staff decided
203 to wait until later to develop a process for applying later.

204 **INFORMATIONAL ITEMS:**

205 **NC State Ethics Law Compliance**

206 Reminder for the NC State Ethics Law Compliance.

207

208

209 **Adjournment**

210 There being no further business before the Technical Coordinating Committee, the meeting
211 was adjourned at 11:05 a.m.

212

213

**RESOLUTION TO MODIFY THE
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #10
August 14, 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, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

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

WHEREAS, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheets; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachments to Resolution for Amendment #10 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of August, 2013.

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: August 14, 2013

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

Q

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY12 (000)	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)
TM-5304	Durham Area Transit Authority and Durham Center for Senior Life	Capital – Travel Training	JARC	5316			\$100				
			Local	L			\$25				
TM-5305	Chapel Hill Transit	Operating – night service	JARC	5316			\$68				
			Local	L			\$68				
TM-5306	Chapel Hill Transit	Operating Assistance – continuation of service hour extensions	JARC	5316			\$37				
			Local	L			\$37				
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC projects	JARC	5316			\$23				
TN-5132	Durham Area Transit Authority	Capital – membership in Go Triangle Regional Call Center	FNF	5317			\$105				
			Local	L			\$26				
TN-5133	Durham Senior Life Center	Capital –continuation of Travel Training	FNF	5317			\$24				
			Local	L			\$6				
TN-5134	City of Durham	City of Durham planning and program administration of 5317 New Freedom Projects	FNF	5317			\$14				

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 5

* U-5516	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR	RIGHT-OF-WAY	FY 2015 -	\$2,000,000	(C)
DURHAM	1639 (INFINITY ROAD) INTERSECTION IN DURHAM.	CONSTRUCTION	FY 2016 -	\$2,100,000	(T)
PROJ. CATEGORY	ADD LANES THROUGH INTERSECTION.			<u>\$4,100,000</u>	
REGIONAL	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 14 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

U-5517	NC 54, SR 1110 (FARRINGTON ROAD) TO I-40	RIGHT-OF-WAY	FY 2014 -	\$300,000	(T)
DURHAM	EASTBOUND ENTRANCE RAMP IN DURHAM.	CONSTRUCTION	FY 2015 -	\$1,300,000	(T)
PROJ. CATEGORY	CONSTRUCT SLIP RAMP.			<u>\$1,600,000</u>	
REGIONAL	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
	<u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u>				
	<u>DESIGN.</u>				

* INDICATES FEDERAL AMENDMENT

**DCHC MPO
FY 2012-2018 Transportation Improvement Program
Financial Plan**

Contents

Introduction

Revenue Information on State and Federal Funding (NCDOT)

Revenue Information on Local Funding

Summary of FY 2012-2015 TIP Costs

Summary of FY 2012-2015 TIP Costs by Funding Type

Summary of FY 2012-2015 TIP Operations & Maintenance Costs

Summary of FY 2012-2015 TIP Costs by Primary Mode

Introduction

Federal rules require that each Metropolitan Planning Organization's Transportation Improvement Program (TIP) include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that are reasonably expected to be available to carry out the program; and identifies innovative financing techniques to finance projects, programs, and strategies (23 USC 134 j).

The DCHC MPO prepared this Financial Plan for the first four years (FY 2012-2015) of the FY 2012-2018 TIP in coordination with the North Carolina Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Revenue and cost information for projects was provided by the NCDOT State Transportation Improvement Program Unit.

Revenue Information on State and Federal Funding (NCDOT)

HIGHWAY PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax and vehicle fees (mostly on trucks). North Carolina's transportation funding comprises roughly 75 percent state revenues and 25 percent federal.

State Revenues are from revenue projections in the Governor's Recommended Biennium Budget are a consensus forecast by Office of State Budget and Management, Legislative Fiscal Research Division and NC Department of Transportation. The Governor's budget forecast serves as a base from which NCDOT

staff develops the Work Program forecast for the remaining years. Motor Fuel revenues are forecast based on crude oil prices and expected consumption, derived from information from the US Department of Energy and IHS Global Insight, a private financial forecasting company. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19–84. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which is based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The forecast assumes that a new multi-year reauthorization bill will not take place until SFY 2013, and that the overall program structure will remain unchanged. In the interim, Federal-Aid revenues are assumed to remain at the FY 2010 level until 2013 and will then grow at the same rate assumed by the Congressional Budget Office for national revenue growth.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The state MFT rate, under state law, has a fixed portion and variable portion that is based on wholesale prices and can adjust every six months, on January 1st and July 1st. The federal MFT rate, set by Congress, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. The Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output. Vehicle fuel efficiency and alternate fuel vehicles affect fuel consumption in the outer years of the forecast.

The Highway Construction Budget

The highway construction budget consists of the Federal Aid Construction Program and the Intrastate and Urban Loop Programs from the North Carolina Highway Trust Fund. Combined funding is expected to be \$1.582 billion for Federal Fiscal Year (FFY) 2012. Planning and design is budgeted at \$168.5 million, leaving \$1.413 billion for right-of-way and construction. During the seven-year State Transportation Improvement Program (STIP) time period, \$11.5 billion is expected to be available for the STIP right of way and construction.

Federal Aid Program

The Federal Aid Construction Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. This effectively limits the amount of federal funds that can be utilized in any one year. In the recent past, in order to comply with overall federal budget constraints, USDOT has taken back or rescinded previously apportioned budget. While these rescissions have had minimal impact on our program to date, continued use of this budget mechanism could adversely affect future budgets.

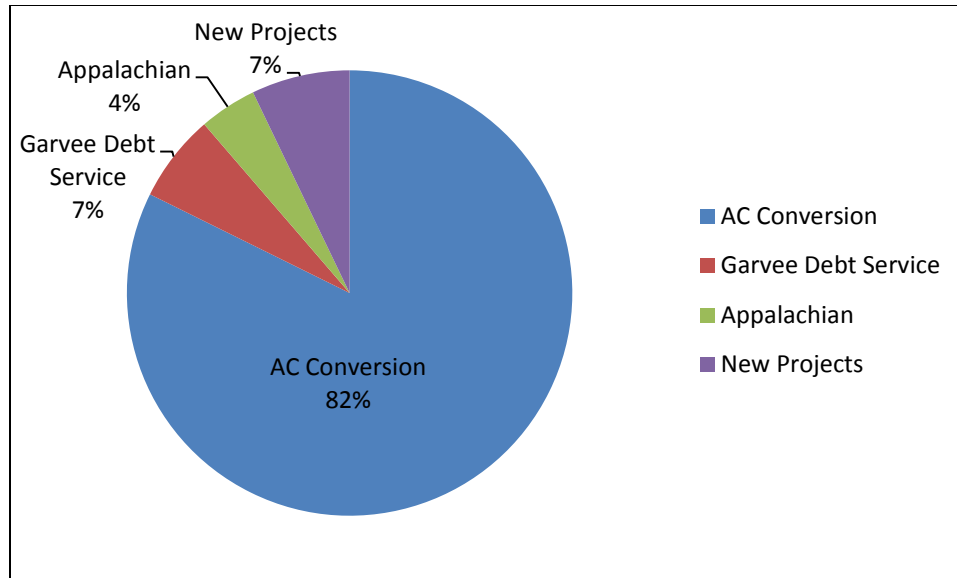
Although North Carolina's total apportionment of federal funds for FFY 2012 is expected to be about \$958.4 million, it is anticipated that the obligation limitation applied to most federal aid categories will be about \$785 million. Funds for other federal aid categories not subject to this obligation limit bring the total federal funds expected to be available in FFY 2012 to \$909.9 million.

