

Member Governments

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

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

AGENDA

**January 28, 2009
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of December 17, 2008 TCC Meeting Minutes
(Attachment 4)**

A copy of the December 17, 2008 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the December 17, 2008 TCC meeting.

**5. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan
(Attachment 5, 5A)
Andy Henry, LPA Staff**

At their December meeting, the TAC received the draft 2035 Long Range Transportation Plan (LRTP) report (the report has a salmon-colored cover). The TAC did not approve the draft 2035 LRTP, and requested that the TCC review and make a recommendation on several issues, which included future road widenings in Chatham County and the implementation of HOV/HOT lanes and widenings on I-40. The TCC addressed these issues at their December meeting. After that meeting, the Lead Planning Agency (LPA) staff discovered a revenue methodology error that resulted in a significant reduction in the revenue available for highway projects. Attachment 5 describes the methodology error and LPA staff recommendations for addressing the subsequent impacts on the draft 2035 LRTP.

At their January meeting, the TAC received and discussed the TCC recommendations and the LPA staff recommendations (to address the methodology error). The TAC did not approve the draft 2035 LRTP and made several requests. Attachment 5A summarizes these TAC requests and notes how the LPA staff will respond.

The following table presents the schedule for the remainder of the 2035 LRTP process:

Action	Date
TAC approve 2035 LRTP	2/14/09
TAC release 2035 LRTP report and draft Air Quality Conformity Report	3/11/09
TAC hold public hearing for Conformity Report	4/8/09
TAC approve 2035 LRTP and Air Quality Conformity Report	5/13/09
Federal approval of 2035 LRTP	June 15, 2009 deadline unlikely to be met

At this point, it appears that the final federal approval of the 2035 LRTP will not be made by the deadline, which is June 15, 2009. Although the impacts of not meeting the deadline are uncertain at this time, staff does not expect any significant impacts. Up to one year after the deadline, the MPO can continue to use the 2030 LRTP and 2009-2015 Transportation Improvement Program (TIP) to support projects that are properly identified in these two documents. New or modified projects that do not conform to these two documents could be delayed.

TCC Action: Recommend that the TAC approve the draft 2035 Long Range Transportation Plan using the Transit Node socio-economic data for purposes of completing the air quality conformity analysis.

6. 2011-2017 Transportation Improvement Program – Regional Priority List **(Attachment 6, 6A, 6B, 6C)**

Ellen Beckmann, LPA Staff

Attachment 6 is a memo on the 2011-2017 Transportation Improvement Program (TIP) Regional Priority List. NCDOT has requested that MPOs provide their Regional Priority Lists for the FY 2011-2017 Transportation Improvement Program (TIP) by March 28, 2008. A schedule for the development of the FY 2011-2017 Metropolitan TIP is provided in Attachment 6A.

In August 2008, the TAC approved the Ranking Methodology for the development of the Regional Priority List. Local jurisdictions then submitted their local priority lists and applied the Ranking Methodology to their projects. In November, the TAC released the results of the Ranking Methodology as the draft Regional Priority List and held a public hearing at the January TAC meeting. At the January TAC meeting, the TAC directed the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources for each project. The TIP Subcommittee met on January 16, 2009, and January 21, 2009, to develop recommended lists. This recommendation is provided as Attachment 6B. For comparison, Attachment 6C is the complete list of projects in the draft Regional Priority List separated by division as modified by the TAC in January.

TCC Action: Recommend that the TAC review the combined-mode final Regional Priority List and provide feedback to the TCC.

7. FY 2008-2009 Unified Planning Work Program – Amendment #4

(Attachment 7, 7A)

Felix Nwoko, LPA Staff

The TAC approved the 2008-2009 UPWP on April 9, 2008. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2008-2009) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2009-2010). The proposed Amendment #4 is necessary in order to reflect de-obligation of funds by the Lead Planning Agency. Attachment 7 is a memo describing Amendment #4 to the 2008-2009 UPWP. Attachment 7A is a resolution.

