

October 22, 2014  
9:00 a.m.

Committee Room  
2<sup>nd</sup> Floor Durham City Hall

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

#### **CONSENT AGENDA**

4. **Approval of August 27, 2014 TC Meeting Minutes**  
**Attachment 4**

A copy of the August 27, 2014 minutes is enclosed as Attachment 4.

**TC Action:** Approve minutes of the August 27, 2014 TC meeting.

5. **Approval of September 24, 2014 TC Meeting Minutes**  
**Attachment 5**

A copy of the September 24, 2014 minutes is enclosed as Attachment 5.

**TC Action:** Approve minutes of the September 24, 2014 TC meeting.

#### **ACTION ITEMS**

6. **North Carolina Strategic Transportation Corridor (STC)**  
**Attachment 6, 6A, 6B, 6C, 6D**  
**Andy Henry, LPA Staff**

The NCDOT has released the draft Strategic Transportation Corridors (STC) and requested comments by December 2, 2014. MPO staff recommends that the MPO request the addition of some roadways to the STC. At the next meeting, the Chatham Board of County Commissioners is expected to request the addition of US 15-501 to the STC. Attachment 6 is a short memorandum on the STC and staff recommendations. The following attachments are also available:

- 06A – STC Policy and Statewide map
- 06B – STC Questions and Answers
- 06C – STC Regional map

- 06D – STC Elements and Scoring

**TC Action:** Discuss the STC and recommend that the MPO Board request the addition of several roadways to the STC.

**7. Section 5339 Bus and Bus Facilities – Approval of the Program Management Plan (PMP)**

**Attachment 7**

**Meg Scully, LPA Staff**

MAP-21 introduced Section 5339 Bus and Bus Facilities program to replace Section 5309 to fund projects to replace, rebuild, and purchase buses and related equipment, and to construct bus-related facilities. DCHC-MPO has been authorized as the Designated Recipient (DR) for 5339 funds for the Durham UZA. Each DR is required to have an approved PMP that serves as the basis for FTA management reviews of the program and to describe the DR's administration of the program. This draft PMP has been reviewed by the Transit Subcommittee of the TC. Final PMP will be approved by the MPO Board and FTA.

**TC Action:** Recommend MPO Board approve Program Management Plan.

**8. Section 5339 Bus and Bus Facilities – Public Hearing and Approval for the Program of Projects (POP)**

**Attachment 8**

**Meg Scully, LPA Staff**

DCHC-MPO as Designated Recipient (DR) for Section 5339 funds for the Durham UZA has been apportioned \$818,583 in FFY13 and \$835,735 in FFY14. The MPO Board approved a sub-allocation of these funds to Chapel Hill Transit, Durham Area Transit Authority and Triangle Transit (June 12, 2013 and April 9, 2014). Draft guidance for the 5339 program was released by FTA on July 30, 2014. The guidance includes a requirement that DRs develop a POP and provide an opportunity for a public hearing to obtain the views of citizens. The MPO staff and the three transit providers developed the attached program of projects for the funding.

**TC Action:** Recommend MPO Board hold Public Hearing on, and approve, Program of Projects.

**9. FY16 Unified Planning Work Program (UPWP) Development Schedule**

**Attachment 9**

**Meg Scully, LPA Staff**

The DCHC MPO is required by federal regulation to prepare a UPWP each year that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Lead Planning Agency and jurisdictions that receive FHWA or FTA planning funds participate in the UPWP development process. This process schedule is dictated

by deadlines set by the funding agencies as well as the release of grant applications and funding levels.

TC Action: Review the FY16 UPWP Development Schedule

**10. FY 2012-2018 TIP Amendment #22**

**Attachment 10**

**Lindsay Smart, LPA Staff**

Amendment #22 to the FY 2012-2018 Transportation Improvement Program is creating a new project, "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements project #U-5550." This project has been requested by the Town of Chapel Hill and the STIP amendment will be on the NCDOT Board of Transportation meeting agenda for their November 2014 meeting. This project requires a 30-day public comment period by the DCHC MPO.

TC Action: Approve the release of Amendment #22 to the FY 2012-2018 Transportation Improvement Program for 30-day public comment period.

**REPORTS FROM STAFF:**

**11. Reports from Staff**

**Attachment 11**

**Felix Nwoko, LPA Staff**

TC Action: Receive report from staff

**12. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

TC Action: Receive report from TC Chair

**13. NCDOT Report**

**Attachment 13**

**Joey Hopkins, Division 5 – NCDOT**

**Mike Mills (Pat Wilson), Division 7 – NCDOT**

**Rob Stone (Darius Sturdivant), Division 8 – NCDOT**

**Julie Bollinger, Transportation Planning Branch – NCDOT**

**Kelly Becker, Traffic Operations – NCDOT**

TC Action: Receive report from NCDOT

**INFORMATIONAL ITEMS:**

**14. Light Rail and Our Transit Future Public Meetings**

**Attachment 14**

**15. Community Meetings for the Station Area Strategic Infrastructure Study**

**Attachment 15, 15A**

**16. Sharing the ride on NC transportation costs (NC Go opinion)**

**Attachment 16**

**Adjourn**

**Next Meeting: November 19, 2014**

**[www.dhcmpo.org](http://www.dhcmpo.org)**

**[www.twitter.com/dhcmpo](https://www.twitter.com/dhcmpo)**

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**TECHNICAL COMMITTEE**

**MEETING MINUTES**

**August 27, 2014**

The Technical Committee met on August 27, 2014 at 9:06 a.m. in the City Council Committee

Room on the second floor of Durham City Hall. The following attended:

- |                            |                                   |
|----------------------------|-----------------------------------|
| **Mark Ahrendsen           | City of Durham (TC Chair)         |
| **Tom Altieri              | Orange County                     |
| **Kelly Becker             | NCDOT – Regional Traffic          |
| **Julie Bollinger          | NCDOT – TPB                       |
| **David Bonk               | Town of Chapel Hill (TC CO-Chair) |
| **Joey Hopkins (Alternate) | NCDOT-Division 5                  |
| **Andy Henry               | DCHC MPO                          |
| **John Hodges-Copple       | Triangle J COG                    |
| **Ed Lewis (Alternate)     | NCDOT – Division 7                |
| **Bret Martin              | Orange County                     |
| **Patrick McDonough        | Triangle Transit                  |
| **Tina Moon                | Town of Carrboro                  |
| **Kumar Neppalli           | Town of Chapel Hill               |
| **Felix Nwoko              | DCHC MPO                          |
| **Pierre Osei-Owusu        | City of Durham – DATA             |
| **Liz Rooks                | Research Triangle Foundation      |
| **Scott Whiteman           | Durham City/County Planning       |
| **Laura Woods              | Durham City/County Planning       |
| Than Austin                | UNC                               |
| Ellen Beckmann             | City of Durham                    |
| Ellis Cayton               | RDU Airport Authority             |
| Alison Carpenter           | Duke University                   |
| Kosok Chae                 | DCHC MPO                          |
| Toni Glover                | DCA Transportation                |
| Brian Rhodes               | DCHC MPO                          |
| Meg Scully                 | DCHC MPO                          |
| Lindsay Smart              | DCHC MPO                          |

- \*\*Voting Member
- ^Temporary or Non-Voting Member
- Quorum Count: 20 of 22 Voting Members

Mark Ahrendsen, TC Chair, called the meeting to order at 9:06 a.m. The Alternate Voting

Members were identified and are indicated above.

**PRELIMINARIES:**

42 **Adjustments to the Agenda**

43 Mark Ahrendsen mentioned two adjustments to the agenda Item 8A is currently listed on web.

44 **Public Comments**

45 There were no comments from the public.

46 **CONSENT AGENDA:**

47 **Approval of July 23, 2014 TC Meeting Minutes**

48 **Approval of June 18, 2014 TC Meeting Minutes**

49 **Approval of May 28, 2014 TC Meeting Minutes**

50 Mark Ahrendsen motioned for approval of the minutes with the correction to the three sets  
51 of minutes. The correction is to remove the ethics reminder from the three sets of minutes. A  
52 motion was made by Ellen Beckmann for approval and seconded by Liz Rooks. The motion carried  
53 unanimously. Mr. Ahrendsen mentioned a difference in membership and the voting members in  
54 accordance with the MOU. Ellen Beckmann stated that Orange County now has a third  
55 representative.

56 **ACTION ITEMS:**

57 **TC Bylaws (Attachment 9)**

58 Mark Ahrendsen mentioned the name change from Technical Coordinating Committee to  
59 Technical Committee. Mark Ahrendsen spoke about the rotation of chairs. Ellen Beckmann stated  
60 that officers may now serve up to two consecutive terms. Ellen Beckmann states that Article 6 of the  
61 Bylaws state that we need to acquire at least two thirds of the affirmative vote of the voting  
62 members. Mark Ahrendsen motioned for approval of the Bylaws. A motion was made by David Bonk  
63 and was seconded by John Hodges-Copple. The motion carried unanimously.

64 **10. Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Grant Funding**

65 **Recommendations for FY 2015 and FY 2016 MPO Funding Cycle**

66 **Attachment 10, 10A**

67 Meg Scully states that the 5310 grant program which is intended to enhance mobility for  
68 seniors and persons with disabilities is being administered by the DCHC MPO. There has been  
69 appropriation of funding for FFY 2013 and FFY 2014. Meg Scully stated that applications were  
70 released and a workshop was held in late June, and applications were returned August 8, 2014. A  
71 draft of program projects was put together. Meg Scully asked that we refer to Attachment 10A which  
72 cites this information. Meg Scully stated that the action today will be to recommend approval of this  
73 to the MPO Board. The four applicants that were approved all received funding. Six percent was held  
74 by the MPO for administering the project and project implementation. Meg Scully stated that this is  
75 actually a DATA Grant. Andy Henry asked if there were any private applicants. Meg Scully replied  
76 that there were some private applicants but the criterion for receiving funding is quite difficult. Ellen  
77 Beckmann asked if there was anything cut or not funded. Meg Scully stated that essentially everyone  
78 was given one year of funding. Meg Scully stated that they will continue with the call for funding  
79 every two years. The plan for FY 2016 is that as soon as appropriations have been announced the  
80 plan is to try and hold the call earlier so that more time is allowed for planning for the fiscal year.  
81 Mark Ahrendsen motioned for the approval to the MPO Board the recommendation for Section 5310  
82 FY 2014 program of projects as presented. A motion was made by Pierre Osei-Owusu and seconded  
83 by Tom Altieri. The motion carried unanimously.

84 **11. FY 2012-2018 TIP Amendment #19-to include Section 5310 (Enhanced Mobility of Seniors and**  
85 **Individuals with Disabilities Program) FFY13 and FFY14 projects and DATA FFY14 5307 funded**  
86 **projects in TIP/STIP**

87 **Attachment 11**

88 Meg Scully states that this amendment includes the projects previously approved in the POP  
89 and TIP and STIP projects, but also includes DATA's 5307 full year funding in projects identified by

90 DATA. The information is included in the table as part of Attachment 11. Felix Nwoko asks that both  
91 attachments 11 and 12 be combined. Mark Ahrendsen motioned for approval of amendment 19  
92 including both attachments 11 and 12 as identified. A motion was made by Liz Rooks and seconded  
93 by Pierre Osei-Owusu. The motion carried unanimously.

94 **12. FY 2012-2018 TIP Amendment #20-to include revised STP-DA and TAP funding based on new**  
95 **policy and formula**

96 **Attachment 12, 12A, 12B**

97 Ellen Beckmann stated this is the next step for call for projects FY 2015 and FY 2016. The MPO  
98 Board approved the policy last month. Ellen Beckmann referred to the table provided in the  
99 attachment. The information depicted in the table provides the status of STPDA Funding in FY 2014.  
100 David Bonk suggested that there are a few projects that may need to be shifted to FY 2015. David  
101 Bonk stated that there is a difference of opinion of when a project has been obligated. John Hodges -  
102 Copple requests clarification of the T-2 column. Ellen Beckmann replied that the column is a part of a  
103 phase. John Hodges-Copple stated that he believes there is a gap between the education and  
104 communication piece and is uncertain if there is a solution. Patrick McDonough concurs. Mark  
105 Ahrendsen stated that there are a variety of reasons and factors as to why a project can fall behind.  
106 CAMPO offers one example of how projects are tracked and moved forward. John Hodges-Copple  
107 suggests that we may need to look at how CAMPO categorizes projects even though they're on a  
108 larger scale. Joey Hopkins, NCDOT- Division 5 stated CAMPO spends a large amount of money and  
109 feels it's a bit overkill. Joey Hopkins also stated that CAMPO requires any applicant to go through  
110 mandatory training. There is a training session being held today and a staff representative must be  
111 on hand to be considered for funding. Mike Neese and other NCDOT representatives are on hand to  
112 help go through the required training. Joey Hopkins states that they obligate funding in phases. Ellen  
113 Beckmann stated that the amount of federal funding availability isn't the reason for any of these

114 projects being behind. Ellen Beckmann stated that DCHC MPO is probably the only MPO that doesn't  
115 spend STP-DA funds on highway projects which puts more of a burden on local government. Mr.  
116 Ahrendsen stated that perhaps we should suggest to the LPA Staff to bring up the points suggested  
117 by Joey and John to better help us manage this program. Ellen Beckmann stated that going along  
118 with David Bonks suggestion to move The Friday Center Drive Project to FY 2015 would require an  
119 amendment to this item. The second part of the item is determining what to do with the funds for FY  
120 2015 and FY 2016. A similar process was followed for this amendment as well. Ellen Beckmann stated  
121 that the Morgan Creek Greenway Project is the only project to be funded in this TIP amendment.  
122 Both the UPWP and TIP amendment will be done at the same time. David Bonk inquired about the  
123 thirty percent inflation. It was suggested that the inflation serves to consider changes in project cost  
124 estimates over time. Mark Ahrendsen made a motion to recommend amendment #20 to the MPO  
125 Board. A motion was made by David Bonk and seconded by Patrick McDonough. The motion carried  
126 unanimously. John Hodges-Copple requests that there be a verification of some type for local funding  
127 for FY 2015 projects.

128 **13. DRAFT DCHC MPO MOBILITY REPORT CARD**

129 **Attachment 13**

130 Lindsay Smart provided a copy of the PowerPoint developed by Renaissance Planning. Lindsay  
131 Smart stated that some of the chapters are still under development. Lindsay Smart stated that this is  
132 the first ever mobility report card for the entire MPO area. The report card examines and measures  
133 vehicular, transit, bicyclist, and pedestrian travel. The last measure was conducted for years 2003  
134 through 2005 in only Chapel Hill and Carrboro. David Bonk asked if the data used was just through  
135 year 2011. Felix Nwoko replied by saying yes and stated this was a benchmark of data collected. Felix  
136 Nwoko stated that the LPA staff was trying to determine how many people were being pushed  
137 through the corridor.. Lindsay Smart stated that this document is a work in progress. The

138 recommendation for today is to understand that this is a working document and that the final  
 139 chapter is currently being developed by the LPA Staff, also noting that a subcommittee needs to be  
 140 formed. David Bonk suggests that we need to look beyond the subcommittee meeting. Ellen  
 141 Beckmann wants to know how the information presented is going to be used. John Hodges-Copple  
 142 stated that we need to bring in the most recent evidence and use it where we can. Felix Nwoko  
 143 stated that the plan is to present the data to the subcommittee for review prior to coming to the  
 144 MPO Board for approval. Felix Nwoko stated that the plan is to do a mobility report card every two  
 145 years. It was noted that some of the jurisdictions need to be clarified. David Bonk suggested that a  
 146 meeting be scheduled. It was determined that a meeting would be held on Wednesday, September  
 147 03, 2014 at 3:00 p.m. Lindsay Smart stated that she would provide an email reminder as well as send  
 148 out a link to the full document which includes the Executive Summary.

149 **REPORTS FROM STAFF:**

150 **Reports from Staff (Attachment 14)**

151 Felix Nwoko mentioned the allocation of funding for FY 2015 Regional Freight Plan. Felix  
 152 Nwoko stated that funds have been programmed for FY 2015 for the UPWP transition plan. Felix  
 153 stated that the certification process would be in March or April of 2015. David Bonk requested  
 154 clarification as to when comments were due regarding an email previously sent related to the 15-501  
 155 South draft report. Lindsay Smart stated that the comments were due by Friday, August 29, 2014.  
 156 David Bonk suggested that it was time to schedule another Oversight Committee Meeting. Felix  
 157 Nwoko reported that we received the Smart Growth Award from USDOT. The award amount is  
 158 \$50,000. Andy Henry stated that the CTP Subcommittee Meeting would be held August 28, 2014 at  
 159 1:00 p.m.