The amount of state matching funds needed for the Federal Aid Program is expected to be \$236.7 million, which will be funded by the State Highway Trust Fund. When federal funds are used on a Trust Fund eligible project, the Trust Fund law allows an amount equal to those federal funds to be used to fund state STIP construction projects, which allows the Department to also have a small annual state construction program.

Federal Aid Construction Program - FFY 2012
(\$ in Millions)

Category	Federal Funds	Required State Matching Funds	Total
Interstate Maintenance	172.2	19.1	191.3
Appalachian Development	38.2	9.6	47.8
Bridge Program	140.5	35.1	175.6
National Highway System	203.2	50.8	254.0
Congestion Mitigation	48.2	12.1	60.3
Surface Transportation Program	231.5	57.9	289.4
Highway Safety Improvement	37.9	9.5	47.4
Equity Bonus	86.7	21.7	108.4
Total Apportionment	958.4	215.8	1174.2
Obligation Limitation	785.0	205.4	990.4
Equity Bonus	65.7	16.4	82.1
Appalachian Development	38.2	9.6	47.8
Exempt Equity Bonus	21.0	5.3	26.3
Total Estimated Federal Funding Availability	909.9	236.7	1146.6

Proposed Use of FFY 2012 Obligation Authority



Total Funds Available = \$910M

The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. The existing federal bill (SAFETEA-LU) expired September 30, 2009. Estimates of federal funds beyond that date are conservative, but may change greatly both in amount and program structure as Congress works to pass a new Federal Surface Transportation Bill. "Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program." NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management.

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. In October 2007, the Department received \$287.6 million in GARVEE bond proceeds and in 2009 received \$242.5 million.

GARVEE Bond Program
\$ in Millions

State Fiscal	Bond Proceeds	Debt Service
2008	\$299.90	\$ 5.06
2009		59.33
2010	263.14	67.17
2011		82.00
2012		58.10
2013		58.16
2014		56.32
2015		46.11
2016		46.14
2017		46.13
2018		46.14

NC State Highway Trust Fund

The 1989 General Assembly created the North Carolina Highway Trust Fund to complete a 3,600-mile intrastate system of four-lane roads; widen and improve 113 miles of existing interstate highways; build multi-lane loops and connectors near seven major cities (now expanded to ten); provide additional funds in order to pave all unpaved secondary roads and provide additional funds for municipal streets. Revenues for the Trust Fund are generated from the state motor fuels tax, the 3 percent use tax on the sale of motor vehicles, DMV titles and other fees, and interest income. The Trust Fund Law specifies that a designated amount (\$ 170 million) will be transferred each year from the Trust Fund to the General Fund. Also, an inflationary adjustment was added to the \$170 million base transfer. This transfer has been modified in the recent past. In 2009, \$145 million was transferred to the General Fund and the remaining \$25 million was allocated to the NCTA. In 2010, \$106 million went to the General Fund, \$40 million to NCTA, and \$24 million was allocated to the new Mobility Fund. Approximately one half of Trust Fund revenues generated from title and other fees are allocated to the paving of secondary roads. A maximum of 4.2 percent of the remaining Trust Fund revenues may be used for administration of the Trust Fund Program and the NC Turnpike Authority. The balance of revenues is distributed as follows:

- 61.95 percent to the Intrastate System;
- 25.05 percent to Urban Loops;
- 6.5 percent to pave Secondary Roads;
- 6.5 percent to Municipal Street Aid Program (the Powell Bill program)

This STIP budget is based on the budget and projections developed by NCDOT and the Office of State Budget and Management in the January of 2011. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues available for all programs are projected to be about \$825 million for FY 2012 and \$6.3 billion during the 7-year

period. Of this \$6.3 billion in revenue, \$4.6 billion is allocated to the Intrastate and Urban Loop STIP programs. The remainder is utilized for Mobility funds, NCTA, and non-STIP purposes.

**Projected State Highway Trust Fund Revenues
(\$ in millions)**

Funding Element (SFY)	2012	2013	2014	2015	2016	2017	2018	7 Year STIP Total
25% of Motor Fuels Tax	\$430.5	\$450.9	\$453.8	\$459.3	\$463.0	\$469.7	\$474.9	\$3202.1
3% Use Tax	474.3	485.0	492.0	537.7	562.5	551.1	544.6	3647.2
Title Fees	76.4	78.1	78.8	83.2	85.5	84.4	83.8	570.2
Investment Income	1.0	1.0	1.0	1.0	1.0	1.0	1.0	7.0
Miscellaneous Fees	15.0	15.3	15.5	16.3	16.7	16.6	16.4	111.8
Transfers Out	-172.5	-172.5	-172.5	-172.5	-172.5	-172.5	-172.5	-1207.5
Total Trust Fund	\$824.7	\$857.8	\$868.6	\$925.0	\$956.2	\$950.3	\$948.2	\$6330.8

**State Highway Trust Fund Allocations
(\$ in millions)**

Program (SFY)	2012	2013	2014	2015	2016	2017	2018	7 Year STIP Total
Intrastate Highway System	\$439.0	\$458.0	\$472.9	\$501.1	\$529.1	\$522.7	\$523.9	\$3446.7
Urban Loops	147.8	153.7	147.1	179.2	188.1	178.9	184.3	1179.1
Powell Bill & Secondary Roads	128.0	132.7	134.3	142.8	147.5	146.4	145.9	977.6
GO Debt Service for Intrastate & Loops	68.0	70.2	70.7	55.8	44.1	55.1	47.0	410.9
Program Administration	41.9	43.2	43.6	46.1	47.4	47.2	47.1	316.5
Total Allocations	\$824.7	\$857.8	\$868.6	\$925.0	\$956.2	\$950.3	\$948.2	\$6330.8

Mobility Program

The Mobility Program is for projects where the primary purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include widening projects, new location projects, conversion of grade-separation to interchange projects, signal system coordination projects, dynamic message signs and traffic cameras, new multi-use trail projects, new buses for a new bus route, new passenger/commuter/light rail service, adding double track to a rail line, new ferry vessel for expanded ferry service or replacement of an existing vessel with a larger and/or faster vessel, runway extension to accommodate larger planes. The SFY 2011/2012 budget for the Mobility Program is \$31 million.

Anticipated Inflation Impact

Inflation has not been factored into the above revenue estimates. However, when programming projects in the STIP the following inflation factors for future construction and right of way cost increases were used to reserve the budget at an overall inflation rate of 4% for the five year work plan. Project costs and revenue projections shown in this planning document budget are in constant 2011 dollars. Therefore, to find the true anticipated future year project costs, multiply the 2011 cost shown in the STIP by the following inflation factors: 2012 - 1.02, 2013 - 1.0608, 2014 - 1.1032, 2015 – 1.1474, 2016 - 1.1933, 2017 - 1.1933, and 2018 - 1.1933.