TCC Action: Recommend that the TAC adopt a resolution regarding Amendment #4 to the 2008-2009 UPWP (Attachment 7A).

8. Draft FY 2009-2010 Unified Planning Work Program

Attachments to be handed out at TCC meeting

Felix Nwoko, LPA Staff

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) 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). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Action	Date
TCC recommends draft 2009-2010 UPWP	1/28/09
TAC releases draft 2009-2010 UPWP for public comment	2/11/09
TAC holds public hearing on draft 2009-2010 UPWP	3/11/09
TAC approves final 2009-2010 UPWP	3/11/09
NCDOT deadline for receipt of 2009-2010 UPWP	3/31/09

TCC Action: Recommend that the TAC release the draft FY 2009-2010 Unified Planning Work Program for public comment

9. Section 5307 and 5340 Distribution

(Attachment 9)

Felix Nwoko, LPA Staff

The MPO’s transit operators have developed a recommendation on the distribution formula for Section 5307 and 5340 funds. Section 5307 funds are Federal Transit Administration funds provided directly to urbanized areas above 200,000 in population. Section 5340 funds are a supplement to the 5307 funds provided for rapidly growing and high density states. Attachment

9 is a letter to be sent to NCDOT from the TAC Chair that outlines the distribution for Section 5307 and 5340 funds. The transit operators have reviewed and endorsed this distribution. The MPO's appropriation is lower than usual because the Federal Transit Administration is operating under a continuing resolution until a new appropriations bill is passed by Congress. The MPO expects to receive revised figures once this legislation is passed.

TCC Action: Recommend that the TAC endorse the distribution formula for Section 5307 funds and that the Chair send a letter to NCDOT regarding this distribution.

10. 2009 Statewide Fast-Tracked Congestion Mitigation Air Quality (CMAQ) Project Endorsement – NC Solar Center

(Attachment 10, 10A)

Ellen Beckmann, LPA Staff

John Hodges-Copple, TJ COG

NC State University's NC Solar Center (NCSC) is applying for \$1.2 M in "statewide" Congestion Mitigation Air Quality (CMAQ) funding from the NC Department of Transportation for the Clean Fuel Advanced Technology (CFAT) II project. To apply the NCSC needs each MPO representing an eligible CMAQ county to send a letter of support or pass a resolution endorsing the CFAT II project stating that if approved for funding by DOT, the CFAT II project will be included in their local transportation plans.

Attachment 10 is a memo from the NCSC describing the proposed project "Clean Fuel Advanced Technology II." Attachment 10A is a resolution endorsing the proposed project.

TCC Action: Recommend that the TAC approve the resolution endorsing the "Clean Fuel Advanced Technology II" project for 2009 Statewide Fast-Tracked CMAQ funding.

11. Transportation Demand Management - Report

No attachments, materials available on TJ COG website

Dale McKeel, LPA Staff

Sean Flanagan, TJ COG

Transportation Demand Management (TDM) seeks to reduce traffic and air pollution by promoting commute alternatives such as transit, carpooling, biking, walking, telework, and vanpooling. The Triangle Region 7-Year Long Range TDM Plan recommends that the DCHC MPO, Capital Area MPO, and NC Department of Transportation pool funds and use a competitive call process to select TDM projects in the Triangle "hot spots" (www.triangletdmplan.com)

The recommendation of the 7-year TDM Plan is being implemented. Triangle J Council of Governments (TJCOG) is providing staff support for this effort on behalf of the funding organizations, and is working with a Transportation Demand Management Oversight Committee. The first call for projects was made in the 2007, and the second request was released on January 14 (on-line at www.tjcog.dst.nc.us/regplan/transdemand.shtml).

Sean Flaherty of TJCOG will provide an update to the TCC on the Triangle TDM program. Amy Armbruster of Triangle Transit will discuss some of the TDM activities being funded, such as Individualized Marketing and the upcoming Smart Commute challenge.

TCC Action: Receive update on the Triangle TDM program and funded activities.