160 Reports from staff are attached.

161 **Report from the Chair**

162 Mark Ahrendsen stated that the NC Rail Forum was going to be held on September 24, 2015.

163 **NCDOT Reports (Attachment 16)**

164 Joey Hopkins, NCDOT Division 5, stated that Wally Bowman would be retiring effective  
165 October 1, 2014. Joey Hopkins stated the East End Connector bid was now open. Bidding will open  
166 October 21, 2014 and hopefully work will begin sometime next year. David Bonk questioned the  
167 timeline for reimbursement of funds for the Ephesus and Fordham Road Projects. Ed Lewis, NCDOT  
168 Division 7, stated that there needed to be at least a phone conversation with Mike Stanley. Lindsay  
169 Smart stated that she would help to facilitate a meeting with the two divisions. Lindsay Smart  
170 introduced Alison Carpenter as a voting member representing Duke University.

171 **INFORMATIONAL ITEMS:**

172 There were no informational items.

173 **Adjournment**

174 There being no further business before the Technical Committee, the meeting was adjourned  
175 at 10:54 a.m.

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**TECHNICAL COMMITTEE**  
**MEETING MINUTES**  
**September 24, 2014**

The Technical Committee met on September 24, 2014 at 9:06 a.m. in the City Council Committee Room on the second floor of Durham City Hall. The following attended:

- \*\*Mark Ahrendsen City of Durham (TC Chair)
- \*\*Tom Altieri Orange County
- \*\*Than Austin UNC Transportation
- \*\*Kelly Becker NCDOT – Regional Traffic
- \*\*Julie Bollinger NCDOT – TPB
- \*\*Margaret Hauth Town of Hillsborough
- \*\*Joey Hopkins (Alternate) NCDOT-Division 5
- \*\*John Hodges-Copple Triangle J COG
- \*\*Tasha Johnson City of Durham Public Works
- \*\*Bret Martin Orange County
- \*\*Patrick McDonough Triangle Transit
- \*\*Tina Moon Town of Carrboro
- \*\*Kumar Neppalli Town of Chapel Hill
- \*\*Pierre Osei-Owusu City of Durham – DATA
- \*\*Hillary Pace Chatham County Planning
- \*\*Liz Rooks Research Triangle Foundation
- \*\*Mila Vega (Alternate) Chapel Hill Engineering
- \*\*Linda Thomas Wallace Durham County Access
- \*\*Scott Whiteman Durham City/County Planning
- \*\*Laura Woods Durham City/County Planning
- \*\*Ellen Beckmann City of Durham
- \*\*Aaron Cain Durham Planning
- \*\*Alison Carpenter Duke University
- Kosok Chae DCHC MPO
- Toni Glover DCA Transportation
- Wesley Parham City of Durham Transportation
- Brian Rhodes DCHC MPO
- Andy Henry DCHC MPO
- Meg Scully DCHC MPO
- Lindsay Smart DCHC MPO
- Felix Nwoko DCHC MPO
- \*\*Voting Member
- ^Temporary or Non-Voting Member
- Quorum Count: 20 of 22 Voting Members

43 John Hodges-Copple in the absence of Mark Ahrendsen, TC Chair, called the meeting to order  
44 at 9:06 a.m. The Alternate Voting Members were identified and are indicated above.

45 **PRELIMINARIES:**

46 **Adjustments to the Agenda**

47 John Hodges Copple stated that we would make a minor adjustment to the normal reading of the  
48 Action Items by alternating items 5 and 6. Andy Henry stated that there were extra slides for the  
49 presentation not listed in the packet.

50 **Public Comments**

51 There were no comments from the public.

52 **CONSENT AGENDA:**

53 **Approval of July 23, 2014 TC Meeting Minutes**

54 Mark Ahrendsen asked for a motion to approve the minutes with the correction to the three  
55 sets of minutes. The correction is to remove the ethics reminder from the three sets of minutes. A  
56 motion was made by Ellen Beckmann for approval and seconded by Liz Rooks. The motion carried  
57 unanimously. Mr. Ahrendsen mentioned a difference in membership and the voting members in  
58 accordance with the MOU. Ellen Beckmann states that Orange County now has a third  
59 representative.

60 **ACTION ITEMS:**

61 **6. Comprehensive Transportation Plan (CTP) Update**

62 **Attachment 6**

63 Andy Henry stated that today's presentation would be a dry run. Andy Henry also noted that  
64 he would like to take today's presentation to the MPO Board for the October board meeting. At that  
65 time the presentation would be introducing the CTP and background and the November MPO Board  
66 meeting they would have a deficiency analysis. This presentation will provide an update and schedule

67 for the CTP based on subcommittee meetings. The CTP shows the existing and the planned facilities.  
 68 The CTP has to be approved by the MPO Board as well as NCDOT. Ellen Beckmann stated that  
 69 projects should be in the MTP to get consideration for points, mainly because of prioritization. This  
 70 CTP is just for the DCHC MPO planning area. There may be some disagreements between DCHC MPO  
 71 and NCDOT. The CTP includes a problem statement that describes why improvements are needed. A  
 72 subcommittee meeting is scheduled for October 15, 2014. The deficiency analysis goes to the MPO  
 73 Board in November, in March we come back with alternatives. A draft CTP is planned for June, 2015.  
 74 The deficiency analysis and alternatives will be released to the public for comments but only the  
 75 draft CTP will have the usual workshops at different locations. John Hodges-Copple inquired about  
 76 the problem statement and purpose and need in relation when you start building something. Andy  
 77 Henry replied by stating that the problem statement is probably further back in the planning stage  
 78 while the purpose and need is when you're ready to put a project in the TIP. Brett Martin asked that  
 79 access management be addressed in the final CTP.

80 Andy Henry stated that the Strategic Transportation Corridor is to be released on October 3,  
 81 2014 and feedback is due by November 3, 2014. The current plan is to request sixty days for review.  
 82 The formal recommendation for today is to recommend presentation to the MPO Board and that the  
 83 MPO Board request that NCDOT have a sixty-day comment period to review the STC. The motion  
 84 was made by Laura Woods and seconded by Bret Martin. The motion carried unanimously.

85 **5. FY 2012-2018 TIP Amendment #21**

86 **Attachment 5, 5A, 5B**

87 Lindsay Smart stated that there are three attachments for this amendment. Three of the  
 88 projects are being amended based on the new STPDA Funding Policy and moving unobligated 2014  
 89 projects to future years. A memo is provided describing the amendment. Ellen Beckmann stated that  
 90 she feels there is some outstanding local discretionary funding for Chapel Hill. Lindsay Smart stated

91 that she has requested the up-to-date STIP database from DOT. Once this item is received Lindsay  
 92 will be able to provide updated funding information. Ellen Beckmann stated that they are basically  
 93 programming Durham’s money for the next four or five years. A motion was made by Pierre Osei-  
 94 Owusu and seconded by John Hodges-Copple to recommend that the MPO Board approve the  
 95 recommendation for amendment #21. The motion carried unanimously.

96 **7. NCDOT Feasibility and Environmental Studies**

97 Attachment 7

98 Julie Bollinger, PE, NCDOT delivered a presentation on Feasibility and Environmental Studies  
 99 in the DCHC MPO Area. Her complete presentation is available on the DCHC MPO website. Felix  
 100 Nwoko asked what is the role of the MPO in local area studies and corridor or feasibility studies?  
 101 Julie said it depends on the project. Andy Henry said that the typically LPA staff meets with NCDOT in  
 102 the beginning of a project and is invited to review and provide comments on before the project  
 103 starts, for traffic forecasts, and the final recommendation. He suggested that projects in the  
 104 presentation be prioritized for presentation to the MPO Board because it might be a lot of  
 105 information for the MPO Board to digest all at once. Patrick McDonough asked that transit level of  
 106 service and safety, and the MPO role be added to these studies. John Hodges-Copple: requested  
 107 updated slides from Julie Bollinger. Lindsay Smart will follow up and get the most up-to-date PPT  
 108 slides. Ellen Beckmann asked if the MPO needs to lobby to get projects into the work plan. It seems  
 109 like some projects move forward more quickly to construction because the feasibility and  
 110 environmental studies are already in progress or finished. Andy believes the MPO should request  
 111 that the NDDOT begin feasibility and environmental studies now for projects that scored well in SPOT  
 112 prioritization. Felix Nwoko says that he has had consultants call him for data for projects the MPO  
 113 was not aware were even happening.

114

115 **REPORTS FROM STAFF:**

116 **8. Reports from Staff**

117 **Attachment 8**

118 Felix Nwoko reminded the TC that the MPO Board requested an update from each agency about  
 119 any efforts to implement Complete Streets. Lindsay Smart stated that you can provide information by  
 120 email, memo, or you can give an informal update to the MPO Board, emphasizing that the process  
 121 would be a very informal one.

122 **9. Report from the Chair**

123 There was no report from Chair

124 **10. NCDOT Report**

125 **Attachment 10**

126 Joey Hopkins, NCDOT-Division 5, stated that in addition to the East End Connector project,  
 127 there are two other large projects with bids due in October. There was a request from the  
 128 contractors to delay the bid date for the East End Connector to November to give contractors an  
 129 opportunity to provide their most competitive bid. If they could have until November, the two other  
 130 large projects will be past due and contractors could focus their best efforts on the East End  
 131 Connector project. Additionally, if they didn't get one of the other projects, it would make them a bit  
 132 more competitive on the East End Connector. The idea is to get more competitive bids.

133 **INFORMATIONAL ITEMS:**

134 Joey Hopkins stated that on September 25, 2014 at 10:00 p.m. UNC TV would be airing a  
 135 documentary on transportation history in NC. The documentary focuses on transportation back in  
 136 the Colonial days up to the present. Joey Hopkins mentioned the Governor's 25 year Vision Plan and  
 137 proposal to issue bonds to fund the acceleration of highway projects and eliminate a construction  
 138 gap caused by the end of the equity formula projects and the new STI projects. The main idea is the

139 recognition that transportation can stimulate the economy. Several members voiced a concern that  
140 the bond funding might be spent on mediocre projects that did not score well in the STI system.

141 **Adjournment**

142           There being no further business before the Technical Committee, the meeting was adjourned  
143 at 11:07 a.m.

## Strategic Transportation Corridors

### DCHC MPO Comments

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#### Background

The purpose of the Strategic Transportation Corridors (STC) is to identify a network of high-priority transportation corridors that the state intends to preserve at a high level of functionality and place high a priority on planning and long-term improvements. The NCDOT has drafted the STC, which will replace the Strategic Highway Corridors (SHC), and has requested comments by December 2, 2014. MPO staff participated in a May 2014 workshop to review the draft STC and evaluation criteria.

#### Evaluation Elements

The NCDOT defined the STC by analyzing four elements that correspond with the Corridor goals:

- System Connectivity
- Mobility
- Activity Center Access
- End-to-End Corridors

#### MPO Considerations

The MPO should consider three points in making comments on the STC:

1. Funding – The STC designation could possibly provide a funding advantage in the future. The STC policy states that “at this time” there is no consideration for STC facilities to have a spending priority. That policy could be easily changed by the N.C. General Assembly and implemented through the SPOT prioritization program.
2. Local Control – MPO staff believe that the NCDOT will want to have more control of the cross-section and access of STC facilities. The policy frequently includes the words “preservation,” “protection” and “highest practicable access management.”
3. Adding STC Facilities – If the MPO wants to recommend the addition of a facility (e.g., roadway) to the STC, the justification should be based on the four evaluation elements identified above.

## MPO Comments

The MPO staff recommends adding the following facilities to the STC:

1. US 70 (from I-85 to I-540)
2. Future East End Connector
3. NC 147 (from the future East End Connector to NC 540)

Staff also expects the Board of County Commissioners from Chatham County to take action a few days before the TC meeting to recommend that the STC include US 15-501 north of Pittsboro.

## Attachments

- 06A – STC Policy and Statewide map
- 06B – STC Questions and Answers
- 06C – STC Regional map
- 06D – STC Elements and Scoring

## North Carolina Strategic Transportation Corridor Policy

### Preamble

The North Carolina Department of Transportation has as its stated Mission “*Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina.*” This Mission and associated system delivery Goals of ensuring traveler safety, promoting efficient movement of people and goods, and preserving its infrastructure investment require that the Department conduct sound planning that advances critical transportation facilities and services that are needed to support the State’s long-term economic prosperity goals. In pursuit of these goals, NCDOT has identified a network of Strategic Transportation Corridors and has adopted this Strategic Transportation Corridors Policy to guide transportation planning and project development efforts and to support realization of Governor McCrory’s *25-Year Vision for North Carolina*.

The intent of this Policy is to update the Strategic Highway Corridor policy adopted by the Board of Transportation on September 2, 2004, consistent with direction provided by the Board in 2012 by adopting the NC Statewide Transportation Plan (the 2040 Plan).

It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of high priority strategic transportation corridors which will form the state’s core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state’s highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.

The Strategic Transportation Corridors that are defined by this policy are dynamic and intended to support the highest level of transportation needs. They can and will be amended as conditions change. It is not intended that this policy will restrict transportation system improvements and investments needed to address local or smaller regional needs. Rather, their identification is intended to recognize their importance and the need for their protection as regional transportation and land use plans consider local land access and mobility needs.

### Strategic Corridors Vision

It is the Board of Transportation’s vision that North Carolina should have an identified network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

### Strategic Corridors Goals

In adopting this Policy, the Board establishes the following goals for North Carolina’s Strategic Transportation Corridors:

1. **System Connectivity:** *Provide essential connections to national transportation networks critical to interstate commerce and national defense.*
2. **Mobility:** *Facilitate significant inter-regional movements of people and goods across the state.*
3. **Economic Prosperity:** *Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.*

**Policy**

It is the policy of the NCDOT to place highest priority in the planning and long-term improvement implementation on establishing a network of safe, highly reliable, and efficient multimodal Strategic Transportation Corridors. These Corridors, as identified through a coordinated planning process, are intended to support the economic prosperity goals of the State of North Carolina by enhancing the multimodal mobility function of critical transportation facilities, and are incorporated into this Policy as depicted in Exhibit 1.

For purposes of this policy, the Department of Transportation shall:

1. As quickly as practicable, work with regional planning partners to prepare Strategic Transportation Corridor vision plans that reflect consistent, corridor-long performance standards that take into account regional and statewide characteristics and needs in terms of mobility, operational performance, safety, and physical condition, and that establish consistent, high-level facility-types and operating standards for each Strategic Transportation Corridor.
2. Within the context of regional Comprehensive Transportation Plans, establish that for identified Strategic Transportation Corridors, preservation of inter-regional, long-distance travel needs into and through the region should take priority over direct land access and local travel patterns.
3. In managing highway elements of individual Strategic Transportation Corridors, apply the highest practicable access management provisions to promote operational efficiencies and safety, and to enhance the movement of people and freight on primary corridor facilities.
4. Preserve and support prior project development decisions that have been based on identified Strategic Highway Corridors (as those highways were established by prior Board of Transportation policy action). Such project development decisions include but are not limited to, environmental studies, purpose and need determinations, screening of alternatives, travel corridor or mode definitions, or identification of environmental impacts and mitigation. It is not the intent of the Strategic Transportation Corridors policy to replace, modify, or negate any ongoing or prior project development decisions that include or reference the components of the Strategic Highway Corridor policy. Such ongoing or prior project development decisions shall remain valid and are incorporated into the Strategic Transportation Corridors Plan by reference.

Adopted by the Board of Transportation on \_\_\_\_\_.

**Exhibit 1**  
**NC Strategic Transportation Corridors**

**DRAFT**  
9/16/2014



**Identification of Potential Strategic Transportation Corridors**

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

NCTM STC Map Proposed Corridors.mxd AUG 16 16:2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)			
A (US74W)	F (I73/Future I73)	K (US421/NC87)	P (US70E/NCRR)
B (US441)	G (I77)	L (US1)	Q (I40)
C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64W/NC49)
D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)
E (US421W)	J (US29N/NS)	O (US17)	T (I95/CSX)
			U (US74W/US74E/Future I74)
			V (US264E)
			W (US401/NC24/US258)
			X (US258/NC11/US13)
			Y (US158)

**STRATEGIC TRANSPORTATION  
CORRIDORS**

 NC Seaports  
 NC Int'l or Major Freight Airports

**MAP 4**

## NC Transportation Network/Strategic Transportation Corridors Regional Meetings/Statewide Webinar Comment Responses September 2014

In a series of eight meetings across North Carolina and one statewide webinar in May and June 2014, the NC Department of Transportation presented the draft recommended Strategic Transportation Corridors (STC) network. NCDOT received more than 120 individual comments and questions at the forums and in subsequent written comments received by the Department. Many of the comments and questions were similar. The individual comments and questions have been compiled and incorporated into the 19 questions shown below.

The comments prompted the study team to re-evaluate various aspects of the system connectivity, mobility, and economic prosperity elements and the associated maps from which the STC were identified. Overall, minor adjustments were made to the STC. Three changes are worthy of note:

1. Eliminating the ranking and stratification of corridors into either regional or statewide significance;
2. Updating the system connectivity, mobility and economic prosperity map criteria to incorporate missing elements, such as railroad lines as an element of freight mobility, the port at Greer, SC, and major industrial developments and to recognize the importance considering transportation investment needs in the state's more economically depressed Tier 1 counties
3. As a result of adjusting the economic prosperity criteria and the criteria application, adding US 158 in northeast North Carolina; extending the Jacksonville to Greenville corridor along NC 11 north to US 64; and extending the US 321 corridor in Ashe County into eastern Tennessee.