2012-2018 STIP Budget with future Year Inflation Adjusted Costs

	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	TOTAL
Right of Way/ Construction Budget	\$1,435	\$1,325	\$1,349	\$1,435	\$1,485	\$1,437	\$1,449	\$9,915
Prior Years' Budget Authority	\$131	\$131	\$131	\$131	\$131			\$657
Inflation Factor	1.02	1.06	1.1	1.15	1.19	1.19	1.19	
STIP with Inflated Cost Estimate	\$1,581	\$1,602	\$1,622	\$1,606	\$1,720	\$1,391	\$1,493	\$11,015
\$ Under/(Over)	(\$15)	(\$150)	(\$152)	(\$50)	(\$103)	\$56	(\$44)	(\$457)
% Under/(Over)	(1.1%)	(11.9%)	(12.4%)	(3.9%)	(8.1%)	4.5%	(3.6%)	(5.1%)

Highway Construction Budget

(\$ in millions)

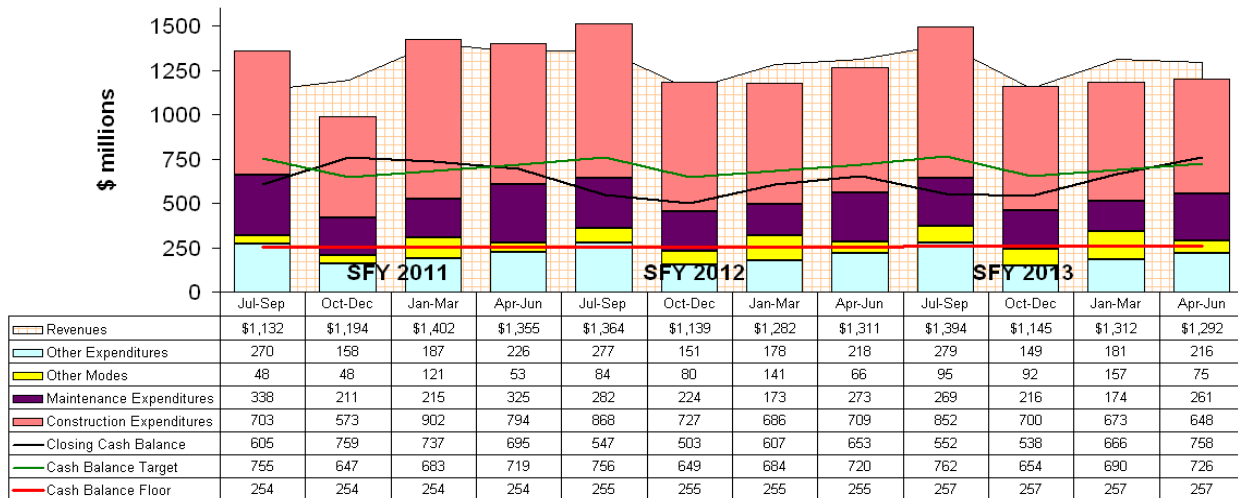
Category(FY)	2012	2013	2014	2015	2016	2017	2018	7 Year STIP Totals
Federal Aid Construction (1)	\$909.9	\$995.1	\$1024.4	\$1049.0	\$1065.7	\$1092.6	\$1098.9	\$7235.6
Intrastate and Loops	586.8	611.6	619.9	680.3	717.3	701.7	708.2	4625.8
Mobility Funds	31.0	45.0	58.0	58.0	58.0	58.0	58.0	366.0
NCTA	99.0	99.0	112.0	112.0	112.0	112.0	112.0	758.0
Less: Cost Overruns	-45.1	-49.9	-51.2	-55.1	-57.3	-57.7	-58.2	-374.5
Subtotal	1581.6	1700.8	1763.1	1844.2	1895.7	1906.6	1918.9	12610.9
Less Planning and Design	-168.5	-159.5	-163.5	-151.5	-151.5	-151.5	-151.5	-1097.5
STIP R/W and Construction Budget	\$1413.1	\$1541.3	\$1599.6	\$1692.7	\$1744.2	\$1755.1	\$1767.4	\$11513.4

The forecast assumes that a new multi-year reauthorization will not take place until SFY 2013. In the interim, Federal-Aid revenues are assumed to remain at the SFY 2010 level and will grow at the same rate assumed by the Congressional Budget Office for national revenue growth in the Federal Highway Trust Fund.

Cash Model

NCDOT uses a cash model to manage its operations on a cash-flow basis, the Department uses statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity. These projections serve as the basis for the dollar values found herein.

**36 Month Cash Model
Sample View
(\$ in Millions)**



A cash target equivalent to 12% of anticipated revenues plus estimated Powell Bill allocation was established to constrain spending and provide for prudent cash reserves. Also, NCGS §143: 28.1 established a cash balance floor equivalent to approximately 5% of anticipated revenues. The proposed STIP was modeled to insure that the department would have adequate cash to pay for all programmed projects, operations and maintenance activities through 2018. Based on the program of projects and anticipated revenue, it appears that there should be adequate funding available to support the program.

Revenue Information on Local Funding

Local funding is being provided for transportation projects within the DCHC MPO. For MPO-specific Highway projects, all of this local funding is being provided as the match for federal CMAQ and STPDA funding. The local funding is primarily being provided by the municipalities within the MPO, Durham, Chapel Hill, Carrboro, Hillsborough, and Cary, for bicycle, pedestrian, and transit projects as a twenty percent match for federal funding. (Cary is not a member of the DCHC MPO, but is providing the local match for one project in Chatham County in the FY 12-18 TIP.)

One project, U-4727, uses federal STPDA funding to supplement the MPO’s Unified Planning Work Program. The local match is primarily provided by the City of Durham with local jurisdictions often providing a portion of the match for specific planning projects within their jurisdictions. In addition, one project, C-4924, uses federal CMAQ funding to fund a regional Transportation Demand Management program administered by Triangle J Council of Governments. The local funding associated with this project is provided by the selected local service providers. The local service providers are selected during a call for projects and could include local governments, nonprofit organizations, universities, or other entities. Lastly, one project, U-4716, a rail and highway improvement project near Hopson Road

in Durham includes private funding for road improvements associated with a development. This funding is classified as “O – County/Other Local Government.”

Local funding is also being provided for Transit projects. Typically, for capital projects, the local government provides a ten percent local match, the state provides a ten percent match, and federal funding is provided at eighty percent. These local funds are provided by the City of Durham, Town of Chapel Hill, and Triangle Transit. Operating assistance transit projects often include up to fifty percent local funding.

Each local government’s adopted budgets and Capital Improvement Programs provide details about how these local funds are to be provided.

- Durham <http://durhamnc.gov/ich/as/bms/Pages/Yearly-Bud-CIP.aspx>
- Chapel Hill <http://www.townofchapelhill.org/index.aspx?page=1321>
- Carrboro <http://townofcarrboro.org/MS/budget.htm>
- Hillsborough <http://www.ci.hillsborough.nc.us/content/town-budget>
- Cary <http://www.townofcary.org/Departments/Administration/Budget.htm>