12. Economic Stimulus Package

Attachment to be handed out at TCC meeting

Mark Ahrendsen, TCC Chair

In anticipation of an economic stimulus package by Congress in early 2009, the NCDOT has requested that MPOs and RPOs submit lists of highway, bicycle and pedestrian, and transit candidate projects. NCDOT has requested that candidate projects meet the following requirements:

- 100% Federal funding
- Under contract within 180 days
- Cash payout within 24 months
- Category neutral
- No earmarking
- Equity formula distribution
- Eligible for Surface Transportation Program (STP) funding

NCDOT requested that MPOs submit candidate project lists by January 27, 2009. The DCHC MPO requested that TCC members submit candidate projects by January 23, 2009. The DCHC MPO's list will be handed out at the TCC meeting.

TCC Action: Receive the submitted candidate project list for the proposed economic stimulus package.

REPORTS FROM STAFF:

13. Reports from Staff

(Attachment 13)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

14. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

15. NCDOT Report

(Attachment 15)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

16. NCDOT Email Regarding Allocation of STP-DA Funds to Locally-Delivered Projects

(Attachment 16)

Adjourn

Next meeting: February 25, 2009

TECHNICAL COORDINATING COMMITTEE

December 17, 2008

MINUTES OF MEETING

The Technical Coordinating Committee met on December 17, 2008 at 9:00 a.m. in the Council

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

- *Mark Ahrendsen City of Durham/Transportation
- *David Bonk Town of Chapel Hill
- *Stanley Buff NCDOT – Division 7 Engineer
- *Andy Henry City of Durham – Transportation
- *John Hodges Cople Triangle J COG
- *Joey Hopkins NCDOT – Division 5 Engineer
- *Tom King Town of Hillsborough
- *Karen Lincoln Orange County
- *Ray Magyar UNC – Transportation
- *Patrick McDonough Triangle Transit
- *Adena Messinger Town of Carrboro
- *Ryan Mickles Town of Chapel Hill
- *Kumar Neppalli Town of Chapel Hill
- *Felix Nwoko City of Durham – Transportation
- ^Ed Venable City of Durham – Engineering
- Terry Arellano NCDOT – TPB
- Ellen Beckmann City of Durham – Transportation
- Kevin Harward City of Durham – Transportation
- Ben Howell Chatham County
- Sally Kost Chatham County
- Dale McKeel City of Durham – Transportation
- Yolanda Morris FHWA
- Dawn Qiu City of Durham – Transportation
- Brian Rhodes City of Durham - Transportation
- Derry Schmidt NCDOT – TPB
- Jill Stark FHWA

*Voting Member

^Temporary Non-voting Member

Quorum Count: 14 of 16 Voting Members Present

According to the TCC Bylaws, when a member misses two meetings in a row, he/she is not considered a voting member on the second consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.

43 Mark Ahrendsen, TCC Chair called the meeting to order at 9:05 a.m.

44 **PRELIMINARIES:**

45 **Adjustments to the Agenda**

46 Mark Ahrendsen stated that agenda item #7 will be addressed after the action on the minutes.

47 The NCDOT report will also move up on the agenda after item #7.

48 **Public Comments**

49 There were no public comments.

50 **ACTION ITEMS**

51 **Approval of November 24, 2008 TCC Meeting Minutes (Attachment 4)**

52 Ellen Beckmann discussed the quorum and voting membership rules. John Hodges-Copple
53 suggested sending out a roster of voting members with the agenda.

54 A motion was made by Felix Nwoko and seconded by David Bonk to approve the November 24,
55 2008 TCC Meeting Minutes. The motion carried unanimously.

56 **2035 Long Range Transportation Plan (Attachments 5, 5A, and 5B)**

57
58 Mark Ahrendsen provided an introduction for the 2035 Long Range Transportation Plan.

59 Andy Henry provided an update on the 2035 Long Range Transportation Plan, along with the
60 attachments.

61 Andy Henry described the issues. In order to make things balance on the financial side, we took
62 out 21 projects. A map is attached showing the projects that were removed.