The specific question responses follow.

1. **Question: What is the overall point of STC, how will they be used, and what is the funding plan for the STC?**

**Response:** In identifying a network of Strategic Transportation Corridors, NCDOT is establishing those transportation facilities deemed to be critical for achieving the State's economic development goals. This effort is a follow-up to the 2040 Statewide Transportation Plan (2040 Plan) adopted by NCDOT in 2012. The 2040 Plan recommended that the Strategic Highway Corridors (SHC) network adopted in 2004 be updated to reflect multiple transportation modes and changes in North Carolina's transportation demands. The STC is a planning tool intended to help the state identify critical travel sheds within its system. It will serve local planners by letting them know what corridors the state sees as necessary to preserve for connectivity, mobility and economic prosperity purposes.

The STC represent critical transportation corridors throughout the state, but there are no specific improvements recommended within any of the corridors. Therefore, there is no "funding plan" for the STC. While any facility, such as a highway, rail line, or airport, is eligible for funding through NCDOT's normal project funding process, there is no special consideration given to the STC in setting spending priorities.

2. **Q: NCDOT has been using the SHC for planning and project development purposes. Why didn't the study evaluate all 55 SHC previously used by NCDOT for long-range planning?**

R: The STC process was designed to analyze the transportation system with a fresh set of eyes, based on goals, objectives, and criteria consistent with NCDOT's current overall goals and objectives. As such, this process did not start with the 55 SHC, nor were they specifically evaluated during this effort. The STC process involved identifying those corridors that best support the three transportation goals of system connectivity, mobility and economic prosperity. The result was the identification of 25 corridors considered critical for achieving those goals.

**3. Q: How do the STC consider multiple modes in setting corridor recommendations?**

R: In defining the STC, any transportation facility that met the goals of improving system connectivity, enhancing movement of high volumes of people or goods, and promoting broad economic prosperity was considered for inclusion. This was meant to recognize that an optimum strategic network would contain corridors that provide multimodal opportunity for mobility and economic development. Rail lines are incorporated into the corridors shown, and activity and movements at airports and ports also were incorporated into the corridor recommendations.

**4. Q: Why do the STC only focus on existing corridors and exclude future new location routes?**

R: NCDOT generally considers that North Carolina's transportation system is a mature system, accessing most areas of the state with at least basic services. In question is not the need for more miles of highway or rail, or more airports or seaports, but rather the types of service, in terms of speed or reliability that the system provides. Certainly there are some exceptions, primarily where cooperative initiatives with our neighboring states are involved such as with proposed high speed rail to Virginia, or expanded interstate highways, but even those are more about improving existing highways than building new ones.

**5. Q: How do the STC reflect future conditions, such as population growth, or new activity centers and economic development projects?**

R: The Governor's Logistics Task Force (GLTF), which conducted a review of the state's freight logistics needs to maintain and enhance economic activity, identified in its *Seven Portals Study* a series of "logistics villages" that could be hubs of future economic development activity. These hubs are anticipated to be in areas of current rapid population growth, as well as in areas where natural resources, transportation infrastructure, or industrial attractors provide opportunity for such projects. The Seven Portals study evaluated the readiness of about three dozen potential development sites for potential and readiness for development. The Strategic Corridors study team used that evaluation prepared for the GLTF to identify about two dozen logistics villages with development potential in the future. The NCTN/STC study considered the vicinity of these logistics villages as population and employment growth areas.

**6. Q: Do the corridors consider the NC Department of Commerce's designation of economically depressed areas (Tier 1) and consider that transportation improvements are needed in these areas to create significant activity centers?**

R: Responsive to comments received during public review of the draft STC, NCDOT revised the economic prosperity criteria used to define STC to identify principal transportation facilities providing access and mobility to counties identified as being Tier 1 counties. For example, US 158 traversing northeast North Carolina was identified as a critical facility for providing access to jobs or for improving prospects for new industrial locations.

**7. Q: In considering mobility needs, how were traffic volumes for rural and urban areas used?**

R: A basic consideration in identifying the STC network was ability of transportation facilities to move large volumes of people or goods across longer distances. NCDOT’s statewide travel demand model was used to identify high volume rural or urban/suburban highways. For the rail system, rail tonnage data developed by the GLTF in preparing the *Maritime Strategies Report* was used to identify high volume rail lines critical to North Carolina businesses.

**8. Q: How did the mobility needs map allow for significant traffic increases during peak tourist seasons?**

R: Concern was expressed by commenters that the average daily traffic data generated by NCDOT’s statewide travel demand model would not adequately recognize the heavy peak tourist season traffic experienced in areas such as the Outer Banks or the Great Smoky Mountains National Park and Cherokee, and by extension the mobility challenges of those areas. While it is recognized that traffic “peaking” in these areas is not fully captured in the average daily traffic data generated by the model, the areas most likely to experience high seasonal traffic variation as well as high tourism activity are identified as primary tourism activity centers, and key access routes to those areas have been identified.

**9. Q: What are prosperity zones and what was the study attempting to gauge with them?**

R: The NC Department of Commerce established eight prosperity zones in the state. The zones are administrative regions designed to help coordinate economic development activities across a number of state agencies and geographic regions. The STC effort used the prosperity zone boundaries as the basis of identifying where stakeholder meetings for the study would take place. The study also used data from the Department of Commerce within those administrative regions to help define some elements of the economic prosperity goal and sought to consider needed connectivity between the zones as an element of the nominated STC.

**10. Q: Why were sales receipts used instead of visitor counts to identify economic activity centers, since sales receipts favor urban areas?**

Study metrics were vetted with the leaders of NCDOT departments; an Advisory Group made of up transportation and planning agency representatives; and leaders of business, tourism and economic development organizations. These stakeholders determined that visitor counts at major destinations did not provide an adequate measure of overall tourism activity and that sales receipts within NC counties would provide a better picture of the economic impact and potential of tourism activity.

**11. Q: Is more information available about the details of the scoring process and the rationale for the stratification of corridors into statewide or regional categories? (Specific question about the scoring process included a request to explain how truck traffic was incorporated.)**

R: This question pertained to the rating of nominated STC in stratifying them as corridors of either statewide or regional significance. As a result of comments received during the review process, NCDOT has decided not to pursue this stratification, thereby making it unnecessary to provide scoring details.

**12. Q: How was North Carolina’s agricultural economy considered in identifying the STC?**

R: Agricultural activity was not specifically considered in defining STC elements.

**13. Q: Is the data that was used to identify STC elements available?**

R: The final STC report will include data used in developing the connectivity, mobility and economic prosperity maps. The final report will be available online.

**14. Q: Will you incorporate missing elements identified during the stakeholder involvement process, such as rail lines, inland ports, hurricane evacuation routes, and shallow draft inlets?**

R: Following the public meetings, the study team reviewed all comments and considered whether elements, such as those mentioned in the question, had been overlooked or should be added based on refinements of the STC identification criteria. As a result, some elements, such as the Wanchese Seafood Industrial Park and the Greer, SC inland port, were added as activity centers. Hurricane evacuation routes have not been added as STC elements. The study team also conferred with NCDOT's Rail Division to ensure that strategic rail segments were included. During this effort, it was recognized that every roadway leading inland from the coast is a hurricane evacuation route, with no roadway corridor being strategically more important than another.

**15. Q: How will NCDOT ensure consistency with adjacent states' strategic corridors?**

R: In developing the STC, consideration has been given to strategic corridor planning in adjacent states. Virginia has a well-defined system of "Corridors of Strategic Significance," and South Carolina has identified multiple strategic corridors within their definitions that connect to North Carolina. These were considered in identifying NC transportation elements that met the connectivity goal, but North Carolina's STC do not attempt to match adjacent states' strategic corridors.

**16. Q: How does STC relate to funding projects under the state's Strategic Transportation Investments (STI) process now and in the future?**

R: There is no direct or regulatory relationship between the STC and STI at the current time. STI is about funding allocations for NCDOT's six-year work program, while the STC are about establishing consistency in long-range planning for broad corridors. Scoring of projects under STI is very prescriptive according to HB 817, which created the initiative. Neither STI scoring or the project prioritization process are impacted for proposed projects located on the STC. Similarly, in defining the STC network, no consideration has been given to whether a project on the STC would be eligible for funding under STI. In order for the STC to influence or be a part of the STI process, amendments to the STI legislation would be required.

**17. Q: How will identification of strategic corridors be helpful to MPOs and RPOs assuming all of the STC end up on the STI statewide tier?**

R: As stated earlier, there is no direct relationship between STC and STI, nor does STC recommend specific transportation improvements, therefore one should not assume that the STC will end up on the statewide tier. Since the STC effort is a broad planning tool identifying the state's critical transportation corridors for preserving connectivity, mobility and economic prosperity throughout the state, MPOs and RPOs should consider the STC as they develop local transportation plans to ensure consistency with the statewide perspective provided by the STC.

**18. Q: How will the STC be updated and is there a process in place for making changes or amendments?**

R: NCDOT anticipates periodic updates to the STC, although a timeline for regular updates has not been established. Procedures for amending the STC will be included in the final report for the STC study.

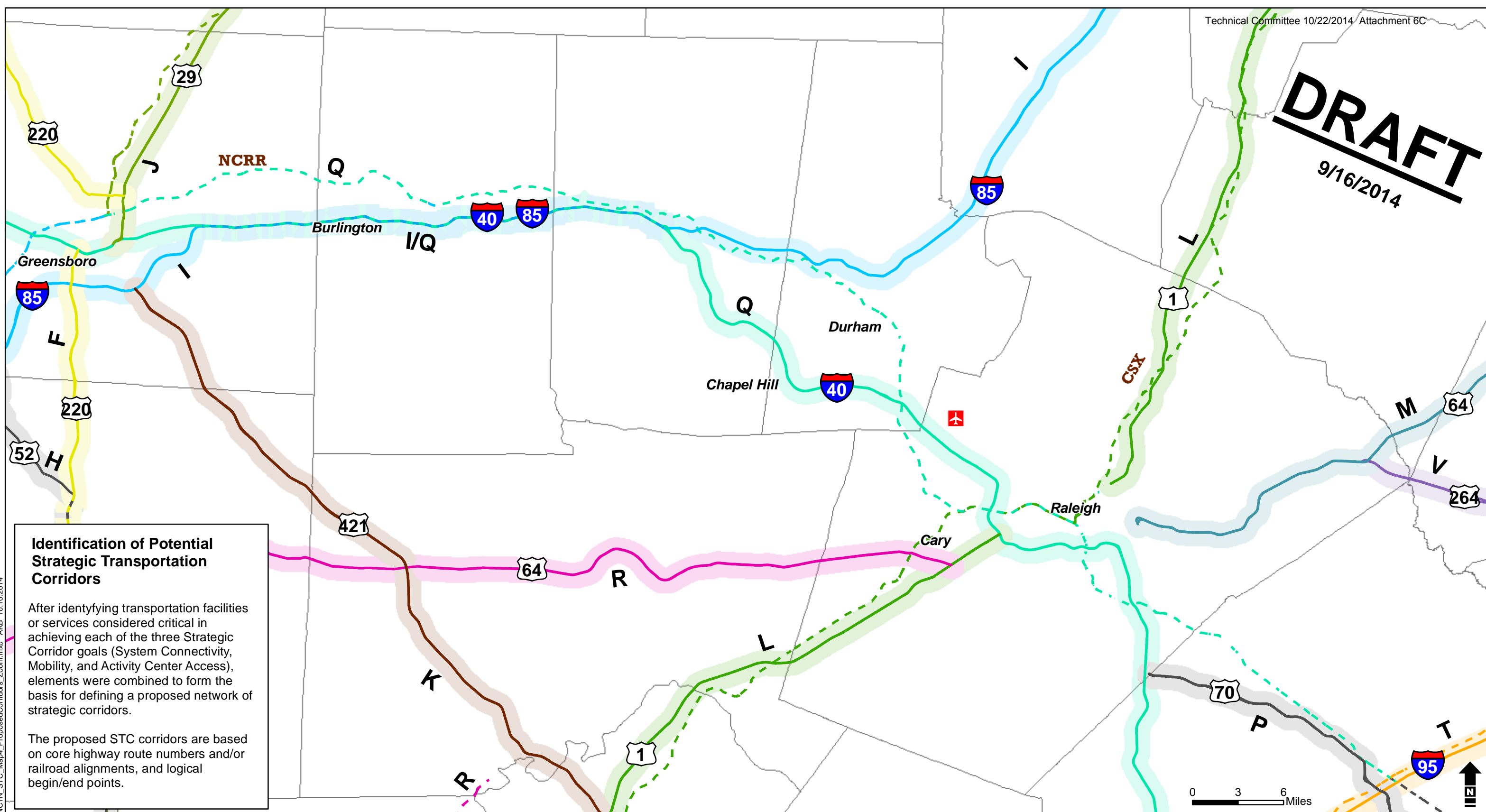
**19. Q: How has NCDOT taken into consideration the suggestions made that specific corridors be added to the STC network?**

R: Following the public comment period, NCDOT's study team reviewed all comments made at the meetings or subsequently in writing. This included 50 comments regarding missing corridors. Based on the comments received, the criteria that were the basis for STC identification were reviewed to determine whether they should be refined to recognize the services provided by missing corridors. An example of this is the consideration given to the transportation needs of Tier 1 counties discussed in Question 6, above, and as a result, some transportation elements, such as US 158 in northeast NC, were added to the criteria maps and to the STC.

**FINAL 10/03/14**

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9/16/2014



**Identification of Potential Strategic Transportation Corridors**

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

NCTN\_STC\_Map4\_ProposedCorridors\_Zoom.mxd AKB 10.10.2014



Source: NCOneMap, NCDOT GIS, ESRI

**Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)**

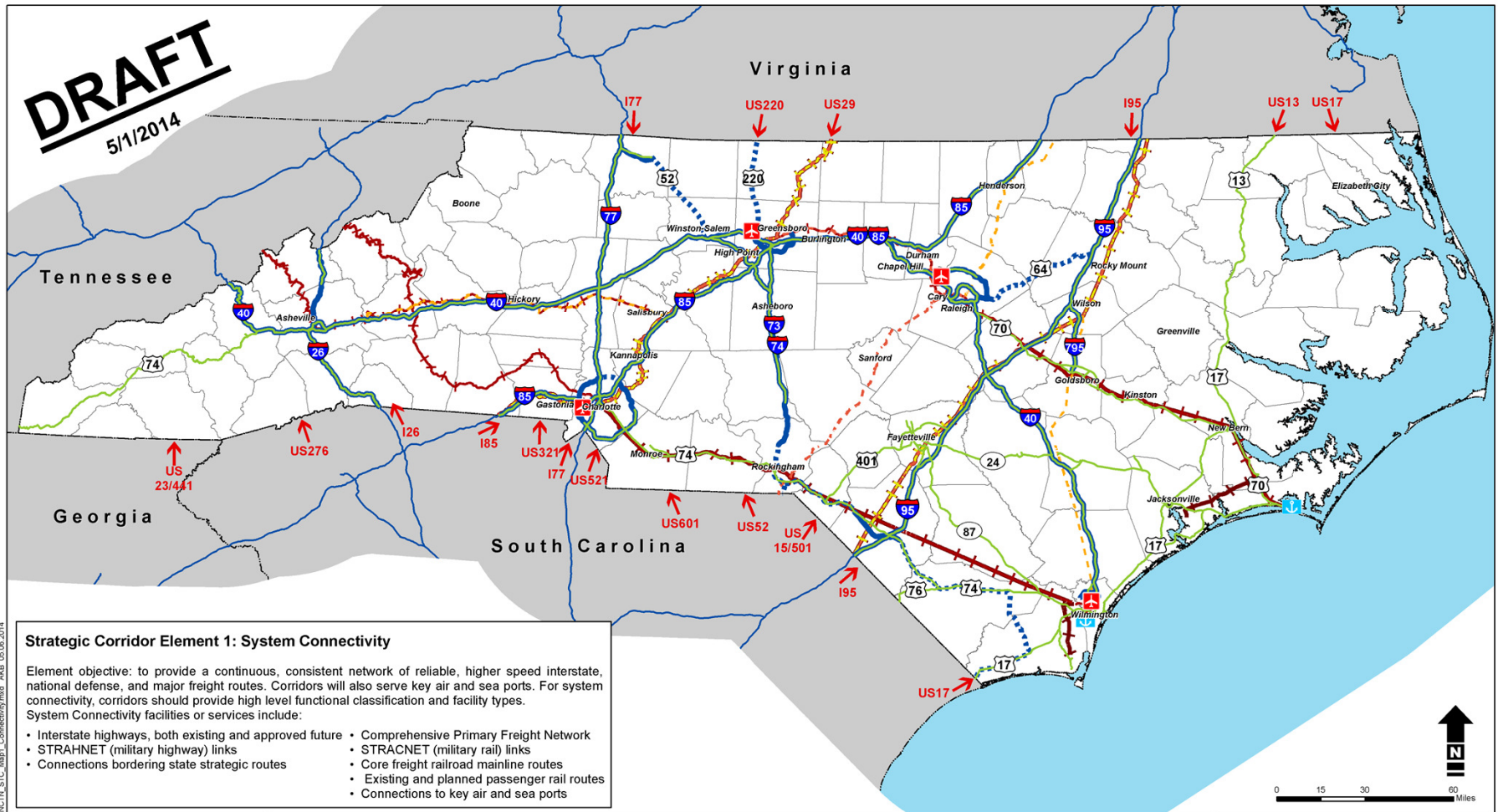
A (US74W)	F (I73/Future I73)	K (US421/NC87)	P (US70E/NCRR)	U (US74W/US74E/Future I74)
B (US441)	G (I77)	L (US1)	Q (I40)	V (US264E)
C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64W/NC49)	W (US401/NC24/US258)
D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)	X (US258/NC11/US13)
E (US421W)	J (US29N/NS)	O (US17)	T (I95/CSX)	Y (US158)