Summary of FY 2012-2015 TIP Costs

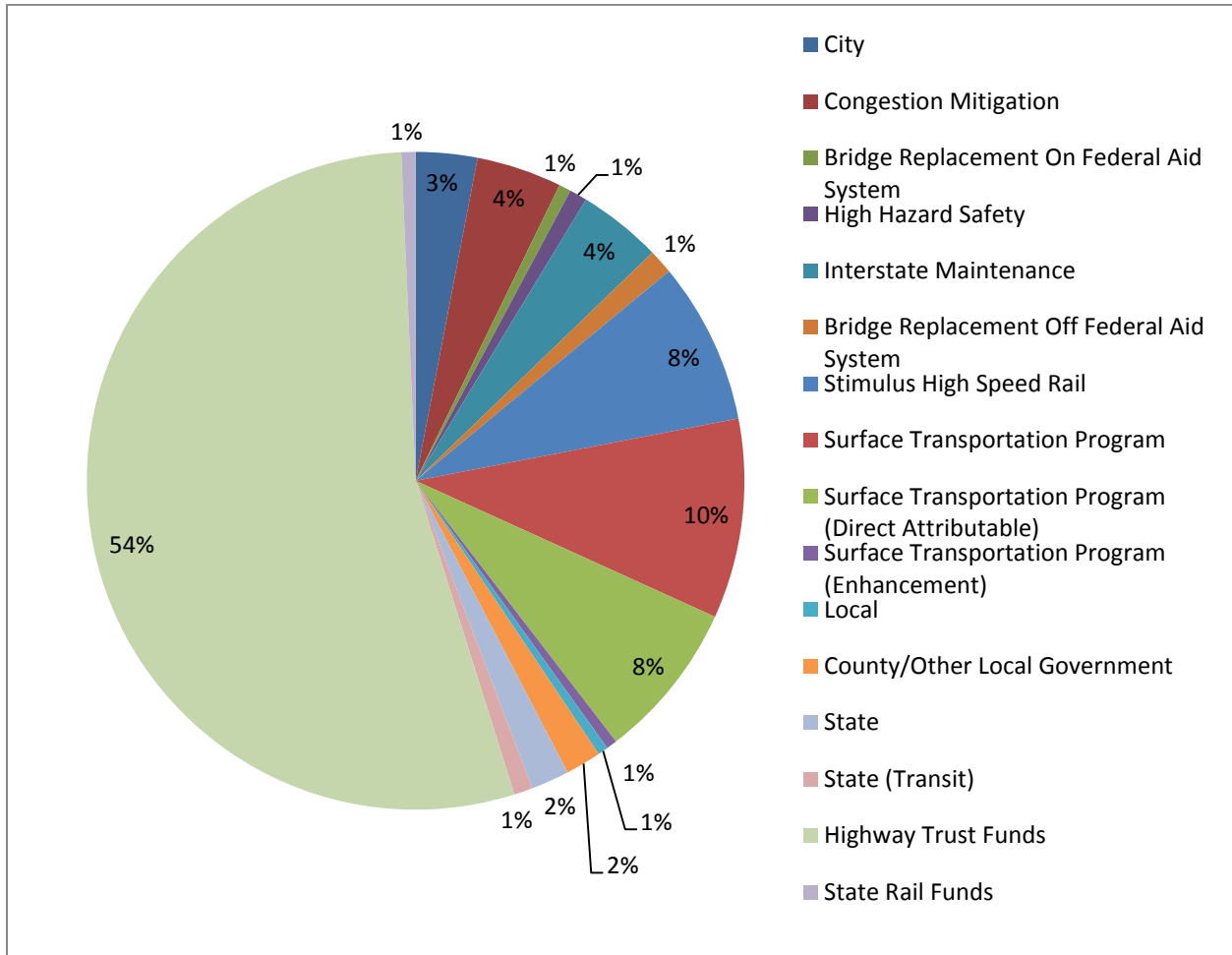
Highway Funding for MPO-Specific Projects

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)

(estimates are in thousands of dollars)

FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	Total
C	City	1644	1260	2449	1393	6,746
CMAQ	Congestion Mitigation		2021	3419	3907	9,347
FA	Bridge Replacement On Federal Aid System	1326				1,326
HES	High Hazard Safety	1178	751			1,929
IMPM	Interstate Maintenance	427	444	463	7881	9,215
NFA	Bridge Replacement Off Federal Aid System	635	660	686	712	2,693
STHSR	Stimulus High Speed Rail	1650	3054	9099	3962	17,765
STP	Surface Transportation Program	6053	29		15834	21,916
STPDA	Surface Transportation Program (Direct Attributable)	8443	2085	5772	1065	17,365
STPEB	Surface Transportation Program (Enhancement)				1176	1,176
L	Local	414	304	198	212	1,128
O	County/Other Local Government	66	462	2442	934	3,904

S	State	36	4142	5	5	4,188
S(5)	State (Transit)	482	502	522	543	2,049
T	Highway Trust Funds	25449	28463	32820	34135	120,867
T2001	State Rail Funds	367	381	397	413	1,558
	Total	48,170	44,558	58,272	72,172	223,172



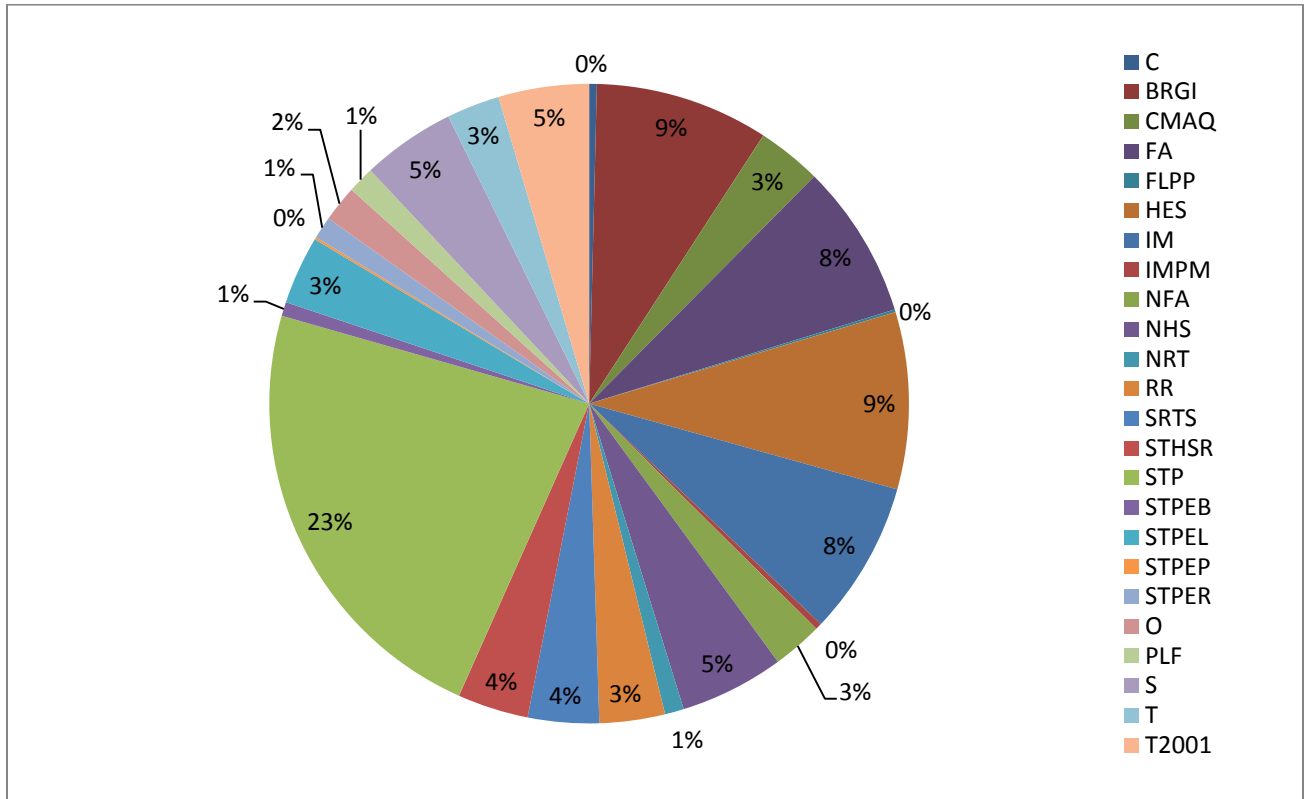
Highway Funding for Statewide Projects

The DCHC MPO represents approximately 4.16% of the State’s population based on the 2010 Census. The MPO assumes approximately 4.16% of the statewide project funding would be used in the MPO.