63 David Bonk asked if the numbers are coming out of the latest model run and Andy Henry stated
64 they are coming out of the latest model run but it does not include any transit changes, just highway
65 changes.

66 There were two issues that couldn't be decided at the TAC meeting. The first is the Chatham
67 County projects. The second is a proposal by the Town of Chapel Hill regarding the HOV on I-40 going all

68 the way to NC-86. The section of HOV between NC-54 and NC-86 was taken out, but there is still a
69 general purpose widening from US 15-501 to NC-86. John Hodges-Copple stated that right now there is
70 a six lane cross-section from US 15-501 towards Research Triangle Park and a four lane cross-section
71 north of that to I-85. The proposal that the Town of Chapel Hill has suggested would still include a
72 widening to a six lane cross-section from US 15-501 to NC-86, but it would end there, and the HOV
73 lanes, instead of stopping at NC-54, would go to US 15-501. The cost would be \$50 million.

74 David Bonk asked if the plan is approved with the current scenario, does it limit us if in the next
75 three years we move forward with some kind of analysis of the HOV lanes.

76 Karen Lincoln stated that Orange County is for the HOV lanes for I-40 in general. Mark
77 Ahrendsen stated his only concern is that the modeling of the plan as recommended shows that I-40 is
78 not over capacity between NC-54 and US-15-501 where we are considering a roadway improvement and
79 I-40 west of NC-86 will be deficient where we are considering removing another roadway improvement.

80 John Hodges-Copple stated the air quality budget assumed the I-40 widening in Orange County
81 when it was run. CAMPO is considering re-engineering I-40 completely. John is concerned about the
82 impact on air quality.

83 David Bonk is hesitant to add HOV lanes to US 15-501 without deleting another project. Patrick
84 McDonough stated any HOV lanes will be HOT. Patrick asked if we have estimated toll revenue and
85 Andy Henry stated no.

86 A motion was made by Kumar Neppalli and seconded by Andy Henry to keep it as recommended
87 with the understanding that we will do a I-40 corridor study and assess the air quality risk. The motion
88 carried.

89 Andy Henry described the Chatham County issues. Andy stated that several of the Chatham
90 County projects were removed. The Farrington Road Corridor Study recommended some intersection

91 improvements. If you look in the long range plan, there is already \$196 million in there for different
92 types of transportation system management (TSM) projects, such as intersection improvements.

93 Sally Kost stated that as far as Chatham County is concerned widening NC-751 is off the table.
94 Their number one priority is Jack Bennett Road. There are 117,000 people, almost a 250% increase,
95 projected by TJCOG along the US 15-501 corridor. There is a lot of development that has already been
96 approved. Chatham County is concerned not only with the traffic volume, but also with the safety of
97 Jack Bennett Road because they have an elementary school and land for a new high school.

98 Ben Howell stated that Laurel Hill Parkway was on the old plans to serve this area. We have a
99 large number of already approved projects in the area. Also, there is a four lane O'Kelly Chapel in Cary's
100 CTP (the Town of Cary's CTP is different from the State's CTP). The priorities for Chatham County have
101 changed since the TIP priority list was approved.

102 Sally Kost stated that she doesn't know what is most appropriate for roads. Ben Howell stated
103 that Chatham County prefers improvements to Jack Bennett and Farrington Road. Sally Kost asked if
104 they would need to take out projects to add any road widening and Andy Henry stated yes. Mark
105 Ahrendsen stated we can be more explicit about safety improvements without adding funds through the
106 TSM category. Mark Ahrendsen asked if we could consider more express buses from Chatham County
107 to the east. Andy Henry stated there is already service between Pittsboro and Chapel Hill where
108 Chatham County residents could transfer to get to Durham or RTP.