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION CORRIDORS**

# SYSTEM CONNECTIVITY

**DRAFT**  
5/1/2014



**Strategic Corridor Element 1: System Connectivity**

Element objective: to provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. Corridors will also serve key air and sea ports. For system connectivity, corridors should provide high level functional classification and facility types. System Connectivity facilities or services include:

- Interstate highways, both existing and approved future
- STRAHNET (military highway) links
- Connections bordering state strategic routes
- Comprehensive Primary Freight Network
- STRACNET (military rail) links
- Core freight railroad mainline routes
- Existing and planned passenger rail routes
- Connections to key air and sea ports

NCTL\_STC\_Map\_SystemConnectivity.mxd ANB 05/09/2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Legend

**Highway Elements**

- Interstate Highways (Inside NC)
- Future Interstate Highways
- Interstate Highways (Outside NC)
- STRAHNET (Military Hwy)

**Rail Elements**

- STRACNET (Military Rail)
- Existing Passenger Rail
- Planned Passenger Rail
- Core Freight RR Mainline
- Secondary Freight RR Mainline

**Other Transportation Elements**

- NC Seaports
- NC Int'l or Major Freight Airports
- Connections from Out-of-State Strategic Corridors

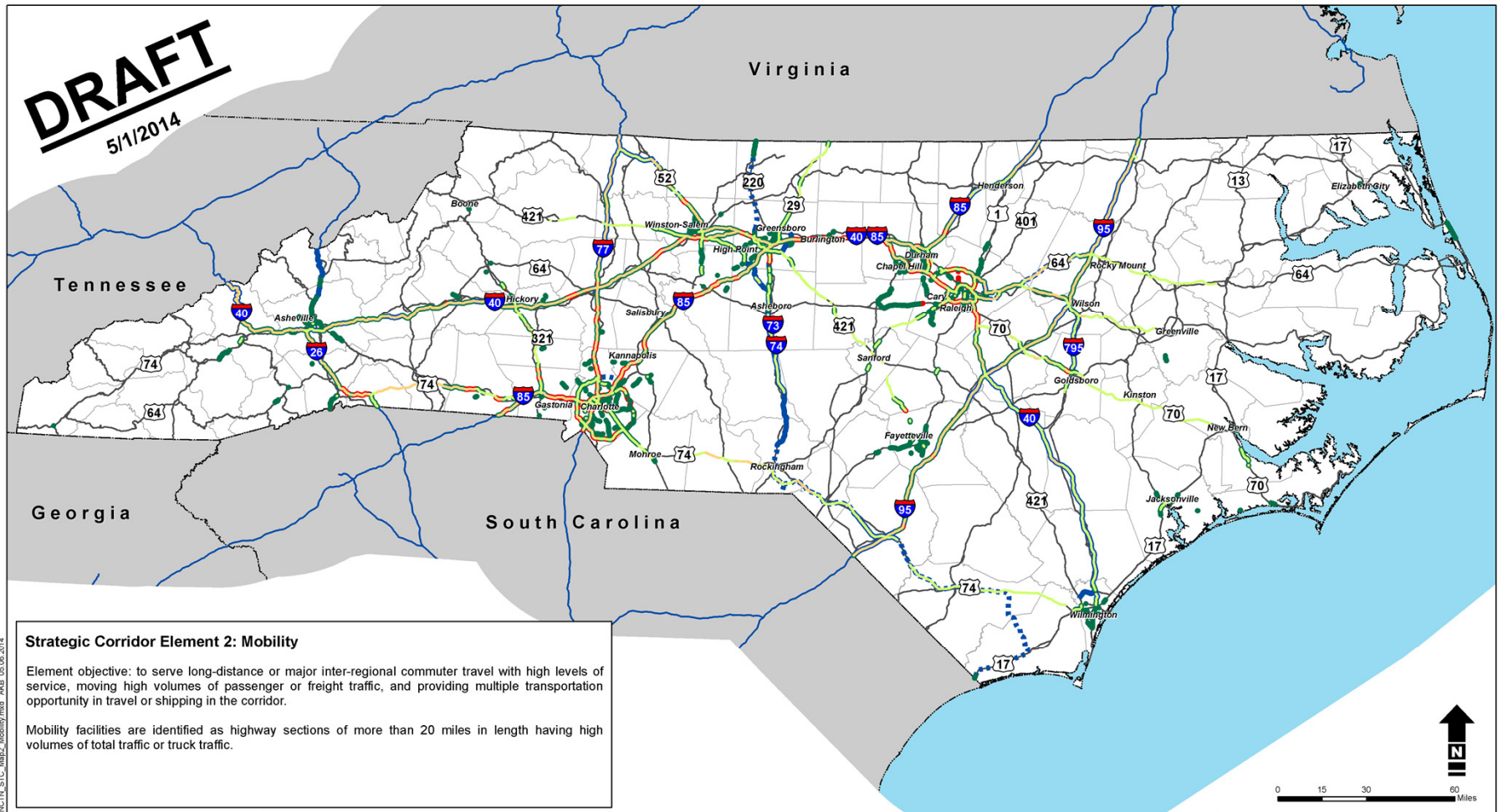
**STRATEGIC TRANSPORTATION  
CORRIDORS**

**SYSTEM CONNECTIVITY ELEMENTS**

MAP 1

# MOBILITY

**DRAFT**  
5/1/2014



**Strategic Corridor Element 2: Mobility**

Element objective: to serve long-distance or major inter-regional commuter travel with high levels of service, moving high volumes of passenger or freight traffic, and providing multiple transportation opportunity in travel or shipping in the corridor.

Mobility facilities are identified as highway sections of more than 20 miles in length having high volumes of total traffic or truck traffic.

NCTD\_STC\_Map2\_Mobility.mxd AMB 05/02/2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI, NCSTMT

Legend

**High Volume Highways: Vehicles or Trucks per Day**

- High Volume Traffic (Urban: >50k; Rural: >25k)
- Medium Volume Traffic (Urban: 30k-50k; Rural: 15k-25k)
- High Volume Truck (Urban: >5k; Rural: >3k)
- Medium Volume Truck (Urban: 2.5k-5k; Rural: 1.5k-3k)

- Interstate Highways (Inside NC)
- Interstate Highways (Outside NC)
- - - Future Interstate Highways
- Lower Volume US Routes

NOTE: Daily traffic volumes are Annual Average Daily Traffic from NC Statewide Travel Demand Model.

**STRATEGIC TRANSPORTATION  
CORRIDORS**

**HIGH VOLUME MOBILITY ELEMENTS**



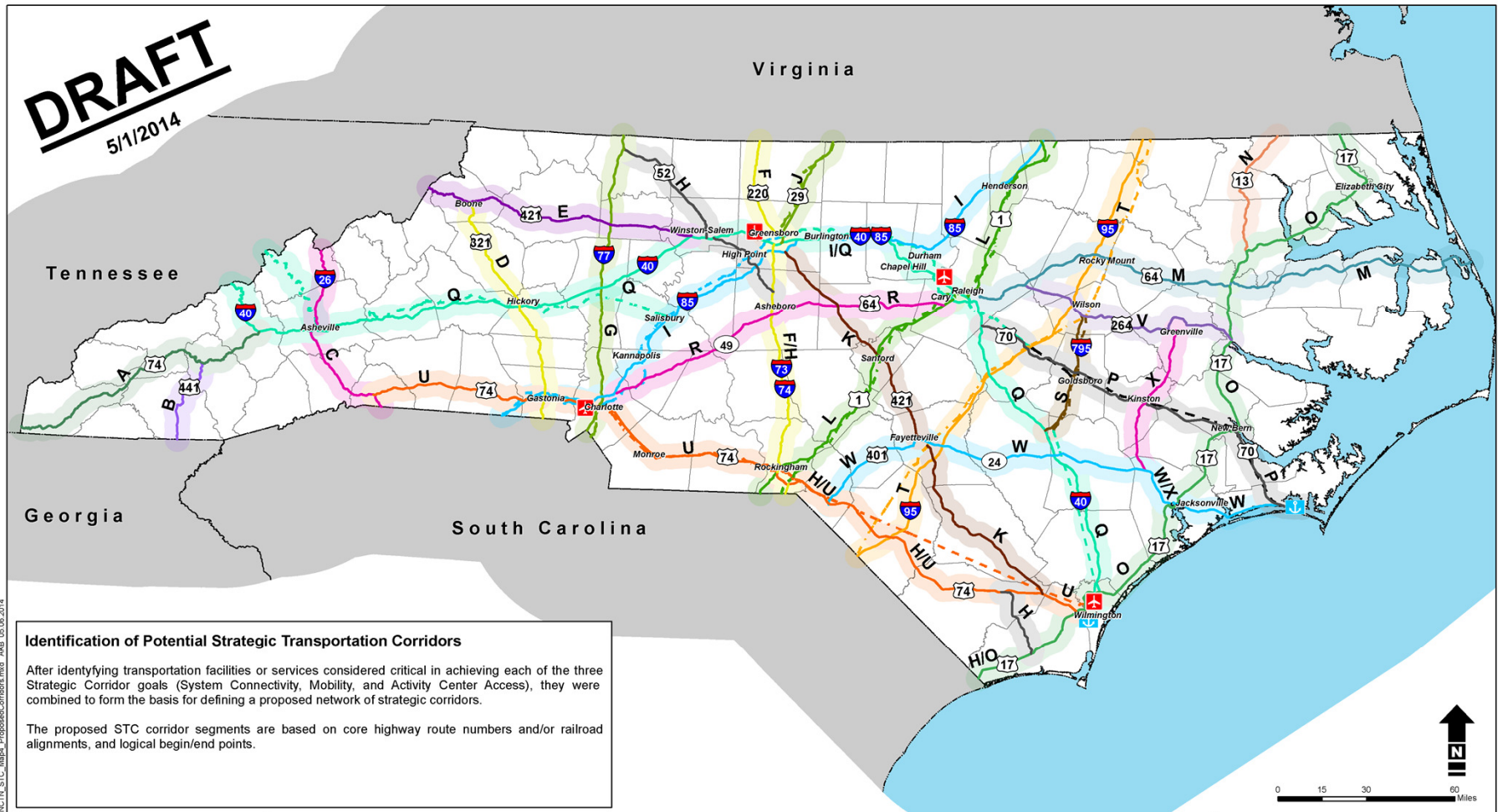
0 15 30 60 Miles

MAP 2



# END-TO-END CORRIDORS

**DRAFT**  
5/1/2014



**Identification of Potential Strategic Transportation Corridors**

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), they were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridor segments are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

NCTL\_STC\_Map\_ProposedCorridors.mxd ANB 05/08/2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Proposed STCs (solid = highway; dashed = rail)			
A (US74)	F (I73/Future I73)	K (US421/NC87)	P (US70)
B (US441)	G (I77)	L (US1)	Q (I40)
C (I26/US23)	H (I74/Future I74)	M (I495/US64)	R (US64/NC49)
D (US321)	I (I85)	N (US13)	S (I795/US117)
E (US421W)	J (US29N)	O (US17)	T (I95)
			U (US74W/US74E/Future I74)
			V (US264)
			W (US401/NC24/US258)
			X (US258/NC11)

**STRATEGIC TRANSPORTATION  
CORRIDORS**

NC Seaports  
 NC Int'l or Major Freight Airports

**PROPOSED CORRIDORS**



MAP 4

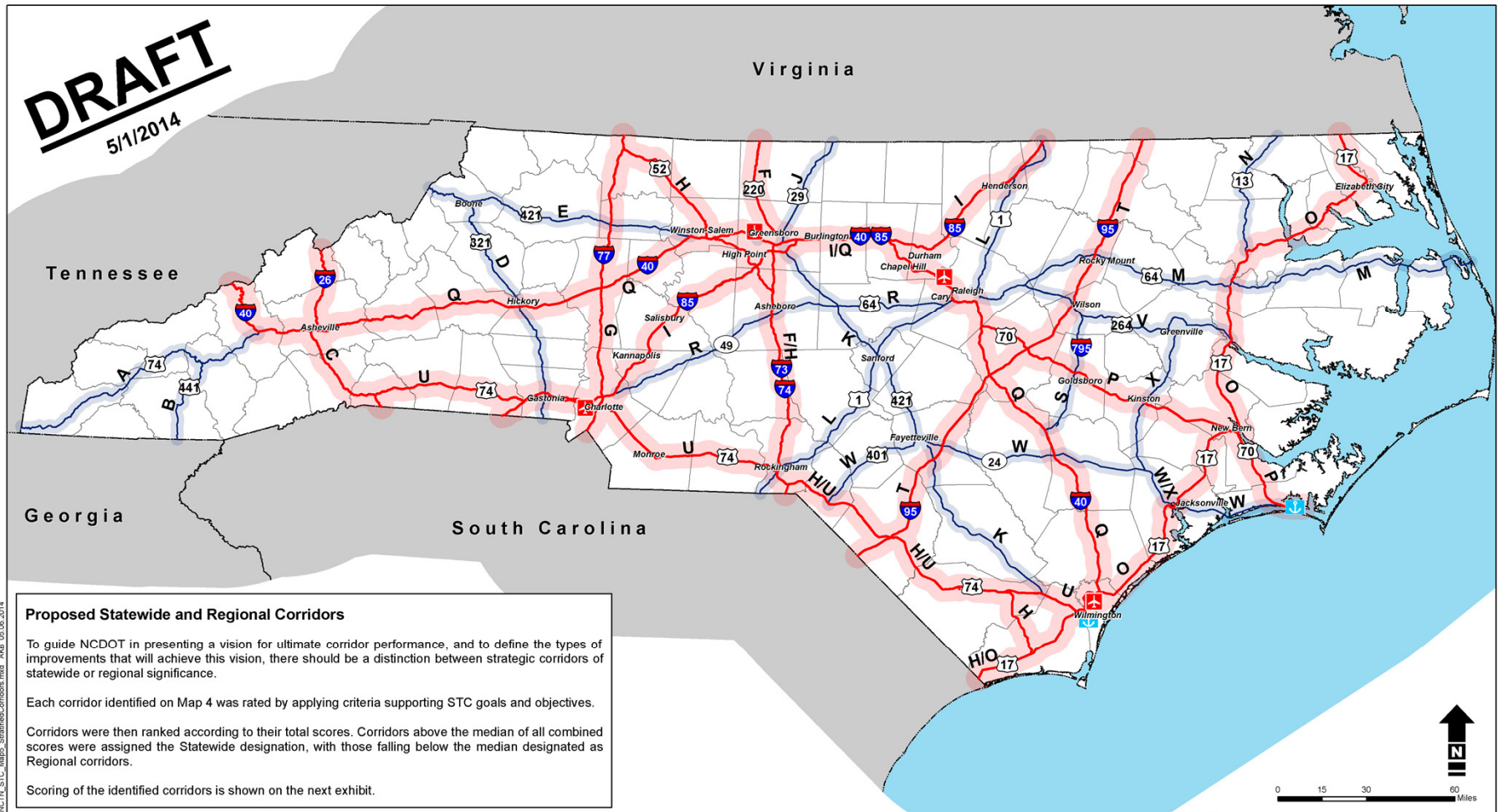
# SCORING SHEET

Corridors				Corridor Scoring			TOTAL CORRIDOR SCORE
ID	Name	Begin Point	End Point	System Connectivity	Mobility	Economic Prosperity	
I	I-85	SC State Line	VA State Line	10	8	8	26
Q	I-40	TN State Line	Wilmington	7	9	10	26
T	I-95	SC State Line	VA State Line	9	9	7	25
U	US 74 W/US 74 E /Future I-74	I-26	Wilmington	7	6	7	20
G	I-77	SC State Line	VA State Line	4	7	7	18
H	I-74/Future I-74	I-77	SC State Line (Brunswick Co.)	4	6	8	18
C	I-26/US 23	GA State Line	TN State Line	4	6	7	17
P	US 70	I-40 (Raleigh)	Morehead City Port	3	3	9	15
O	US 17	SC State Line	VA State Line	4	2	8	14
F	I-73/Future I-73	SC State Line	VA State Line	4	4	6	14
M	I-495/US 64	I-40 (Raleigh)	Outer Banks	4	3	6	13
K	US 421/NC 87	I-85 (Greensboro)	US 74	5	3	5	13
L	US 1	SC State Line	VA State Line	3	3	6	12
W	US 401/NC 24/US 258	I-74	US 70 (Morehead City)	4	2	6	12
J	US 29 N	VA State Line	Greensboro	6	4	2	12
S	I-795/US 117	I-95 (Wilson)	I-40	3	4	4	11
V	US 264	US 64	US 17 (Washington)	1	3	7	11
D	US 321	SC State Line	TN State Line	2	3	6	11
A	US 74	TN State Line	I-26 (Asheville)	4	1	6	11
R	US 64/NC 49	I-40 (Raleigh)	I-85 (Charlotte)	4	1	5	10
X	US 258/NC 11	US 17 (Jacksonville)	US 264 (Greenville)	2	1	5	8
E	US 421 W	TN State Line	I-40 (Winston-Salem)	2	1	5	8
B	US 441	GA State Line	US 74	2	1	4	7
N	US 13	US 17	VA State Line	4	1	2	7

Statewide Corridors  
Regional Corridors

# STRATIFIED CORRIDORS

**DRAFT**  
5/1/2014



**Proposed Statewide and Regional Corridors**

To guide NCDOT in presenting a vision for ultimate corridor performance, and to define the types of improvements that will achieve this vision, there should be a distinction between strategic corridors of statewide or regional significance.