**STATEWIDE
(INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)**
(estimates are in thousands of dollars)

Funding	Description	2012	2013	2014	2015	Total	DCHC Share
C	City		647	696	749	2,092	87
BRGI	Bridge Inspection	11,220	11,668	12,135	12,621	47,644	1,984
CMAQ	Congestion Mitigation	81	5,523	5,859	6,216	17,679	736
FA	Bridge Replacement On Federal Aid System	2,550	2,652	2,758	34,422	42,382	1,765
FLPP	Federal Lands Program	173	180	187	194	734	31
HES	High Hazard Safety	11,424	11,880	12,355	12,850	48,509	2,020
IM	Interstate Maintenance	9,945	10,342	10,756	11,187	42,230	1,759
IMPM	Interstate Maintenance	408	424	441	458	1,731	72
NFA	Bridge Replacement Off Federal Aid System	2,550	2,652	2,758	5,737	13,697	570
NHS	National Highway System	4,845	5,038	5,239	13,481	28,603	1,191
NRT	National Recreation Trails	1,224	1,272	1,323	1,376	5,195	216
RR	Rail-Highway Safety	13,830	1,325	1,378	1,433	17,966	748
SRTS	Safe Roads to School	4,590	4,773	4,963	5,161	19,487	811
STHSR	Stimulus High Speed Rail	18,372	1,073			19,445	810
STP	Surface Transportation Program	29,070	30,232	31,440	32,699	123,441	5,140
STPEB	Surface Transportation Program (Enhancement)	907	942	978	1,016	3,843	160
STPEL	Surface Transportation Program (Enhancement)	4,411	4,586	4,768	4,960	18,725	780
STPEP	Surface Transportation Program (Enhancement)	153	159	165	172	649	27
STPER	Surface Transportation Program (Enhancement)	1,428	1,485	1,544	1,606	6,063	252
O	County/Other Local Government	8,180	571	594	617	9,962	415
PLF	Personalized Automobile License plate Funds	1,723	1,791	1,863	1,938	7,315	305

S	State	11,553	8,123	2,932	3,048	25,656	1,068
T	Highway Trust Funds	1,530	1,591	1,654	9,752	14,527	605
T2001	State Rail Funds	5,789	6,058	6,344	6,642	24,833	1,034
	Total	145,956	114,987	113,130	168,335	542,408	22,587

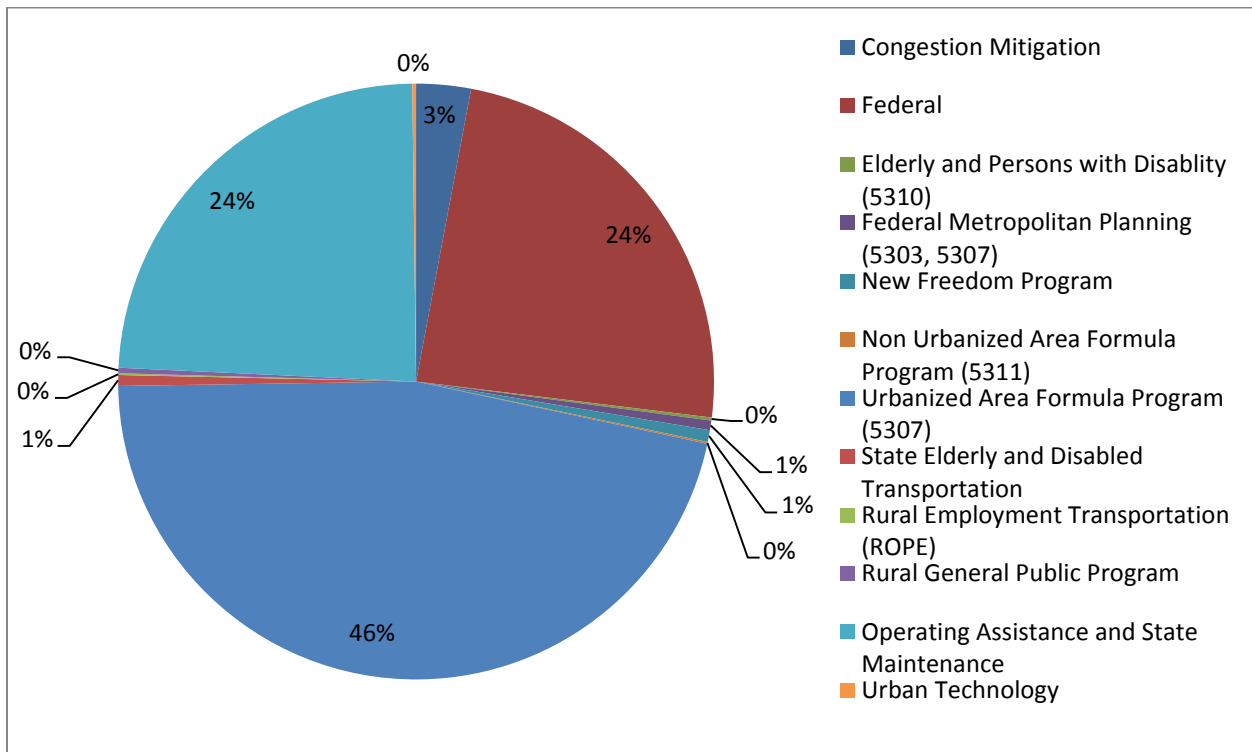


Transit Funding

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
(INFLATED) STIP FUNDING SUMMARY 2012 - 2015 (July 2011)**

(estimates are in thousands of dollars)

FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	Total
CMAQ	Congestion Mitigation		2114	1432		3,546
FED	Federal	1141	3767	11649	12147	28,704
FEPD	Elderly and Persons with Disability (5310)	194				194
FMPL	Federal Metropolitan Planning (5303, 5307)	146	153	160	165	624
FNF	New Freedom Program	335	138	144	150	767
FNU	Non Urbanized Area Formula Program (5311)	117				117
FUZ	Urbanized Area Formula Program (5307)	21582	10777	9971	13247	55,577
EDTAP	State Elderly and Disabled Transportation	165	172	178	186	701
EMP	Rural Employment Transportation (ROPE)	26	27	28	29	110
RGP	Rural General Public Program	84	87	91	94	356
SMAP	Operating Assistance and State Maintenance	6852	7033	7315	7608	28,808
UTCH	Urban Technology	245				245
	Total	30,887	24,268	30,968	33,626	119,749