109 John Hodges-Copple stated there is a consensus not to include NC-751 but there is not a
110 consensus on Farrington Road corridor (Mt. Carmel Church to Barbee Chapel). John Hodges-Copple
111 stated we should be more specific about TSM in the text by noting that there are areas that deserve
112 special attention.

113 A motion was made by John Hodges-Copple and seconded by David Bonk to not show a
114 widening of NC-751, Jack Bennett or Farrington Road, but specifically call out in the text of the plan that

115 the intersection improvements in the Farrington Road Corridor Study should be a top candidate for the
116 TSM funds that are in the plan, and that there should be further discussions between the MPO, the local
117 jurisdictions and the resource agencies to come to an agreement on the widening of Farrington Mill
118 between Barbee Chapel and Mt. Carmel Church. The motion carried unanimously.

119 David Bonk asked if we will do a model run with all the transit improvements in addition to the
120 roadway changes. Andy Henry stated that we will prepare a map of the transit improvements and the
121 model results for the TAC meeting.

122 **2011-2017 Transportation Improvement Program – Regional Priority List (Attachments 6, 6A, 6B, and**
123 **6C)**

124
125 Ellen Beckmann described the 2011-2017 Transportation Improvement Program – Regional
126 Priority List, along with the attachments.

127 A motion was made by Kumar Neppalli and seconded by David Bonk to recommend that the TAC
128 approve the revised tables and direct the TCC to develop a recommendation for a combined-mode final
129 Regional Priority List separated by division with eligible funding sources for each project. The motion
130 carried unanimously.

131 Karen Lincoln suggested adding language to Mount Carmel Church Road that the “design may
132 vary.” Patrick McDonough suggested moving the Hillsborough Train Station up.

133 **Congestion Mitigation Air Quality (CMAQ) Program (Attachments 7 and 7A)**

134 Mark Ahrendsen provided an introduction for the Congestion Mitigation Air Quality (CMAQ)
135 Program, along with the attachments.

136 Terry Arellano, NCDOT/Transportation Planning Branch, spoke regarding this item. Ms. Arellano
137 stated that everything is posted on the NCDOT website under the Transportation Planning Branch and
138 email communications were distributed to staff earlier. Basically, there are three (3) processes the
139 Board approved in October 2008. The first was fast track projects which allowed 100% funding as long

140 as the projects were authorized in 2008 and 2009. The requirements are that it be an existing project
141 that can be in place by the 2009 fiscal year which ends September 30, 2009. If so, then NCDOT is willing
142 to kick in the extra 20% local match. You can also apply for new projects to use up unallocated balances.
143 A commitment letter from the MPO indicating the projects that they would like to have fast tracked is
144 needed as well as a statement that you anticipate the preliminary engineering will be complete by
145 August 29, 2009. The deadline to let NCDOT know which projects we would like to have fast tracked is
146 January 29, 2009. Between January 30 and April 30th NCDOT will actually be going through a process to
147 develop the required supplemental local agreements for existing projects. For any new projects, NCDOT
148 will be developing new agreements to get them underway. The deadlines are very strict.

149 Ellen Beckmann asked if the projects need to be in the TIP already and Ms. Arellano stated new
150 projects have to be added by an amendment.

151 Ellen Beckmann asked if the projects in the TIP under the 80-20 funding split can be changed to
152 100% funding and Ms. Arellano stated yes as long as the deadlines can be met.

153 Mark Ahrendsen asked Ms. Arellano if she knew the amount of funds available and stated she
154 does not know the amount of funds available.

155 Ms. Arellano stated they are not sure how the funds are going to be disbursed at this time
156 because they don't know the number of projects.

157 Ed Venable stated he needed to know a little more about the amount of funds. Ms. Arellano
158 stated when she asked the amount of funds available she was told that if all the projects that are
159 currently scheduled in the TIP for 2009 were to be fast tracked there should be enough funds to cover
160 them.

161 Ms. Arellano stated that the second process is programming un-used funds through 2012. The
162 process allows the MPO until May 1, 2009 to let NCDOT know which projects the funds will be used on.
163 Basically, it is eligible for any kind of CMAQ project that gets funded through the federal government.