Each corridor identified on Map 4 was rated by applying criteria supporting STC goals and objectives.

Corridors were then ranked according to their total scores. Corridors above the median of all combined scores were assigned the Statewide designation, with those falling below the median designated as Regional corridors.

Scoring of the identified corridors is shown on the next exhibit.

NCTL\_STC\_Map5\_StratifiedCorridors.mxd AIG 05/06/2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- Statewide Proposed STCs
- Regional Proposed STCs

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION  
CORRIDORS**

**STRATIFIED CORRIDORS**

**MAP 5**

# Program Management Plan (PMP)

## FTA Section 5339 Grant: Bus and Bus Facilities Program

### Background and Overview

In accordance with the Federal Transit Administration's (FTA) proposed Circular 5100.1, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham to solicit, select, award, and administer all funds. As the designated recipient of the *Section 5339 Bus and Bus Facilities Program*, the funds are awarded through the City of Durham (as the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) Lead Planning Agency (LPA)) to qualified public agencies and private non-profit transportation service providers in the Durham Urbanized area. The funds come from the FTA to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, thus allowing grantees to address replacement and capital expansion needs.

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). The goal of DCHC-MPO is to help improve or enhance transportation services for residents in the portions of the Durham Urbanized Area in Durham, Orange and Chatham Counties. The DCHC-MPO is the planning and administrative entity that oversees all MPO transportation planning functions. It is also the designated recipient and administrator for the Durham UZA 5339 funds.

### Program Goals and Objectives

The primary goal of the Program Management Plan is to document DCHC MPO's 5339 program objectives, policies, procedures, and administrative requirements, in a form readily accessible to potential sub-recipients, recipient staff, FTA, and the public. FTA has defined the goal of the 5339 program, in the Circular FTA C5100.1; "to assist eligible recipients in replacing, rehabilitating, and purchasing buses and related equipment; and to construct bus-related facilities, thus allowing grantees to address replacement and capital expansion needs."

### Roles and Responsibilities

FTA apportions Bus Program funds for urbanized areas to the State and designated recipients, which are responsible for receiving and apportioning FTA funds to eligible projects, and applying for funds on behalf of all eligible sub-recipients within the applicable urbanized area or rural areas. FTA will apportion the funds to existing Section 5307 or new 5339 designated recipients for large urbanized areas and to the States for all areas under 200,000. The State or designated recipient has the principle authority and responsibility for administering Bus Program funds. There are no other eligible direct recipients for the Bus Program under MAP-21.

The City of Durham is the designated recipient of the Section 5339 Grant on behalf of the DCHC-MPO. Every year, the DCHC-MPO will allocate the relevant apportionment among sub-recipients based on local needs and arrangements. As the Lead Planning Agency (LPA), the DCHC MPO will determine the sub-area allocation fairly and rationally through a process based on local needs, agreeable to the designated recipient, and approved by the MPO Board. The LPA will also assume the primary responsibilities associated with grant administration, including, but not limited to:

1. Documenting procedures in a Program Management Plan;
2. Notifying eligible local entities of funding availability;
3. Providing FTA with documentation to show how the 5339 allocation will be split among sub-recipients;
4. Certifying allocations of funds are made on a fair and equitable basis;
5. Submitting all 5339 Program of Projects (POPs) and grant applications/reports to FTA;
6. Developing the Transportation Improvement Plan (TIP) and include the 5339 POP in the TIP;
7. Informing the public of 5339 funds availability, publish the POP, provide opportunity for a public hearing, and make the final POP available to the public;
8. Ensuring that all sub-recipients comply with Federal requirements;
9. Establishing and notifying FTA of all written pass-through agreements with sub-recipients;
10. Managing all aspects of grant administration, distribution, and oversight for sub-recipients.

#### Technical Subcommittee

The DCHC MPO draws upon a technical subcommittee to assist in the development and implementation of the 5339 Program of Projects. The subcommittee represents a wide variety of special needs transportation interests, and is comprised of the following types of agencies:

- MPO Technical Committee –Transit Subcommittee
- Public Transit agencies

#### Coordination

Section 5339 Grant funding must be implemented effectively and efficiently. One way to provide quality service under these constraints is to coordinate agencies and projects. Proposed projects will be evaluated based on their ability to coordinate with transportation services assisted with other Federal sources, long-range transportation plans, and the 3-C transportation planning process. Operators of public transportation, such as Chapel Hill Transit, Durham Area Transit Authority, Triangle Transit Authority, and Orange Public Transit will be included in all coordination efforts.

#### Eligible Sub-recipients

The Section 5339 Grant funds have two eligible sub-recipients: private non-profits and public agencies engaged in public transportation. The DCHC MPO will allocate 5339 funds to fixed route providers, which are also direct recipients for the FTA 5307 grant.

**Please Note:** All organizations receiving 5339 funds **must** have a Data Universal Numbering System (DUNS) registration number. This is a nine-digit identification number that provides a unique identification for business entities. Applicants that do not currently have a DUNS number can obtain one for free from Dun and Bradstreet ([www.dnb.com](http://www.dnb.com)). It takes about five weeks to receive the DUNS number after all the information is entered.

Types of eligible agencies:

- **Private non-profit organizations.** A non-profit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be non-profit and for which the designated State agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization;
- **Public Agencies** engaged in public transportation.

#### Local Share and Local Funding Requirements

The 5339 grant program requires a local match to ensure projects are 100% funded. The FTA's contribution varies according to project type (please see below). Non-DOT funds and local and private funds can be used as the local match. All sources of local match must be identified and assurances must be provided that adequate local funds will be available at the time federal funds are drawn down.

Funds can be used to support:

- Capital Projects – 80% Fed/20% Local Match
- ADA or CAA<sup>1</sup> compliant vehicles – 85% Fed/15% Local Match
- ADA or CAA vehicle-related equipment (on/attached to the vehicle) – 90% Fed/ 10% local
- Bicycle Facilities<sup>2</sup> (bicycle access projects or portions thereof) – 90% Fed/ 10% local

Some examples of sources of local match which may be used for any portion of local shares include:

- State or local appropriations from revenue bonds;
- Cash from non-governmental sources other than revenues from providing public transportations services;
- Other non-DOT Federal funds eligible to be expended for transportation;
- Revenue from a service agreement with state or social service agency;
- Non-farebox revenue (advertising, concessions, or mandatory institutional fees);
- Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital;
- Alternative financing (for major capital projects) that combine multiple, nontraditional sources of funding and include 5339 grant funding.

#### Project Selection Criteria and Method of Distributing Funds

##### POP Development and Approval Process

Project funds will be awarded through a non-competitive selection process. Public transit agencies will be provided a proposed split sub-allocation and have the opportunity to review it every year. The split is approved by the MPO Board. Every other year, beginning in 2014, the MPO will develop a Program of Projects (POP) and complete a project application in TEAM for two years of funding.

<sup>1</sup> CAA is the Clean Air Act of 1990

<sup>2</sup> Bicycles are not an eligible capital expense, only bicycle access related infrastructure.

A POP is a list of projects proposed by the designated recipient to be funded from the UZA's Section 5339 apportionment. The POP includes a description of the projects, including any sub-allocation among public transportation providers, total project costs, local share, and Federal share for each project.

The POP will consist of projects submitted by the agencies to which an allocation has been approved. Transit agencies will submit their project application to the MPO to provide project scope and budget. DCHC MPO will draft the 5339 POP for review by the Technical Committee – Transit subcommittee. Upon recommendation of the sub-committee, the POP will be forwarded to the full Technical Committee (TC) for review and then to the MPO Board for approval. An opportunity will be provided for public hearing on the POP which will also be published. The final POP will be submitted to the FTA for funding. Significant changes to the POP will be approved by the MPO Board. This could include change in project scope or split of funds among sub-recipients.

#### **Transfer of Funds**

Section 5339 funds are not available to be transferred between FHWA and FTA for transit or highway projects.

#### **Civil Rights/Title VI**

The City of Durham (as DCHC MPO LPA) will require that sub-recipients recommended for federal funding submit all project appropriate FTA certifications and assurances as part of the application process and annually thereafter. These include, but are not limited to:

1. Nondiscrimination Assurances
2. Assurance of Nondiscrimination on the Basis of Disability
3. Equal Employment Opportunity Policy

The City (as DCHC MPO LPA) and NCDOT shall exercise an active oversight role with regard to the equipment procurement process. The MPO shall require that bidding documents for equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE). Sub-recipients are required to annually report purchases made from DBE vendors and provide a description of their good faith efforts to locate and purchase from DBE vendors.

Consequently, the DCHC would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title VI assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC, in the process of selecting fund recipients would ensure that potential fund recipients have incorporated minority programs into their proposal and that the disadvantaged population group have been given due consideration and are not harmed by the execution of the project.

#### **Section 504 and ADA Reporting**

The DCHC-MPO project funding guidelines will guarantee that all programs funded by Section 5339 funds comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations

related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program.

Any ADA violation by a sub-recipient may be grounds for termination of the funds. The LPA will notify each grant recipient at the time of the grant award that allegations made in regards to discrimination in service or employment, including Section 504 and ADA will be reported and investigated. The City Human Relations Division (of the Neighborhood Improvement Services Department) may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. Sub-recipients must be in compliance with Section 504 ADA requirements. Any written complaints alleging discrimination will be referred to Durham Human Relations Department and the NCDOT's Office of Equal Opportunity.

### **Program Measures**

As part of the compliance and monitoring process, individual projects will have specific reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding.

On a quarterly basis, all sub-recipients will provide documentation to their financial administrator, and reports will be compiled and forwarded to the DCHC-MPO for further review and filing. Such reports will be required when invoices are submitted for payment by the recipient. Through this process, the program administration will ensure that:

- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

### **Designated Recipient Program Management**

The City of Durham (as DCHC MPO LPA) will be responsible for ensuring certain reports are provided to FTA each year or as needed. In order to provide these reports for services provided by the City and its sub-recipients, it will be necessary for The City of Durham to collect certain data from each sub-recipient. The reports that City of Durham will provide to FTA each year are:

Annual Program of Projects (POP) Status Reports – The City of Durham (as DCHC MPO LPA) will submit quarterly status reports that include an updated POP (if applicable) for each approved grant that contains active projects. The updated POP reflects project descriptions, changes in projects from one category to another, and adjustments if applicable.

Significant civil rights compliance - Issues occurring during the year (such as Title VI, Equal Employment Opportunity (EEO), or Disadvantaged Business Enterprise (DBE) Program) complaints against the designated recipient, the City of Durham (as DCHC MPO LPA) or sub-recipients will be addressed in the annual status report. The City of Durham will also report notable accomplishments or problems involving 5339 Grant sub-recipients.

Milestone Activity Reports - For activity line items (ALIs) for which milestones were required at the time of the recipient application (for example, for vehicle procurements, construction projects, and program reserve), The City of Durham (as DCHC MPO LPA) will provide revised milestone dates as part of the report. If the estimated completion date for the grant has changed, the revised date will be provided with an explanation as to why the date has changed.

The daily monitoring as well as management of the program will be done by the designated recipient, the City of Durham. All procurement emanating from the grant must comply with the established compliance guidelines set by the program. In cases of gross mismanagement, fraud or non-performance of the project, the City would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use. Additionally, the City of Durham would establish the following process for managing the program:

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.
- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of-program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

The City of Durham will monitor sub-recipients' compliance with federal requirements and program guidance through reporting, regular contact (via phone and email), and in-person meetings.

### Certifications

Certifications are required for all federal grant recipients, sub-recipients, contractors, and subcontractors. For DCHC MPO transit operators, the certification is part of the Annual List of Certifications and Assurances that they submit to the FTA. Transit operators are required to include the lobbying clause in its FTA-funded agreements, including sub-recipient agreements, third party contracts, and subcontracts exceeding \$100,000. Signed certifications must be obtained by the City of Durham from all sub-recipients.

### Sub-recipient Agreement

The City of Durham (as DCHC MPO LPA) will maintain sub-recipient pass-through agreements with all sub-recipients awarded funding under the Section 5339 Grant Program. Any expenses incurred in excess of the budgeted amounts are the sole responsibility of the sub-recipient.

### Project Monitoring and Reviews

The City of Durham (as DCHC MPO LPA) shall monitor sub-recipients' compliance with Federal requirements through:

- Careful scrutiny of plans, reports, and certifications submitted to The City of Durham under the provisions of those regulations, and discussion with sub-recipients to clarify all requirements.
- Review of quarterly and final reports and invoices sent for payment of costs incurred. This may include an annual meeting with grant recipients.
- Reviewing and approving, prior to issuance, any materials developed by sub-recipients in connection with their project. This shall include but is not limited to any Request for Proposals (RFPs) and 3rd party contractual agreements related to the project.

The City of Durham shall retain records of all meetings, visits and contacts with sub-recipients. Throughout the project's progress, the City shall offer sub-recipients program guidance and provide or arrange for technical assistance, should this be needed.

### Financial Management

The designated recipient, the City of Durham (as DCHC MPO LPA), maintains financial management systems for financial reporting, accounting records, internal controls, and budget controls subject to standards specified in state laws enforced by the State Auditor, the State Office of Financial Management, and the Legislative Transportation Committee. All systems and procedures for financial management are in compliance with 49 CFR 18.20.

#### A. Accounting Procedures

1. A separate account should be established for the 5339 funds for each fiscal year and all transactions recorded in accordance with acceptable accounting procedures which are approved by NCDOT and FTA. OMB Circular A-102 outlines standards for grantee financial systems.
2. The account established for the planning funds will be included in the annual audit of the agency in accordance with OMB Circular A-133.
3. The total amount of funds specified in the approved 5339 Grant program will be the controlling amount for which reimbursement can be claimed for a given fiscal year. It is recognized that the amount to be spent on each task will vary somewhat from that estimated in the program. Identification of expenditures by work task in a quarterly progress report will ensure that work is being accomplished in accordance with the program and provide guidance in estimating costs for work to be accomplished in succeeding fiscal years.

#### B. Reimbursement Procedures

Sub-recipient invoices should be submitted via quarterly reports to MPO/Lead Planning Agency (LPA). The invoice should indicate/include:

1. The total amount of federal grant funds and matching funds expended during the subject period and the amount being requested for reimbursement.
2. Quarterly expenditure report by task.
3. Quarterly narrative of work performed.
4. Supporting Documentation (receipts, invoices paid, etc.).

C. Quarterly Progress Report Procedures

Quarterly progress reports should be submitted to the MPO/LPA. The quarterly progress report should include a brief narrative report of work accomplished by the transit agency. The quarterly progress report shall be included with that invoice and expenditures report.

D. Sub-Recipients

The aforementioned 5339 Grant funds procedure and requirements apply to sub-recipients. Sub-recipients shall send appropriate materials and documents to the designated recipient, the City of Durham.

**Sub-recipient Financial Management**

The City of Durham (as DCHC MPO LPA) will maintain grant pass-through agreements with recipients of 5339 Grant funds. All projects related to capital expenditures are expected to be incurred locally and reported to the MPO after the agreements have been executed. The City of Durham shall reimburse the sub-recipient with the federal funds based on the proportions identified in the split letter and application. Grant expenditures shall be identified in the City of Durham accounting and financial reporting tool called MUNIS. Also, grant funding and expenditures shall be identified by federal grant number, grant program and sub-recipient grant number.

The City of Durham shall also maintain spreadsheets for each sub-recipient. These spreadsheets track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets may be prepared which summarize the total expenditures on each grant.