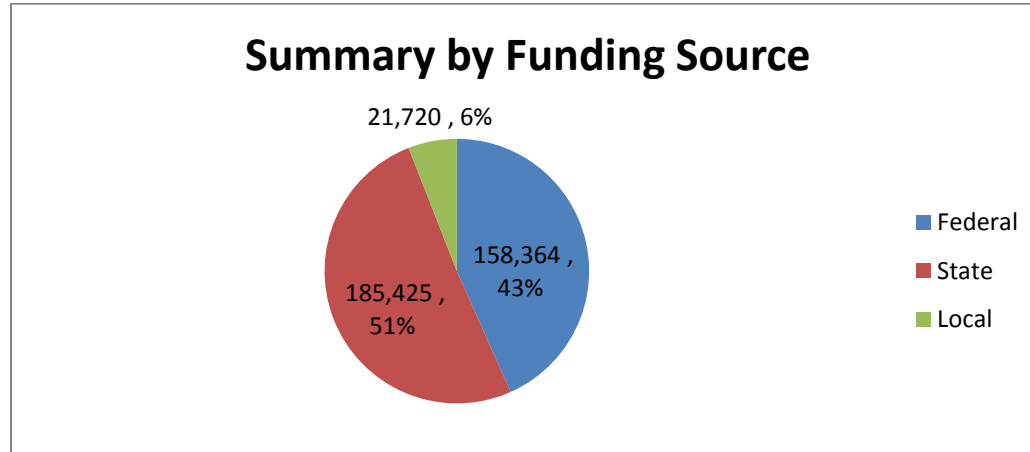


Summary of FY 2012-2015 TIP Costs by Funding Type

The total estimated funding for all transportation projects in the DCHC MPO is shown in the following table. Approximately \$365,508,000 will be used in the DCHC MPO over FY 2012-2015.

	Federal	State	Local	Total
Highway – MPO	71,528	139,866	11,778	223,172
Highway - Statewide Projects	15,328	6,757	502	22,587
Public Transportation	71,507	38,802	9,440	119,749
Total	158,364	185,425	21,720	365,508

*Figures are in thousands of dollars



Summary of FY 2012-2015 TIP Operations & Maintenance Costs

Funding levels for FHWA Operations and Maintenance were derived by first averaging the most recent 5 year, per county expenditures. These figures were then factored to reflect the proportion of each county's population that is included within the Metropolitan Planning Area (MPA). Total Operations and Maintenance expenditures were compared to total overall expenditures to estimate levels per funding category. It is estimated that approximately 30% of the Highway Obligations will be for Operations and Maintenance. (See Figure 2 for details) This method was determined to be the most effective for estimating O&M because of the limits placed by the aggregation of the data.

FY2008-2012 TIP Operations and Maintenance Costs (Actual)

County	FY 2008*	FY 2009*	FY 2010*	FY 2011*	FY 2012*	Total*
Durham	12,933	9,208	9,709	13,466	12,127	57,444
Orange	5,781	6,826	6,614	10,410	13,620	43,251
Chatham	9,223	6,897	5,640	12,898	15,498	50,157
Total	27,938	22,931	21,963	36,774	41,245	150,852

*Figures are in thousands of dollars

FY2012-2015 TIP Operations and Maintenance Costs (Estimated)

Annual Avg.	Population	Pop. in MPO	% of Pop. in MPO	Annual Avg. in MPO*	4 year MPO O&M*
11,489	267,587	267,587	100%	11,489	
8,650	133,857	114,268	85%	7,384	
10,031	63,493	15,231	24%	2,406	
30,170	464,937	397,086		21,280	85,118

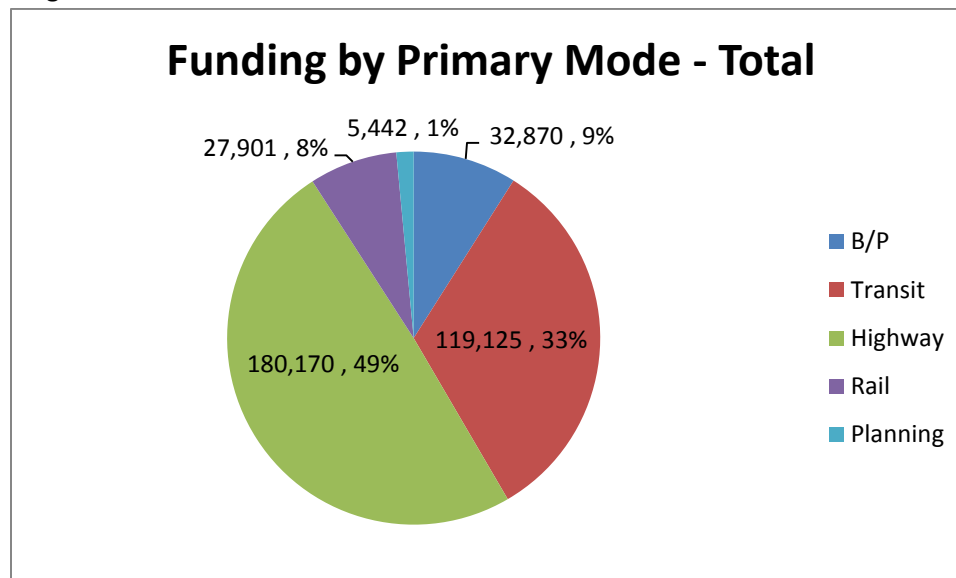
*Figures are in thousands of dollars

Summary of FY 2012-2015 TIP Costs by Primary Mode

Funding has been summarized by primary mode of transportation. This is an estimation based on the funding source and MPO staff knowledge about programmed projects. Approximately half of funding is for highway projects and half is for bicycle, pedestrian, transit, and rail. A small portion of funding is used for general planning.

	B/P	Transit	Highway	Rail	Planning	Total
Highway - MPO	31,526	-	162,134	25,276	4,236	223,172
Highway - Statewide Projects	1,344	-	18,036	2,625	582	22,587
Public Transportation - MPO	-	119,125	-	-	624	119,749
Total	32,870	119,125	180,170	27,901	5,442	365,508

*Figures are in thousands of dollars



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

August 14, 2013

Secretary Anthony Tata
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

SUBJECT: Designated Recipient for Elderly Persons and Persons with Disabilities Program
Funding (Section 5310)

Dear Secretary Tata:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires assignment of Designated Recipients within urban areas for funding under the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310). After consulting with local officials, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC -MPO) requests that you designate the City of Durham to administer these funds for the Durham Urban Area. The MPO will act as the lead planning agency for the competitive selection process required for these funds. Please see the attached resolution for details.

The City of Durham is already the Designated Recipient for federal transit funding under Section 5307. The additional designation will help us direct federal funds to additional projects providing public transportation services under the Federal Transit Administration's guidelines.

If you have any questions or need any additional information, please contact Felix Nwoko, MPO Manager with the City of Durham Department of Transportation at 919-560-4366 or felix.nwoko@durhamnc.gov.