164 The one stipulation is there is going to be a minimum cost threshold of \$100,000. The reason is they are
165 trying to get at larger projects with more air quality benefits and the other is the project management
166 for NCDOT. Regardless of how much money is spent, the NCDOT has to spend the same amount of time
167 managing the project and it is unfeasible for small projects.

168 Ben Howell asked if the unallocated 2004 funds can be used for the fast track and Ms. Arellano
169 stated yes. It has a January 29, 2009 deadline.

170 Ms. Arellano stated that the third process is revised CMAQ project selection and programming
171 for FY 2013-2017. This process is going to program an allocation of CMAQ by MPO and RPO region.
172 There will be a minimum project cost of \$100,000 associated with this process as well. This will still
173 require an application for each CMAQ project. The application will be reviewed by the inter-agency
174 team. All projects are still requiring MPO endorsement. The deadline for projects is September 2009.
175 There will be no combining sidewalk projects into one project except when bundled at one intersection
176 or destination under one contract.

177 Ellen Beckmann stated that the fast track projects should be provided to Ellen Beckmann by
178 December 30, 2008 by 4:30 p.m. and she will distribute them for TCC review on December 31, 2008. A
179 TIP subcommittee meeting has been scheduled for January 5, 2009 at 1:30 p.m. to prepare a
180 recommendation of projects for the TAC meeting in January 2009.

181 A motion was made by David Bonk and seconded by Karen Lincoln to authorize the TIP
182 subcommittee to develop a list for submission to the TAC of projects to be submitted for the CMAQ fast
183 track process. The motion carried unanimously.

184 **Safe Routes to School Application (Attachment 8 and 8A)**

185 Adena Messinger provided an introduction for the Safe Routes to School Application, along with
186 the attachments. David Bonk asked if the resolution can endorse all the MPO applications and Adena

187 Messenger stated it would have to be modified as it is specific to the Town of Carrboro. Tom King stated
 188 that Hillsborough may apply. Patrick McDonough suggested having the TIP subcommittee review it.

189 A motion was made by David Bonk and seconded by Patrick McDonough to have the TIP
 190 subcommittee review the Safe Routes to School Applications and forward a recommendation to the TAC
 191 for approval. The motion carried unanimously.

192 **Transfer of 2009 STPDA funds to FTA – Triangle Transit (Attachment 9)**

193 Ellen Beckmann provided an introduction for the Transfer of 2009 STPDA funds to FTA – Triangle
 194 Transit, along with the attachment.

195 A motion was made by David Bonk and seconded by Karen Lincoln to recommend that the TAC
 196 approve the resolution requesting that the FY 2009 STPDA funds for Triangle Transit passenger
 197 amenities be transferred to FTA. The motion carried unanimously.

198 **REPORTS FROM STAFF:**

199 **Reports from Staff (Attachment 10)**

200 The Reports from Staff is attached for review. An addendum to the NC-54 project distribution
 201 will be posted today.

202 **Report from the Chair**

203 Mark Ahrendsen discussed the economic stimulus package. The Town of Chapel Hill is
 204 submitting this Friday. The 21st Century Committee released their final report.

205 **NCDOT Reports (Attachment 12)**

206 Joey Hopkins, NCDOT Division 5 Engineer, provided an update. Mr. Hopkins stated that the
 207 State revenues are down. The federal funds make up $\frac{3}{4}$ of TIP and the State funds make up $\frac{1}{4}$ of the TIP.
 208 The State budget is projected to be down about \$300-\$350 million this fiscal year. The State will lay off
 209 74 temporary employees next week. Projects have been deferred due the funding issues.

210 CMAQ funds and the Garvee projects are safe, but not much else. The State has submitted \$5.2
211 billion worth of projects for the economic stimulus package.