**Audits**

Sub-recipients shall provide an audit report to the City of Durham (as DCHC MPO LPA). The City of Durham shall conduct a single audit consistent with the City's audit policies and procedures. NCDOT Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. These audits comply with *OMB Circular A-133*. Auditor issues reports at the completion of the audits. Sub-recipients who are private non-profit organizations are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended in excess of \$500,000 in the Federal fiscal year. The audit firm is instructed by the sub-recipient to send a copy of the report to the City of Durham the year after they incur grant-related expenditures.

**Close Out**

For internal financial reasons, the City of Durham (as DCHC MPO LPA) closes projects several months after reimbursing the sub-recipient for the last of its eligible expenditures. The process is one of the following:

- a) Verification by the City of Durham with the sub-recipient's representative that all project expenditures have been incurred and reimbursed, or
- b) All funding available in the sub-recipient agreement has been reimbursed, or
- c) The project has come to the end of its 3-year term.

Capital assistance has a term equivalent to the useful life of the equipment purchased, which may be up to twelve years after acceptance of the equipment. The DCHC MPO may amend or terminate capital assistance agreements when project equipment is transferred between sub-recipients before its useful life has been reached.

### **Procurement**

Purchasing equipment under the 5339 grant program may be conducted directly by the sub-recipients. Sub-recipients that are governmental transit entities (such as DATA, Chapel Hill Transit, Triangle Transit Authority, or Orange Public Transit) may have different procurement processes. These types of entities may participate in NCDOT's coordinated bid process (with NCDOT oversight). The role of NCDOT and the City of Durham (as DCHC MPO LPA) is to assure purchases are made competitively and in compliance with federal procurement policies. NCDOT requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

The DCHC MPO will provide procurement oversight for non-governmental transit entities (private non-profits). The role of DCHC MPO is to assure purchases are made competitively and in compliance with federal procurement policies. Purchases of equipment by sub-recipients are required to abide by the Buy America and Disadvantaged Business Enterprise (DBE) provisions. DCHC MPO requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

### **Property Management**

The DCHC MPO shall design and maintain a database that contains all equipment inventory records. The information in the database shall include, but is not limited to the sub-recipient's name, address and phone number; date accepted; equipment purchased; identification/model numbers; vehicle equipment is attached to; federal grant number and state agreement number; federal percentage share; date last inspected, and condition; type of funding used for the purchase; and other information used by the City for program review and reporting.

### **Inventory Reports and Maintenance Records**

Sub-recipients would be required to submit an annual Owned Rolling Stock Inventory of inventory purchased with 5339 funds. The inventory will include the following information:

- Year/Make/Model or other ID
- Vehicle Identification Number
- Agency Vehicle Number
- Condition
- Age
- Remaining Useful Life
- Replacement Cost
- ADA Accessibility

The information obtained from these inventories will become part of the inventory record.

Recipients and sub-recipients shall maintain equipment maintenance and inspection records for equipment procured with 5339 funds. In the owner's manual and the lift equipment manual that is included with each vehicle, there is a complete vehicle maintenance schedule. The schedules list the service functions and the service time intervals, in months or miles or cycles. Recipients will be

required to service the vehicle(s) and equipment, at a minimum, in accordance with the maintenance schedules, and to keep records to show that service was completed. The City of Durham may randomly pick maintenance reports to review. Each recipient will submit certification that service is completed at least as scheduled per the owner's manuals. Request for certification will be sent out annually by the City of Durham.

#### Vehicle and Equipment Requirements

Sub-recipients seeking assistance to undertake fleet and service expansion should describe new markets they intend to serve. In planning for service expansion, local criteria will be used to identify feasible opportunities for new or expanded routes. The DCHC MPO will require sub-recipients to use criteria based on demographic measures and to identify geographic locations that are good candidates for new transit service.

#### Pre-award and Post-Delivery Review of Buses

Procurements for revenue service vehicles to transport passengers, other than sedans or unmodified vans, must be reviewed in accordance with 49 CFR part 663, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases." Part 663 requires any recipient or sub-recipient that purchases rolling stock for use in revenue service to conduct a pre-award and post-delivery review to assure compliance with its bid specifications, Buy America requirements (See Chapter V), and federal motor vehicle safety requirements, and to complete specific certifications.

#### Bus Testing

The DCHC MPO must ensure that buses and vans acquired with FTA funds are tested consistent with the requirements in 49 CFR part 665 and must obtain a copy of the resulting test report before FTA funds can be released.

#### Other Provisions

The DCHC MPO makes appropriate certifications of compliance with Federal requirements. The designated recipient, the City of Durham will cite language regarding these Federal requirements in its contracts with sub-recipients and requires each sub-recipient to execute a certification of compliance with the relevant Federal requirements. Sub-recipient certifications are required of the sub-recipient at the time of application (if applicable). In addition to monitoring sub-recipient's adherence to Title VI requirements, all other applicable federal requirements and certifications will be monitored under the City of Durham 5339 Grant compliance program currently under development.

#### Buy America

Under the Buy America provision applicable to FTA grants, FTA funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States. Rolling stock (including train control, traction power and communication equipment) must be assembled in the United States and have a 60 percent domestic content to be considered a United States product. The DCHC MPO, in accordance with FTA regulations, requires as a condition of responsiveness, that a bidder submit with its bid a completed Buy America certificate.

### Environmental Protection

The DCHC MPO anticipates only funding projects with categorical exclusions from the National Environmental Protection Act (NEPA). Therefore, there should be no further documentation necessary. However, should a project be approved that is subject to environmental regulations, the MPO will ensure that the sub-recipient meets all environmental requirements. If such a project were funded, the MPO would require the sub-recipient to submit all necessary documentation.

### Restriction on Lobbying and Code of Ethics

The MPO requires each sub-recipient to complete FTA's Certification on Lobbying prior to contract execution. All bids for equipment prepared by these sub-recipients are required to contain this certification as well. The City's contract with sub-recipients shall require the development and implementation of a written code of ethics. All staff, officers, employees, board members or agents of the sub-recipient are required to comply with the code of ethics.

### Drug and Alcohol Testing

Governmental transit operators, in accordance with 49 CFR Part 655, must have a drug and alcohol testing program in place for all safety sensitive employees. Section 5339 sub-recipients that also receive funding under other FTA programs (Section 5307 or 5311) must adhere to the mandated FTA drug and alcohol testing program.

The City of Durham (as DCHC MPO LPA) will also require private non-profit sector sub-recipients with safety sensitive employees to have a drug and alcohol testing program. The testing policies also apply to any contractor or subcontractor with safety sensitive employees. Sub-recipients without safety sensitive employees should submit their drug-free workplace policy. **Sub-recipients will be required to submit their drug and alcohol policy and/or drug-free workplace policy to DCHC MPO LPA (the Lead Planning Agency) as part of the project application process.** This procedure will be reviewed and approved by the City of Durham. The LPA will monitor the sub-recipient's drug and alcohol program proactively over the course of the sub-recipient agreement. The information that the City of Durham requires will be clearly defined in the contract documents issued by the City of Durham and a conformed copy of the contract, including the specifications, maintained by the City of Durham.

### Davis Bacon Wage Rates

The Davis-Bacon Act is applicable to all federally funded construction contracts in excess of \$2,000. This Act requires that each contract for the construction, alteration, or repair (including painting and decorating) of public buildings or public works within the United States shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rate as determined by the U.S. Secretary of Labor. The minimum wages (including fringe benefits) are those determined by the Secretary of Labor to be prevailing for the laborers and mechanics employed on projects of a similar character in the area in which the work is to be performed. Recipients and Sub-recipients will be required to include the prevailing wage rates in contracts for construction in excess of \$2000. Additional guidance can be found in 29 CFR parts 1, 3 and 5.

**Prohibition on Exclusive School Transportation**

Sub-recipients may not provide school bus transportation solely. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Sub-recipients are required to certify compliance. Students with disabilities are permitted on regular service along with the general public (“tripper service”). The Applicant and sub-recipients understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

**Section 5339**  
**FTA FFY 2013 & FFY 2014 Budget**  
**DCHC-All Subrecipients (CHT, DATA, TTA)**  
**Program of Project Budget**

	Quantity	FTA Amount		Tot. Elig. Cost	Local Share
			(subtotal ALI)	(subtotal ALI)	
<b>SCOPE</b>					
111-00 BUS ROLLING STOCK (CHT,DATA,TTA)	39	1,131,664		1,414,579	282,916
11.12.15 (TTA) Vanpool Vans (Replacement)	4	85,532		106,915	21,383
11.12.15(CHT) Vans	3	7 145,335	230,867	181,668	288,583 36,334
11.12.40 (DATA) Buy Assoc Cap Maint Items	20	640,000		800,000	160,000
11.17.00 (DATA) Veh Overhaul -(Up to 20% veh maint) Refurbishment	9	118,976		148,720	29,744
11.17.00 (DATA) Veh Overhaul (up to 20% veh maint) Repower	3	12 141,821	260,797	177,276	325,996 35,455
114-00 BUS SUPPORT EQUIP/FACILITIES (CHT,TTA)	50	508,182		635,228	127,046
11.42.06 (TTA) Acquisition-Shop Equipment	1	132,480		165,600	33,120
11.42.06 (CHT) Shop Equipment	6	7 202,400	334,880	253,000	418,600 50,600
11.42.07 (TTA) Acquisition-ADP Hardware	3	1,920		2,400	480
11.42.09 (TTA) Acquisition-Surveillance/Security	13	23,040		28,800	5,760
11.42.10 (TTA) Acquisition-Fare Collection (mobile)	2	17,280		21,600	4,320
11.42.11 (CHT) Support Vehicles	3	45,254		56,568	11,314
11.42.43 (CHT) ADA Vehicle Equipment	21	70,448		88,060	17,612
11.44.02 (TTA) Rehab/Renovate-Maintenance Facility (Flooring)	1	15,360		19,200	3,840
116-00 BUS SIGNAL & COMMUNICATION EQUIPMENT (TTA)		7,680		9,600	1,920
11.62.03 (TTA) Acquisition-Radios	3	7,680		9,600	1,920
<b>Estimated Total Eligible Cost:</b>			Scopes	2,059,407	
			ALIs	2,059,407	
<b>Federal Share:</b>		1,647,526	Scopes		
		1,647,526	ALIs		
<b>Local Share:</b>				411,881	

## DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION 2015-2016 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

The tentative development schedule for the 2015-16 UPWP is presented below. The work program will contain new initiatives for FY2016 and a continuation of select FY2015 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
October 2014 - December 2014	Development of draft 2015-2016 UPWP and coordination with the Oversight Committee & local agencies.
7-Nov-14	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
17-Dec-14	TC receives draft 2015-2016 UPWP.
14-Jan-15	MPO Board reviews draft of 2015-2016 UPWP.
28-Jan-15	TC receives draft 2015-2016 UPWP and recommends Board release draft for public comment.
30-Jan-15	Draft 2015-2016 UPWP submitted to NCDOT/PTD
11-Feb-15	MPO Board receives draft 2015-2016 UPWP & releases for public comment. Draft UPWP sent to FTA for review & comments.
25-Feb-15	TC recommends MPO Board approve FY2015-2016 UPWP.
11-Mar-15	MPO Board holds public hearing, self certifies planning process, and approves 2015-2016 UPWP.
27-Mar-15	Final FY2015-2016 UPWP submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.



Durham - Chapel Hill - Carrboro  
 Metropolitan Planning Organization TC  
 October 22, 2014

**DRAFT FY 2012-2018 TIP Amendment #22 Summary Sheet**

- **Town of Chapel Hill (TIP Project # U-5550 Fordham Blvd/Ephesus Church Rd Intersection):** Adding a new project to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill.

Project description: The eastern leg of the intersection (Ephesus Church Road) will be realigned to intersect Fordham Boulevard (US 15-501) at closer to 90 degrees. This realignment enables construction of dual exclusive westbound left turn lanes, thereby eliminating the current inefficient split phased signal operation and allowing eastbound and westbound left turn to occur concurrently. A monolithic concrete island will also be constructed on the eastern leg between eastbound and westbound travel lanes, preventing left turns in close proximity to the intersection. Service Road connections to the western leg of Ephesus Church Road will be either eliminated or restricted to right turns only as a means of reducing friction and increasing intersection efficiency.

The southbound left turn lane on Fordham Boulevard at Ephesus Church Road will be widened to an 11' lane and extended to provide approximately 300 feet of storage with an appropriate taper. Medians within Fordham Boulevard will be modified to better accommodate truck turning movements through the intersection. To realize greater intersection capacity and provide a longer weaving area, northbound Fordham Boulevard will be remarked to provide 2 through lanes for approximately 750 feet north of Ephesus Church Road before tapering to one lane. This is an increase of approximately 300 feet over current conditions. The median cross over between northbound and southbound Fordham Boulevard (approximately 515 feet north of Ephesus Church Road) will be eliminated.

From a pedestrian and bicycle perspective, the project includes sidewalk connections and crosswalks on all four approaches with pedestrian activated heads. Widening on the eastern leg of Ephesus Church Road will accommodate future bike lanes, with bicycle activated loop detectors.

Additional information: This would be an exempt project - 40 CFR 93.127 per the conformity regulations. No regional emissions analysis is required but project level hotspot analysis by NCDOT Division 7 applies.

- **NCDOT (STIP Project #: M-0479 Statewide Project Development & Env. Analysis):** Project added the STIP. Information from NCDOT Item N Handout: "NEW STIP project #: M-0479. STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."
- **NCDOT (STIP Project #: E-5502 Bennett Memorial Road and Bennett Place):** Project schedule updated in the STIP. Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."

- **NCDOT (STIP Project #: C-5552 Various Rail Fourth Daily Frequency Between Raleigh and Charlotte):**  
Project deleted from the STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."

## TIP AMENDMENT SUMMARY SHEET: Adding/creating a new project

### Project Details

Date:  Jurisdiction/Agency:

Amendment Requested By:  Grantor Grant #

Project Name:  MUNIS Grant #

Project Description/Details:

Project Type: (select all that apply)

<input type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input checked="" type="checkbox"/> right-of-way	<input checked="" type="checkbox"/> construction
<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input checked="" type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input checked="" type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input checked="" type="checkbox"/> turn lanes	<input type="checkbox"/> operating	<input type="checkbox"/> administration	<input type="checkbox"/> other	

### Project Funding Summary Table: please enter the anticipated funding schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2018	ROW / Construction	NHP	1,736,000	434,000		2,170,000
<b>Funding Totals:</b>			<b>1,736,000</b>	<b>434,000</b>		<b>2,170,000</b>

Please provide additional information or full project description if necessary:

**Total Project Cost**

Adding a new project (U-5550) "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements" to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill. This funding can be used for construction and ROW costs. PE will be performed and funded by the Town of Chapel Hill in advance of the ROW and construction phases.

Project description: The eastern leg of the intersection (Ephesus Church Road) will be realigned to intersect Fordham Boulevard (US 15-501) at closer to 90 degrees. This realignment enables construction of dual exclusive westbound left turn lanes, thereby eliminating the current inefficient split phased signal operation and allowing eastbound and westbound left turn to occur concurrently. A monolithic concrete island will also be constructed on the eastern leg between eastbound and westbound travel lanes, preventing left turns in close proximity to the intersection. Service Road connections to the western leg of Ephesus Church Road will be either eliminated or restricted to right turns only as a means of reducing friction and increasing intersection efficiency.

The southbound left turn lane on Fordham Boulevard at Ephesus Church Road will be widened to an 11' lane and extended to provide approximately 300 feet of storage with an appropriate taper. Medians within Fordham Boulevard will be modified to better accommodate truck turning movements through the intersection. To realize greater intersection capacity and provide a longer weaving area, northbound Fordham Boulevard will be remarked to provide 2 through lanes for approximately 750 feet north of Ephesus Church Road before tapering to one lane. This is an increase of approximately 300 feet over current conditions. The median cross over between northbound and southbound Fordham Boulevard (approximately 515 feet north of Ephesus Church Road) will be eliminated.

From a pedestrian and bicycle perspective, the project includes sidewalk connections and crosswalks on all four approaches with pedestrian activated heads. Widening on the eastern leg of Ephesus Church Road will accommodate future bike lanes, with bicycle activated loop detectors.

Additional information: This would be an exempt project - 40 CFR 93.127 per the conformity regulations. No regional emissions analysis is required but project level hotspot analysis by NCDOT Division 7 applies.



Please Submit Completed Form to:  
**Lindsay Smart, AICP** email: [lindsay.smart@durhamnc.gov](mailto:lindsay.smart@durhamnc.gov)

## TIP AMENDMENT SUMMARY SHEET: Adding/creating a new project

### Project Details

Date:  Jurisdiction/Agency:

Amendment Requested By:  Grantor Grant #

Project Name:  MUNIS Grant #

Project Description/Details:

Project Type: (select all that apply)

<input type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input type="checkbox"/> right-of-way	<input type="checkbox"/> construction
<input type="checkbox"/> Transit	<input type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input type="checkbox"/> turn lanes	<input type="checkbox"/> operating	<input type="checkbox"/> administration	<input type="checkbox"/> other	

### Project Funding Summary Table: please enter the anticipated funding schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	T	500,000			500,000
<b>Funding Totals:</b>			<b>500,000</b>			<b>500,000</b>

**Total Project Cost**

Please provide additional information or full project description if necessary:

NEW STIP project #: M-0479. Information from NCDOT Item N Handout: "STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."