Sincerely,

Lydia Lavelle
TAC Chair

cc: Teresa Hart, Director, NCDOT Public Transportation Division
Mark Ahrendsen., Director, City of Durham, Department of Transportation
Harmon Crutchfield, Asst. Director/Transit Administrator, City of Durham, Department
of Transportation
Felix Nwoko, Transportation Planning Division Manager, City of Durham, Department of
Transportation

RESOLUTION APPROVING THE CITY OF DURHAM AS THE DESIGNATED RECIPIENT FOR ELDERLY PERSONS AND PERSONS WITH DISABILITIES PROGRAM (SECTION 5310) FUNDING

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

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) moved the New Freedom (Section 5317) program under the Elderly Persons and Persons with Disabilities Program (Section 5310); and

WHEREAS, federal law designates the State of North Carolina as the recipient and administrator of Elderly Persons and Persons with Disabilities funds; and

WHEREAS, in order for the Durham Urban Area to receive federal funds for the Elderly Persons and Persons with Disabilities programs, the administrative recipient of funds allocated to the urbanized area must be designated by the Governor of North Carolina; and

WHEREAS, the City of Durham already administers other FTA funding programs and has the administrative and financial capacity to administer these funds as well; and

WHEREAS, the MPO has consulted with responsible local officials and publicly owned operators of public transportation in recommending this designation; and

WHEREAS, a Coordinated Human Services Transportation Plan must be adopted and a competitive selection process established in order for the designated recipient for the Durham Urban Area to receive these federal funds; and

WHEREAS, the agency leading the planning process for the Coordinated Human Services Transportation Plan is decided locally and does not have to be the designated recipient; and

WHEREAS, the designated recipient is responsible for conducting the competitive selection process for Section 5310 funds but may establish alternative arrangements to administer and conduct the competitive process; and

WHEREAS, the MPO, local transportation providers, human service agencies, and interested stakeholders concur that the MPO shall serve as the lead agency for the Coordinated Human Services Transportation Plan and the competitive project selection process;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee provided here on this, the 14th day of August, 2013

Ellen Reckhow, 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 the ____ day of August, 2013, to affix her signature to the foregoing document.

_____, Notary Public, 101 City Hall Plaza, Durham, NC 27701

My commission expires: _____

MEMORANDUM

TO: Technical Coordinating Committee (TCC) – DCHC MPO
FROM: Dale McKeel, Lead Planning Agency Staff
RE: Status of TIP Project EB-4707 – Old Durham-Chapel Hill Road
DATE: July 18, 2013

Introduction

Since 2005, work has been underway on a project to add bike lanes and sidewalks on both sides of Old Durham-Chapel Hill Road between Garrett Road in Durham and US 15-501 in Chapel Hill. The design has been complete for a couple of years.

The design for the project is based on the recommended cross-section in the *Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study*, which was adopted on February 8, 2006 by the DCHC Transportation Advisory Committee (TAC).

However, the Town of Chapel Hill is considering alternative designs for the project, primarily due to increased project costs, which increase the Town's local match requirement. The alternative designs being considered differ from the recommendations in the feasibility study

On the Durham side of the project (between Garrett Road and Pope Road), utility relocation and right-of-way acquisition were set to begin in May with construction to follow in 2014. Due to Chapel Hill's discussion, these activities have been put on hold.

Since the Town of Chapel Hill is considering alternative designs that differ from the cross section recommended in the adopted feasibility study, this matter is being brought to the TCC for discussion and to consider recommendations to the DCHC TAC.

Project Description

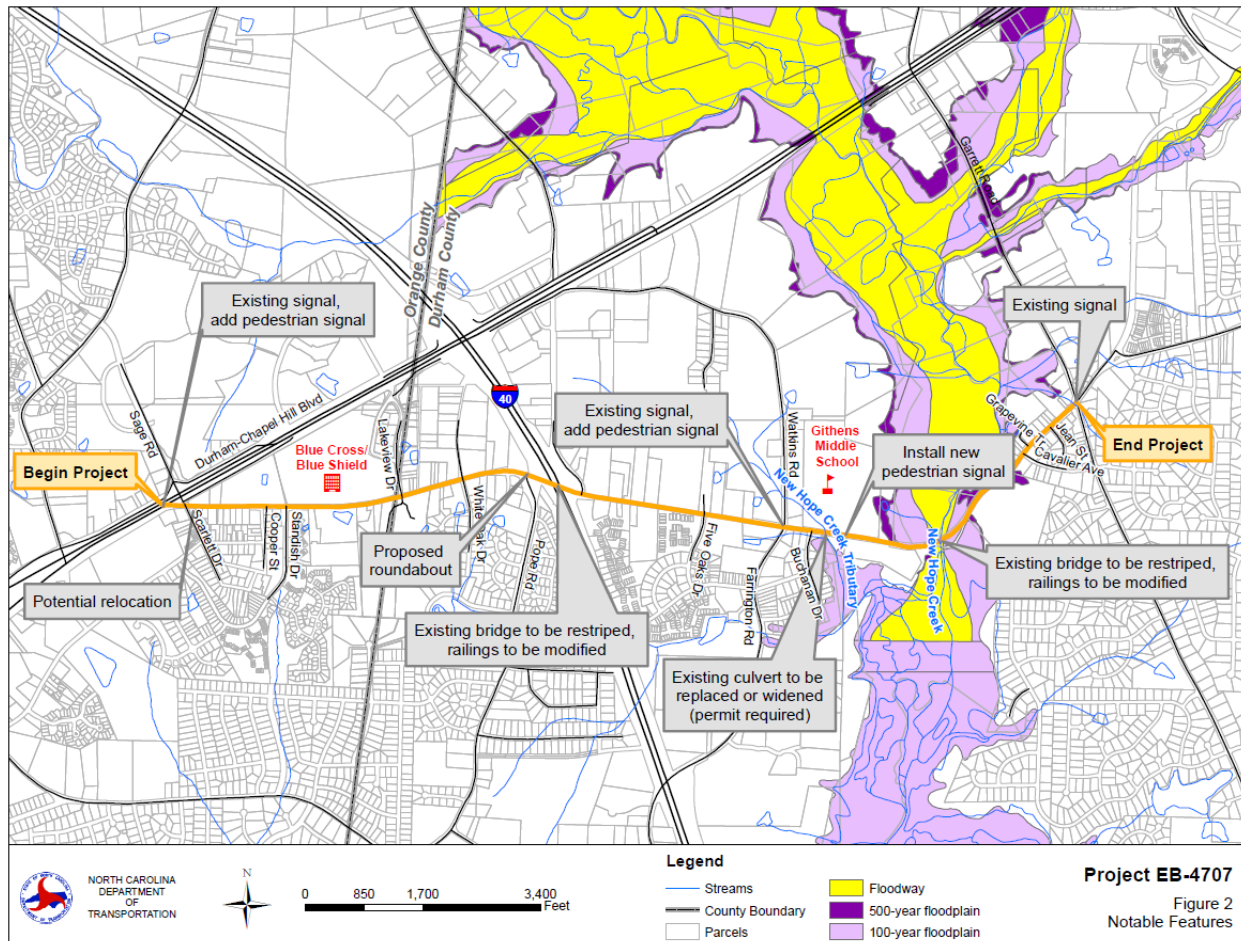
The Old Durham Road/Old Chapel Hill Road Project (TIP # EB-4707) will make improvements to a 2.7 mile corridor linking Durham and Chapel Hill, North Carolina. As currently designed, the project will add sidewalks and an on-road striped bike lane on both sides of the road, pedestrian signals at two signalized intersections (US 15-501 and Farrington Road), a new pedestrian signal at a crosswalk in front of Githens Middle School, bus stop improvements, intersection lighting, and a roundabout at the intersection with Pope Road.

History

Proposed improvements to Old Durham-Chapel Hill Road date back to at least 1993, when the road was identified as a key bicycle connection between Durham and Chapel Hill in the 1993

Regional Bicycle Plan for Durham and Orange Counties, prepared by the DCHC MPO. More recent project milestones include the following:

- April 15-16, 2005: Corridor feasibility study is begun with a two-day design charrette attended by more than 50 citizens, business owners, elected officials, and others.
- June 22, 2005: An open house is held for the public to view maps and provide feedback on the proposed bike and pedestrian improvements along the corridor.
- February 8, 2006: The Transportation Advisory Board of the Durham-Chapel Hill-Carrboro MPO adopts the *Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study*.
- February 2008: The City of Durham, the Town of Chapel Hill, and the N.C. Department Transportation (NCDOT) approve an inter-governmental agreement to jointly participate in the project design and construction. Consultant Kimley-Horn and Associates is selected to develop project designs.