**Please Submit Completed Form to:**  
**Lindsay Smart, AICP email: lindsay.smart@durhamnc.gov**

# TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

## Amendment Request Details

Date:  Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity)  TIP Modification (change in funding < \$1 million)

## Existing Project Details

Project Name:

STIP/TIP #  Jurisdiction/Agency:

Grantor Grant #  MUNIS Grant #

There are previous amendments for this project.  There are NO previous amendments for this project.

## Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2013	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						<b>Total Project Cost</b>

## Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						<b>Total Project Cost</b>

[Continued on page 2]

New STIP/TIP # (if applicable):

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

BENNETT MEMORIAL ROAD, BENNETT PLACE. HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

Please provide additional details (if applicable):

Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."

Send by Email

**Contact Information:**  
**Lindsay Smart, AICP**  
**City of Durham/DCHC MPO**  
**[lindsay.smart@durhamnc.gov](mailto:lindsay.smart@durhamnc.gov)**

# TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

## Amendment Request Details

Date:  Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity)  TIP Modification (change in funding < \$1 million)

## Existing Project Details

Project Name:

STIP/TIP #  Jurisdiction/Agency:

Grantor Grant #  MUNIS Grant #

There are previous amendments for this project.  There are NO previous amendments for this project.

## Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	operations	CMAQ	3,263,000	653,000		3,916,000
Funding Totals:			3,263,000	653,000		3,916,000
						<b>Total Project Cost</b>

## Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
Funding Totals:						
						<b>Total Project Cost</b>

[Continued on page 2]

New STIP/TIP # (if applicable):

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

Please provide additional details (if applicable):

Project deleted from STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."

Send by Email

**Contact Information:**  
**Lindsay Smart, AICP**  
**City of Durham/DCHC MPO**  
**[lindsay.smart@durhamnc.gov](mailto:lindsay.smart@durhamnc.gov)**

**REVISIONS TO THE 2012-2020 STIP****HIGHWAY PROGRAM****STIP ADDITIONS****STATEWIDE**

M-0479

STATEWIDE

**PROJ.CATEGORY**

STATEWIDE

STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.

ENGINEERING

FY 2015 - \$500,000 (T)  
\$500,000**ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED.****STIP MODIFICATIONS****DIVISION 5**

E-5502

DURHAM

**PROJ.CATEGORY**

DIVISION

BENNETT MEMORIAL ROAD, BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

CONSTRUCTION

FY 2015 - \$73,000 (STPE)  
FY 2015 - \$18,000 (L)  
\$91,000**DELAY CONSTRUCTION FROM FY 13 TO FY 15 PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH.****STIP DELETIONS****STATEWIDE**

\* C-5552

STATEWIDE

**PROJ.CATEGORY**

EXEMPT

VARIOUS, RAIL, FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.

OPERATIONS

FY 2015 - \$3,263,000 (CMAQ)  
FY 2015 - \$653,000 (L)  
\$3,916,000**DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918.**

\* INDICATES FEDERAL AMENDMENT

Wednesday, October 01, 2014

**MEMORANDUM**

**To:** DCHC MPO Board  
**From:** DCHC MPO Lead Planning Agency  
**Date:** October 8, 2014  
**Subject:** **Lead Planning Agency (LPA) Staff Report**

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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 2014-2015 Unified Planning Work Program (UPWP) – Projects**

**Comprehensive Transportation Plan (CTP)**

- Alternative Analysis – January 2015
- Draft CTP to Local Jurisdictions - April 2015
- MPO Adopt CTP – June 2015
- NCDOT BOT – September 2015
- Final CTP documentation and distribution – October 2015

**MPO Community Viz. Scenarios Planning and Visualization -2.0**

- Field verification – Complete
- Consultant Selection – October 2014
- Focus Groups/Delphi Process – FY 2015
- Model update and testing – FY 2015
- Model/Scenario Building – FY 2015

**2014/2015 Base Year Data Collection (Traffic/Travel Time/Crash/Transit)**

- Data collection (Volume/Trucks/Travel Time/Speed) – Fall 2014/Spring 2015
- Transit data collection – Fall 2014/Spring 2015 – underway

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

- ✓ AGOL integration with the DCHCMPO Website – September 2014
- Portal for public interactive mapping –On going
- Maintenance and updates – On gong

**MPO Congestion Management Process CMP**

- 2014 Report – Under review
- Mobility Report Card – Draft report under review
- Congestion monitoring – Continuously – On going

**MPO Website Update**

- ✓ Mapping integration – September 2014
- ✓ Content Editor & System Administration Training – September/October 2014
- Quality Assurance & Technology Transfer
- Agenda Portal – September/October 2014
- Launch Stage/Testing – November 2014
- Post Launch Services

**Triangle Regional Model Update**

- Household Survey – Pilot October 2014-March 2015
- Onboard Transit Survey – Pilot October 2014-March 2015
- Parking Survey – underway

**Prioritization 3.0/STI/ FY 2016-22 TIP**

- ✓ Approval of points – August 13, 2014
- ✓ Submission of points to NCDOT – August 29, 2014

**MAP-21 Performance Measurement**

**Draft TIP**

**Regional Freight Plan**

**Regional/State Coordination**

**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)571-3000  
**Location Description:** NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.  
**Type of Work:** DESIGN-BUILD LANDSCAPING.  
**Contractor Name:** SOUTHERN GARDEN, INC.  
**Contract Amount:** \$4,800,000.00 **Cost Overrun/Underrun:**  
**Availability Date:** 8/15/2011 **Letting Date:** 4/21/2011  
**Completion Date:** 7/1/2015 **Work Began:** 8/15/2011  
**Revised Completion Date:** **Estimated Completion:**  
**Last Estimate Thru:** **Scheduled Progress:**  
**Last Estimate Paid:** **Actual Progress:**

**Contract Number:** C202875 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** I-5307, I-5310  
**Length:** 17.133 miles **Federal Aid Number:** IM-0540(23)  
**Resident Engineer:** Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914  
**Location Description:** I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.  
**Type of Work:** MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$8,384,157.45 **Cost Overrun/Underrun:** -4%  
**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:** 10/1/2014  
**Last Estimate Thru:** 3/22/2014 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 3/27/2014 **Actual Progress:** 98.56%

**Contract Number:** C203128 **Route:** SR-1978  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-4716, U-4716A, U-4716B, U-4716C  
**Length:** 4.203 miles **Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**Resident Engineer:** Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914  
**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 **Cost Overrun/Underrun:** 22.45%  
**Availability Date:** 12/31/2012 **Letting Date:** 11/20/2012  
**Completion Date:** 12/28/2015 **Work Began:** 1/30/2013  
**Revised Completion Date:** 10/21/2016 **Estimated Completion:** 12/28/2015  
**Last Estimate Thru:** 9/7/2014 **Scheduled Progress:** 91%  
**Last Estimate Paid:** 9/16/2014 **Actual Progress:** 80.04%

**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:** 0%  
**Availability Date:** 4/29/2013 **Letting Date:** 3/19/2013  
**Completion Date:** 9/30/2016 **Work Began:** 4/29/2013  
**Revised Completion Date:** **Estimated Completion:** 9/30/2016  
**Last Estimate Thru:** 8/31/2014 **Scheduled Progress:** 16.35%  
**Last Estimate Paid:** 9/4/2014 **Actual Progress:** 16.35%

**Contract Number:** C203473 **Route:** US-70  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:**  
**Length:** 20.44 miles **Federal Aid Number:**

<b>Resident Engineer:</b> Alan W. Shapiro, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> THE LANE CONSTRUCTION CORP	
<b>Contract Amount:</b> \$4,249,573.80	<b>Cost Overrun/Underrun:</b> 4.05%
<b>Availability Date:</b> 3/10/2014	<b>Letting Date:</b> 12/17/2013
<b>Completion Date:</b> 11/14/2014	<b>Work Began:</b> 3/10/2014
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/14/2014
<b>Last Estimate Thru:</b> 8/31/2014	<b>Scheduled Progress:</b> 77.6%
<b>Last Estimate Paid:</b> 9/11/2014	<b>Actual Progress:</b> 68.54%

<b>Contract Number:</b> C203512	<b>Route:</b> SR-1671
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0.034 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Alan W. Shapiro, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGE #193 ON SR-1671 (E CLUB BLVD) OVER I-85.	
<b>Type of Work:</b> BRIDGE REHABILITATION.	
<b>Contractor Name:</b> PALMETTO INFRASTRUCTURE INC	
<b>Contract Amount:</b> \$1,250,683.35	<b>Cost Overrun/Underrun:</b> 13.25%
<b>Availability Date:</b> 5/1/2014	<b>Letting Date:</b> 3/18/2014
<b>Completion Date:</b> 11/30/2014	<b>Work Began:</b> 5/7/2014
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/30/2014
<b>Last Estimate Thru:</b> 8/31/2014	<b>Scheduled Progress:</b> 68%
<b>Last Estimate Paid:</b> 9/5/2014	<b>Actual Progress:</b> 41.04%

<b>Contract Number:</b> DE00100	<b>Route:</b> SR-1110
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> W-5205X, EB-4411D
<b>Length:</b> 2.633 miles	<b>Federal Aid Number:</b> STPEB-000S(752)
<b>Resident Engineer:</b> Michelle H. Gaddy, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> SR 1110 (BARBEE CHAPEL RD/FARRINGTON RD) AND SR 1107 (STAGECOACH RD)	
<b>Type of Work:</b> SR 1110 WIDENING FOR BIKE LANES	
<b>Contractor Name:</b> BARNHILL CONTRACTING COMPANY	
<b>Contract Amount:</b> \$1,645,601.25	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 8/18/2014	<b>Letting Date:</b> 7/23/2014
<b>Completion Date:</b> 11/21/2014	<b>Work Began:</b> 8/26/2014
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/21/2014
<b>Last Estimate Thru:</b> 8/31/2014	<b>Scheduled Progress:</b> 0.5%
<b>Last Estimate Paid:</b> 9/8/2014	<b>Actual Progress:</b> 1.82%

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
07/14	U-4726HL	5	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET	\$39,400		Technical Committee 10/22/2014 - Attachment 13  Proposal not received from City for review yet
09/14	C-5178	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000		Need Final Plans and Proposal from City
09/14	U-4724	5	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		Need Final Plans and Proposal from City
10/14	U-0071	5	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
01/15	EB-5514	5	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)	\$1,025,000		Need Final Plans and Proposal from City
01/15	EB-4707B	5	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,150,000		In R/W Acquisition
02/15	Small Constr.	5	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Muni. Agrmt. with City
03/15	SS-4905BI	5	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 90%, Utility Eng. 75%
04/15	U-3308	5	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$30,900,000	\$3,869,000	
04/15	W-5205N	5	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	\$45,600		
05/15	SS-4905BM	5	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	R/W 10%
08/15	SS-4905CJ	5	Division POC Let (DPOC)	US 70 at Peyton Ave. (SR 1957) - construct island and revise pm's	\$30,000	N/A	Survey
09/15	C-5182	5	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000	
09/15	C-5183A	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
01/16	EB-4707A	5	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$2,950,000	\$2,650,000	
02/16	W-5601E	5	Division POC Let (DPOC)	NC 157 (GUESS ROAD) AT NORTH POINTE DRIVE/ALBANY STREET			

08/16	I-5331	5	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	\$250,000 Technical Committee		10/22/2014 Attachment 13
09/16	U-5517	5	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000	
09/16	C-4928	5	NON - DOT LET (Congestion Mitigation)	DURHAM - MORRENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
03/17	I-5334	5	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	\$3,000,000		
06/17	B-4943	5	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
08/17	U-5516	5	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000	
	SS 4906BP 43696.1.1 43696.3.1	5	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs Revised Scope to (1) SR 1327 (Gregson St) at Peabody Install traffic signal (2) SR 1327 (Gregson St) between I-85 NB off ramp and Entrance to Northgate Mall	\$36,000	N/A	Signal work is complete at Gregson and Club. Contractor to start concrete work at Mall Entrance 9/2/14 Plans received for Gregson and Peabody. Awaiting NCRR permission to place poles in RW
	SS 4905BT 43783.1.1 43783.3.1	5	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection. Scope changed to add US 15-501 Bus (Roxboro St) at Pettigrew St At US 15-501 Bus/Pettigrew - re-ivise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000	N/A	EB Club Blvd and Duke St 100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew Awaiting NCRR permission to place poles in RW
	Developer 36249.3312	5	Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost	N/A	Plans not yet reviewed
	SS-4905CF	5	Division annual needs contract	Signal at SR 1443 (Horton Rd.) at Stadium Dr.	\$100,000	\$16,000	Need plans
	SS-4905CH	5	Division annual needs contract	Close crossover on US 15-501 at SR 1333 and install signal at SR 1116 (Garrett Rd) at Falls Mountain Way.	\$200,000	\$16,000	Island Plans Needed Signal Plans in Hand
	SS-4905CK	5	Division annual needs contract	Flashing Yellow Arrow and pedestrian accommodations for 8 signals along US 501 Bus.			Need plans

**NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO**

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014, Available 5/12/14	Anticipate 10/15/2014	Carolina Sunrock, LLC	70% Complete 67% Schedule	\$500,000	Bike/Ped enhancement
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in <b>Chapel Hill</b> .	9/8/14	11/1/14		Project bid opening Sept 8th.	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312 47033.3.FS1	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/8/2014	Carolina Sunrock, LLC	100% Complete	\$2,281,289	TIP
SS-4907AZ 43987.1.FR1 43987.3.1 44227 44247	Churton Street Access Improvements - Traffic signal and curb ramp revisions on east side of NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus.(Churton Street) from Tryon Street to just south of Margaret Street. Grading, curb & gutter, crosswalk and bus pull-out on NC 86 / US 70 Bus. (Churton Street) from south of Margaret Street to just south of Nash and Koolock Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Project being design by Summit Engineering, waiting on cost estimate	\$15,000 PE \$47,000 CON \$245,000 CON \$120,000 CON	Spot Safety- State (ADA curb ramp). Combine with Small Construction on west side of NC86 and Contingency for bus pullout. <b>Local Administered project with the Town of Hillsborough</b>
SS-4907V 42423.1 42423.2 42423.3	Four-way stop installation at intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Pending results from re-design and scope	Pending results from re-design and scope	State Forces		\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Need Public Outreach (letter).
SS-4907BE 44194.3.1	SR 1010 (Franklin Street) between Boundary Street and Deming Road in <b>Chapel Hill</b> . Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators.	Fall 2014	Fall 2014	State Forces	Neighborhood outreach pending	\$12,800	State Spot Safety
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 <b>Chapel Hill</b> .	10/16/2012	Anticipate 1/1/2015	Triangle Grading & Paving, Inc.	90%Complete 100% 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 <b>Carrboro</b> .	12/18/2012	5/14/2015	Yates Construction, Inc.	Technical Committee 10/22/2014 Attachment 13 45% Complete 80% Schedule	\$4,946,197	TIP, Utility conflicts cleared, roadwork has resume
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 <b>Chapel Hill</b> .	7/20/2010		Yates Construction, Inc.	100% Complete, Final acceptance pending	\$9,584,886	ARRA / TIP
W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near <b>Chapel Hill</b>	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	100% Complete 100% Schedule	\$640,000	High Hazard Safety
W-5207I 45337.1.9 45337.2.FD9 45337.3.FD9	SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Sidewalks, intersection improvements, traffic signal, median on Jones Ferry with bike lanes.	11/1/2014	Fall 2015		R/W acquisition underway (20% Complete), Availability in Spring 2015.	\$50,000 PE \$75,000 R/W \$600,000 CON	High Hazard Safety, Need more PE funding
W-5318 46141.3.1	Remedial paving on NC 86 from NC 57 to Caswell Co. line.	8/7/2014	11/15/14	Carolina Sunrock, LLC	Available 9/2/14	\$84,754	High Hazard Safety
44229	Signal modification, enlarge radius and construct taper for right turn lane at the intersection of US 70 onto SR 1567 (Mt Hermon Church Rd)		Fall 2014	State Forces	90% complete, Traffic pole relocated, radius improvements under construction.	\$100,000	Small Construction
<b>NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO</b>							
<b>TIP/WBS #</b>	<b>Description</b>	<b>Let Date</b>	<b>Completion Date</b>		<b>Status</b>	<b>Cost</b>	<b>Comments</b>
SS-4907BF 44271.1.FD1	Preliminary engineering for intersection improvements at SR 1567 (Pleasant Green Road) and SR 1569 (Cole Mill Road). Radius Improvements	TBD	TBD	State Forces	Location & Surveys pending	\$15,000	State Spot Safety
SS-4907BG 44270.1.FD1	Preliminary engineering for intersection improvements at SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road). All way stop	TBD	TBD		Location & Surveys pending	\$3,000	State Spot Safety

**DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO**

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46243.3.1	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 <b>Greenway in Hillsborough</b>	Fall 2014	TBD	Design in progress, R/W authorization pending	\$450,000 CON	CMAQ \$360,000 Fed \$90,000 Local
C-5179 46240.1.F1 46240.2.F1 46240.3.F1	Design & construction of sidewalk and bicycle lanes along Estes Drive from Martin Luther King Jr. Blvd to Caswell Drive and the construction of a multi-use path on the north side of Estes Drive from Martin Luther King Jr. Blvd through the Estes Drive Elementary site to Elliot Road in <b>Chapel Hill</b> .	TBD	TBD	Design in progress	\$220,000 PE \$2,337,500 CON	STP-DA - PE \$176,000 Fed \$44,000 Local CMAQ -R/W, CONS. \$1,870,000 Fed \$467,500 Local MA w/TOCH
EB-4707A (Orange) 38664.3.FD1	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 EB-4707B (Durham)	EB-4707A(C Hill) FFY15 EB-4707B(D5DRL) FFY15	TBD	Design in progress, R/W -FFY 2015	\$2,950,000 CON	Enhancement - Bike and Ped., STP-DA
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 <b>Carrboro</b>	Spring 2015	TBD	Design in progress	\$316,610 PE \$468,000 CON	STP-DA; MA w/TOC
SR-5001AR 40924.3.43	Construct 320' of 5' sidewalk on Culbreth Road between Cobble Ridge Rd. in Chapel Hill and Rossburn Rd. in <b>Chapel Hill</b>	4/12/12	9/30/13	Construction complete; Final M&T closeout pending	\$50,000 SRTS \$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in <b>Carrboro</b>	6/7/12	11/26/12	Construction complete; Final review complete, M&T closeout pending	\$221,399	STP-DA; MA w/TOC
U-4726DD 36268.1.25 36268.3.F25	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in <b>Carrboro</b>	TBD	TBD	Design in progress	\$102,278 PE \$542,600 CON	STP-DA; MA w/TOC
U-4726DE 36268.1.26 36268.3.26	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in <b>Carrboro</b> (replaces EL-4994)	Fall 2014	TBD	Design complete, Construction authorization pending	\$130,486 PE \$737,500 CON	STP-DA; MA w/TOC
U-4726DF 36268.1.27 36268.3.27	Bicycle detection at Signalized Intersections in <b>Carrboro</b>	12/31/14	TBD	R/W certification pending. District office providing assistance to municipality and R/W research	\$18,525 PE \$30,000 CON	STP-DA; MA w/TOC

**DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO**

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IF 36268.1.21 36268.3.21	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in <b>Chapel Hill</b>	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$25,000 PE \$115,000 CON	STP-DA; MA w/TOCH
U-4726IG 36268.3.24	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 <b>Chapel Hill</b>	9/12/12	11/1/2013, Anticipated 6/1/14	100% Complete. Project record review pending.	\$1,492,500 CON	STP-DA; MA w/TOCH
U-5543 50109.1.F1	Design for variable message signs for traffic management on major corridors in <b>Chapel Hill</b>	TBD	TBD	MA execution pending	\$93,750 PE	STP-DA; MA w/TOCH

NCDOT DIVISION 8 TIP PROJECTS IN DCHCMPO - CHATHAM COUNTY							
TIP/WBS # or Contract #	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	Jan 15	TBD	R/W secured. Duke Energy Progress currently relocating utilities.	Est. Cost \$803,000	TBD	Construction funds were requested 3/11/14 and have been approved.
C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Includes approximately ¼ mile of street-side trail (10' wide) and a 100-vehicle parking area which includes equestrian parking. It also includes utility connections and restrooms and water access. Additional community amenities internal to the site (shelter/picnic/playground) have been removed from the project.	Jan 2014	June 30, 2015	Initial bidding cost estimate was over budget. Project bids have been resubmitted and accepted with revised project scope to scale down the project.	Orig Est. Cost \$1.2M	TBD	Original Project Bids were over budget and project was re-bid.
DIVISION 8 RESURFACING PROJECTS							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
C203521	SR 1816 Edwards Ridge Road from end of State maintenance to SR 1008 Mt. Carmel Church Road (0.64 mi). SR 1727 Whippoorwill Lane from SR 1008 Mt. Caramel Road to SR 1726 Old Farrington Road (0.73 mi). <i>Contract includes resurfacing a total of 8 sections of secondary roads.</i>	March 2014	November 2014	Contract Awarded April 2014 Availability Date 5/1/2014	\$1,209,922	S.T. Wooten	Milling, resurfacing and shoulder reconstruction. Project 16% complete.
C203570	SR 1008 Farrington Road Resurfacing from US 64 to Orange County Line (9.3 mi). <i>Contract includes resurfacing 4 sections of US 64 and resurfacing a total of 5 sections of secondary roads.</i>	June 2014	June 2015	Contract Awarded July 2014 Availability Date 7/28/2014	\$3,740,907	S.T. Wooten	Milling, resurfacing and shoulder reconstruction
DIVISION 8 SPOT SAFETY PROJECTS							
SS-4908AM WBS44195.2.1	NC 751 at SR 1733 New Hope Church Road. ROW and utilities needed to construct turn lane.				\$16,000		Spot Safety Improvement Project. Funds approved by NCBOT - July 2014 Meeting
SS-4908AM WBS44195.3.1	NC 751 at SR 1733 New Hope Church Road. Turn lane construction.				\$189,200		Spot Safety Improvement Project. Funds approved by NCBOT - July 2014 Meeting

# LIGHT RAIL AND OUR TRANSIT FUTURE

Don't miss a chance to learn about the proposed Durham-Orange Light Rail Transit project, a 17-mile light-rail line connecting UNC Chapel Hill, South Square, Duke, Downtown and East Durham.

For meeting directions, bus info & other details call 919.485.7433. Visit [www.ourtransitfuture.com](http://www.ourtransitfuture.com) to learn more about the project.

## JOIN US FOR A PUBLIC MEETING

**Tuesday  
November 18**  
11am – 2pm

**Durham Station**  
515 West Pettigrew St.,  
Durham, NC 27701

**Tuesday  
November 18**  
4pm – 7pm

**UNC Friday Center**  
100 Friday Center Dr,  
Chapel Hill, NC 27517

**Wednesday  
November 19**  
4pm – 7pm

**Marriott/Spring Hill Suites**  
5310 McFarland Road,  
Durham, NC 27707

**Thursday  
November 20**  
4pm – 7pm

**Hayti Heritage Center**  
804 Fayetteville St.,  
Durham, NC 27701

Drop-in during the meeting timeframes to view presentations of the studies being conducted to prepare for the construction of D-O Light Rail Line.



### Americans with Disabilities Act (ADA) and Participant Information

The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities or translations and ASL services, can be arranged by calling 800-816-7817 at least one week prior to each meeting.

### Americans with Disabilities Act (ADA) e Informacion para los Participantes

Los sitios de reuniones son accesibles para personas con discapacidades. Aquellos que necesitan ayuda o traducciones y servicios de ASL, deben llamar al 800-816-7817 al menos una semana antes de cada reunion.

# Community Meetings

## for the

### Station Area Strategic Infrastructure Study

**LEARN** about the effort to improve infrastructure nearby the future Durham-Orange Light Rail system.

**SHARE** your ideas about how to make walking, biking, and riding the bus to the future Light Rail easier.

**JOIN** local residents, businesses and community groups in planning this exciting initiative.

**We hope you can make it to one of the following:**

**DATE:** Tuesday October 28

**TIME:** 6:00 pm - 8:00 pm

**LOCATION:**

Historic Parrish  
Street Forum

*108 W. Parrish Street*

**DATE:** Saturday Nov. 1

**TIME:** 2:00 pm - 4:00 pm

**LOCATION:**

Holton Career &  
Resource Center

*401 N. Driver Street*

**DATE:** Thursday Nov. 6

**TIME:** 6:00 pm - 8:00 pm

**LOCATION:**

Asbury United  
Methodist Church

*806 Clarendon Street*



**FOR MORE INFORMATION**  
about the Station Area Strategic Infrastructure Study and to fill out our **“Connecting to the Dots”** survey visit the Durham Planning Department’s website and click on current topics:

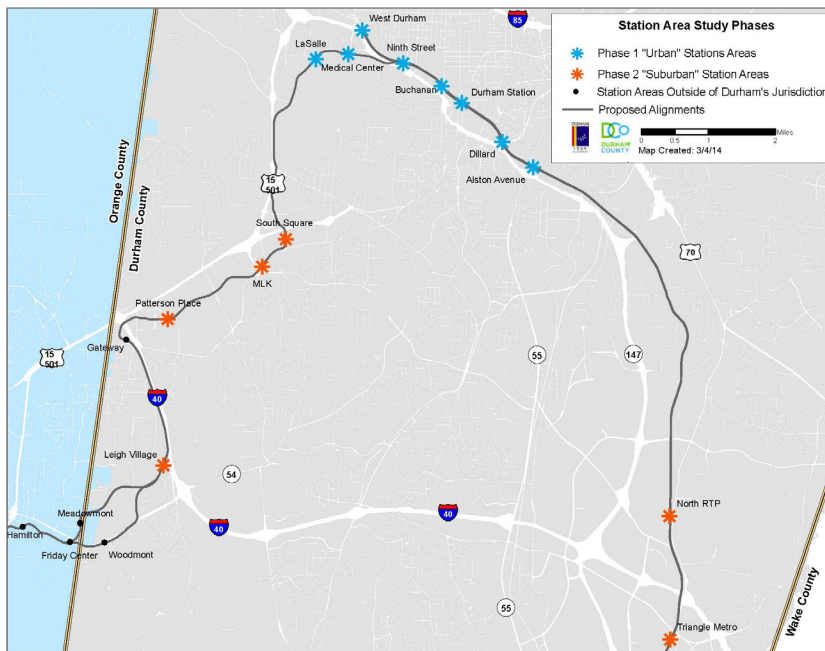


**[www.durhamnc.gov/departments/planning](http://www.durhamnc.gov/departments/planning)**

# Station Area Strategic Infrastructure (SASI) Study

Technical Committee 10/22/2014 Attachment 15A

*A multi-departmental and multi-agency effort to identify and prioritize infrastructure improvements that will promote access to transit and enhance neighborhoods and businesses around regional rail stations.*



## Project Objectives

- Improve access for all users to regional transit stations;
- Anticipate infrastructure that will catalyze walkable, compact and mixed use development;
- Develop strategies to sustainably fund infrastructure and affordable housing; and
- Coordinate across departments and agencies to most efficiently plan and deliver infrastructure improvements.

## Planning Process



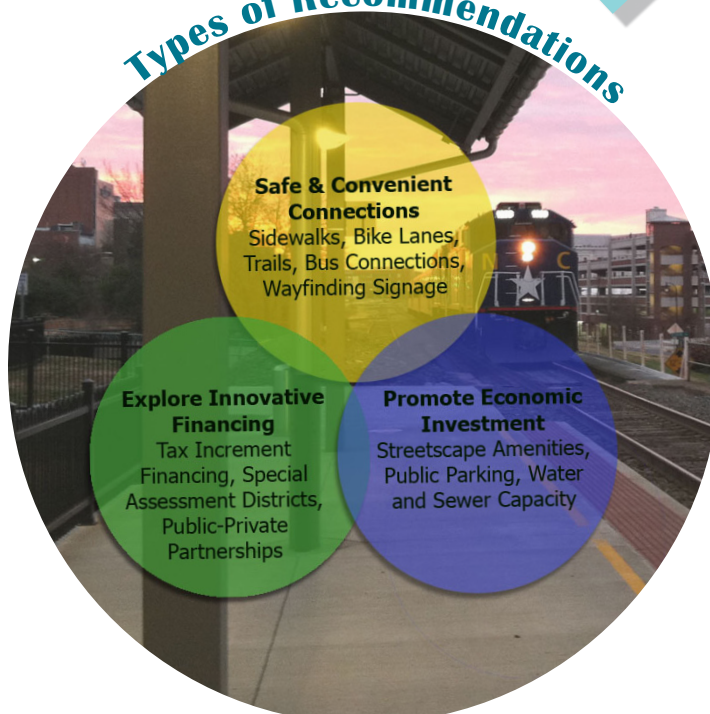
## Next Steps

- Prioritization Scoring
- Public Engagement
- Research Funding Strategies
- Begin Phase 2 "Suburban Stations"

## Implementation

- "Value Capture" Funding Strategies
- City and County Capital Improvements
- Federal and State Opportunities
- Inform Preliminary Engineering

## Types of Recommendations



**From:** NC Go [<mailto:info@ncgo.org>]  
**Sent:** Monday, October 13, 2014 9:13 AM  
**Subject:** NC Go Editorial

We'd hoped this would appear in time for last Friday's clips, but it ran this morning. Please see below an editorial from *NC Go!* on Governor McCrory's transportation plan and the bigger problem that faces our state - how we finance our transportation network.

There are sure to be a lot of negative letters to the editor and comments about our views - that you need to raise revenue to finance the transportation system our state needs and deserves. Increasing efficiency and reducing waste is crucial, but it won't get us to where we need to go. Because we anticipate some backlash about this editorial, ***we strongly encourage you to weigh in with your own comments and letters to the editor.***

The article [can be found here](#) and you can add comments at the bottom. But, **the preferred response** is to visit <http://www.newsobserver.com/submit-letter/> and send a letter to the editor in support of the Governor's transportation plan and the need for additional revenue source. Our position is there is no magic bullet - we will all have to contribute additional revenue through tolls, fees, taxes and other "user pay" options. The length is limited to 200 words and you should reference our editorial, "*Sharing the ride on NC transportation costs.*"

Please share this email and encourage others to weigh in and also [join the NC GO Advocacy Network](#).

Thank you for your time and advocacy,  
**Charles Hodges, NC Go! executive director**

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## **Sharing the ride on NC transportation costs**

(Opinion)  
News & Observer - Oct 13, 2014

Gov. Pat McCrory's 25-year transportation plan gives an in-depth view of the challenges and opportunities North Carolina's network faces, from the mountains to the coast. It will require more than a strong sell to convey the broad transportation funding reform required in our state. Residents and our elected leaders need to better understand why we face this dilemma, and the fact we are all part of solving this problem.

Unfortunately, few residents recognize the effect of the transportation system on economic development, safety, job creation and our basic quality of life. Nor do they understand how our state actually compares with others in how we all pay for this system or how much. We are hung up on the fact that our gas tax is higher than neighboring states. There's little recognition about how costly, long and difficult it is to build transportation infrastructure. We can't decide congestion is too bad one year and have a new road, lanes or bridge the next. And we can't wait to find the dollars needed to address transportation needs.

The governor's plan identifies between \$94 billion and \$123 billion in needs by 2040. The gas tax - our current largest source of transportation funding - isn't sustainable. Over the next 10 years, our state will generate about \$2

billion less in transportation revenue because of declining gas tax dollars. That's due to increased vehicle fuel efficiency. Every year we pay slightly less to drive the same mile of road. This means we also contribute less, per mile, to maintain the roads and bridges we use.

People contend they shouldn't be penalized for better fuel efficiency, but that has nothing to do with it. Drivers with higher fuel efficiency cars already save by paying less overall for fuel. They still consume the same mile of road, whether in an SUV, hybrid or electric car.

As for how we pay, and how much we pay compared with other states, this is a key misperception. It's important to acknowledge that unlike most states where counties or cities maintain (and pay for) roads, we rely mostly on state dollars to maintain and expand our transportation system. In fact, we have the second-largest state-maintained system - more than 80,000 miles. Only Texas is larger.

This is important because the primary way North Carolinians pay for their use of the transportation system is through the gas tax. In other states, where counties and cities collect revenue as well, there are local fees, sales taxes, property taxes, tolls and other fees and taxes on top of their gas tax. According to the Federal Highway Administration, when the total costs are compared, we pay \$510 per capita versus the national average of \$657. We just don't have a laundry list of local taxes and fees in lieu of our "high" gas tax.

So, given the declining sustainability, growing population, aging roads and bridges and well-documented transportation needs, how do we solve the problem? Everyone benefits from the transportation network. We all get goods, services, food and more that must come by truck, rail or plane. Even folks who don't drive use the transportation network. And a good system helps attract new industries, distribution and logistics hubs and jobs. Because of this, some revenue component must apply to everyone.

The bottom line: Everyone must share in the burden of improving our transportation system. We can't say "no tolls," or "no more gas tax," or "no sales tax" and still raise the funds needed. Failure to act is a disservice to the next generation. Failing to act means safe roads aren't a priority in our state. Failing to act means that we think status quo - more congestion, less connectivity to rural areas and missing out on economic opportunities - is a good plan.

McCrory's visionary plan should be embraced, and now's the time for visionary thinking about how to fund this transportation system.

*Charles Hodges is executive director of NC Go!*

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