- August 24, 2010: An open house / public information session was held to provide the public and businesses the opportunity to review the preliminary engineering design plans, provide feedback on the improvements, and discuss project. Around this same time, meetings occurred with one major employer and two neighborhood associations in the corridor to modify the design to address specific concerns.

Project Costs

In 2008, the total cost of the project was estimated to be about \$3.83 million, not including the roundabout at Pope Road. NCDOT allocated \$400,000 in STP Transportation Enhancement funds to the project. The DCHC MPO allocated \$2,742,400 in STP-DA funds, and Durham and Chapel Hill agreed to provide the 20 percent local match (\$685,600). The NC Board of Transportation later allocated \$250,000 toward the cost of the roundabout.

More recently, the project cost estimate has risen to about \$13 million dollars. While there has been an increase in the construction cost estimate, the bulk of the increase is due to the cost of utility relocations and right-of-way, which were significantly underestimated in the feasibility study. The Durham-Chapel Hill-Carrboro MPO has allocated additional funds to the project, and the City of Durham has funding to provide the 20 percent local match. However, the Town of Chapel Hill does not currently have the local match to proceed with the project.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: July 24, 2013

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

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

FY 2013-2014 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP –December 2012
- CTP Report and Maps – December 2013
- MPO Adopt CTP – June 2014
- NCDOT BOT – December 2014

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
Work Plan for Community Viz 2.0

Update of the MPO Public Involvement Policy

Update of the MPO Public Involvement to reflect Map 21

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

- Update of Title VI/ LEP/EJ plans

SE Data Update – Employment /Housing/Population Verification

Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

GIS Online/Data Management

MPO Congestion Management Process CMP

MPO Website Update

Triangle Regional Model Update

Map-21 Performance Measurement

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

Contract Number: C202436 **Route:** US-70, SR-1322
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3638, R-5164F
Length: 1.233 miles **Federal Aid Number:** BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS
(MAIN ST) FROM NINTH ST TO BUCHANAN ST.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC
Contract Amount: \$1,969,734.20 **Cost Overrun/Underrun:** 5.31%
Availability Date: 7/30/2012 **Letting Date:** 6/19/2012
Completion Date: 3/18/2014 **Work Began:** 9/17/2012
Revised Completion Date: **Estimated Completion:** 3/18/2014
Last Estimate Thru: 6/30/2013 **Scheduled Progress:** 48%
Last Estimate Paid: 7/9/2013 **Actual Progress:** 42.49%

Contract Number: C202507 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** R-2635, U-4763B
Length: 18.8 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: George C. Gibson, PE **RE Phone Number:** (919)836-4873
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO
NC-540.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: \$4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202875 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** I-5307, I-5310
Length: 17.133 miles **Federal Aid Number:** IM-0540(23)
Resident Engineer: Michelle H. Gaddy **RE Phone Number:** (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN
BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,384,157.45 **Cost Overrun/Underrun:** -3.82%
Availability Date: 2/27/2012 **Letting Date:** 1/17/2012
Completion Date: 11/15/2012 **Work Began:** 2/27/2012
Revised Completion Date: 4/4/2013 **Estimated Completion:** 6/30/2013
Last Estimate Thru: 6/22/2013 **Scheduled Progress:** 100%
Last Estimate Paid: 6/27/2013 **Actual Progress:** 98.14%

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

Length: 0 miles
Resident Engineer: Mark W. Luther, PE
Location Description: BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.
Type of Work: BRIDGE PRESERVATION
Contractor Name: NHM CONSTRUCTORS, LLC
Contract Amount: \$3,034,500.45
Availability Date: 10/1/2012
Completion Date: 7/21/2013
Revised Completion Date:
Last Estimate Thru: 6/15/2013
Last Estimate Paid: 6/20/2013
Federal Aid Number:
RE Phone Number: (919)220-4680
Cost Overrun/Underrun: 2.66%
Letting Date: 4/17/2012
Work Began: 10/1/2012
Estimated Completion: 7/21/2013
Scheduled Progress: 78%
Actual Progress: 71.78%

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: 6/30/2013
Last Estimate Paid: 7/9/2013
County: Durham
TIP Number:
Federal Aid Number:
RE Phone Number: (919)733-9499
Cost Overrun/Underrun: 1%
Letting Date: 7/17/2012
Work Began: 9/4/2012
Estimated Completion: 7/15/2013
Scheduled Progress: 100%
Actual Progress: 100%

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: 7/7/2013
Last Estimate Paid:
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: 0.75%
Letting Date: 11/20/2012
Work Began: 1/30/2013
Estimated Completion: 12/28/2015
Scheduled Progress: 34.35%
Actual Progress: 24.66%

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: 6/30/2013
Last Estimate Paid: 7/9/2013
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: 6.32%
Letting Date: 11/20/2012
Work Began: 3/18/2013
Estimated Completion: 8/12/2013
Scheduled Progress: 82%
Actual Progress: 86.04%

Contract Number: C203220	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
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 21.88 miles	Federal Aid Number:
Resident Engineer: Michelle H. Gaddy	RE Phone Number: (919)840-0914
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.	
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: CAROLINA SUNROCK LLC	
Contract Amount: \$4,789,367.50	Cost Overrun/Underrun:
Availability Date: 3/18/2013	Letting Date: 12/18/2012
Completion Date: 10/18/2013	Work Began: 7/12/2013
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C203273	Route: -
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 1.189 miles	Federal Aid Number:
Resident Engineer: E. Boyd Tharrington, PE	RE Phone Number: (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
Type of Work: DESIGN BUILD.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,800,000.00	Cost Overrun/Underrun:
Availability Date: 4/29/2013	Letting Date: 3/19/2013
Completion Date: 9/30/2016	Work Began:
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TCC 7/24/2013 Attachment 13

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	46%Complete 28% 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	23% Complete 22% 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	Anticipated 11/30/13	Yates Construction	91% Complete 100% 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; Start July 15	\$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 - provided by comp. of SW project 3607.3.09	\$75,000	Small Construction Funds

NCDOT DIV 7 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	10/17/2013	TBD		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	Fall 2013	TBD		Design in progress addressing town comments	\$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.)	6/15/2014	TBD		Alternate Design in progress	\$198,000	Spot Safety- State

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TCC 7/24/2013 Attachment 13

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
SS-4907 AP 43640.1.1 43640.2.1 43640.3.1	SS-4907AP - Orange - NC 86 (Martin Luther King Jr., Blvd.) and SR 1750 (Estes Drive) in Chapel Hill . Improve sight distance by cutting back the bank in the northeast quadrant of the intersection. Cyclists cannot see the cars at the stop bar and the motorists cannot see the cyclists.	9/1/2013	10/1/2013		District Design / NCDOT Work Forces Start Sep 1	\$25,600	Spot Safety
43687	Town of Carrboro - Radius improvements, high visibility crosswalks and pedestrian refuge island at the intersection of SR 1009 (Hillsborough Road), James Street (non system) & Quail Roost Drive (non system) in Carrboro .	7/22/2013	8/15/2013		District Design / Construction Summer 2013 by NCDOT Work Forces July 22	\$40,000	Small Construction Funds