212 Mr. Hopkins provided an update on projects for Division 5. The Hopson Road project is very
213 close and it should open no later than January. The Davis Drive project is on track to be completed by
214 the end of next year. The Garrett Road project is on schedule. The Holloway Street widening will be
215 done by the end of the year. The Leesville Road Bridge is ahead of schedule and the Pickett Road Bridge
216 should be complete in a few days.

217 Mark Ahrendsen stated that the NCDOT will bring a process back to the TAC regarding the State
218 Forest Road bridge replacement so the TAC can make a decision.

219 Stanley Buff, NCDOT Division 7 Engineer, provided an update on projects. The Orange County
220 resurfacing project has been pulled. It will be let later in the year depending on the funds.

221 **Adjournment**

222 There being no further business before the Technical Coordinating Committee, the meeting
223 adjourned at 11:43 a.m.

2035 Long Range Transportation Plan

New Revenue Issue

Background

A critical revenue issue was discovered after the December 2008 TAC and TCC meetings. A brief explanation of the revenue methodology will help in understanding the issue. The future purchasing power of all 2035 LRTP revenues are discounted by 4% each year to account for the trend that highway and transit cost inflation has been historically higher than the revenue growth. This discounting process was implemented for all the revenue sources but was not performed on the forecast for highway revenue.

The impacts are:

- The Highway Capital revenues (federal and state) in the 2035 LRTP financial plan will be reduced by \$617 million. Highway Capital revenues in the 2035 LRTP presented to the TAC in December was \$1,937 million (see table on page 2-5 of the draft 2035 LRTP report, i.e., salmon colored report), but should have been \$1,320 million.
- The Highway Maintenance revenues (federal, state and other) will be reduced by \$319 million. Highway Maintenance revenues in the 2035 LRTP presented to the TAC in December was \$1,146 million (see table on page 2-5 of the report), but should have been \$827 million. Since Highway Maintenance costs were assumed to be equal to Highway Maintenance revenues, Highway Maintenance costs would also be reduced by \$319 million to yield a new total of \$827 million. These Highway Maintenance costs and revenues reductions are equal and therefore do not effectively change the financial balance of the 2035 LRTP.

The Lead Planning Agency (LPA) staff has developed four possible solutions to address this highway funding shortfall. Staff favors the first solution:

LPA Staff Recommendation:

1. Assume new revenue sources to cover the \$561 million cost of the I-40 HOV/HOT project (#45). The cost and revenue of this single project will cover most of the highway funding shortfall. In addition, the project is to be implemented in the 2026-2035 time

horizon, a time in which many transportation experts expect the use of managed lane toll revenues, state and local bonding, private investment and other highway finance alternatives for large highway projects to be more widely accepted.

The revenues for this project can be assumed to include:

- Toll revenue
- Bonding based on future toll revenue
- A 2nd round of state highway gap funding (a first round of gap funding supported the Triangle Expressway)

In addition, staff recommends increasing the funding for the New Revenue Source called New State and Federal Transportation Infrastructure Program. The Infrastructure Program total was \$270 million (i.e., \$10 million/year from year 2009 through 2035) in the draft presented to the TAC at their December meeting. Staff recommends increasing this total to \$378 million (i.e., \$14 million/year from year 2009 through 2025).

Other Options:

2. Delete the I-40 HOV/HOT project (#45) from the 2035 LRTP, thereby reducing costs by \$561 million. This solution is not recommended given the expected traffic volume growth in the I-40 corridor and concerns for meeting air quality conformity.
3. Delete multiple highway projects with a total cost of approximately \$600 million from the 2035 LRTP. This solution is not recommended because it would require the deletion of two many highway projects (perhaps 20 or more) and would likely require two additional months to identify and analyze the projects proposed for deletion.
4. Delete multiple highway projects, reduce bus transit projects and reallocate transit revenue to highway projects. This solution is not recommended because guidance from the TAC and public input supported the expansion of transit service and dedication of revenue from a new ½ cent sales tax to transit.

2035 Long Range Transportation Plan

TAC Requests and Staff Responses

TAC Requests and Staff Responses

The LPA staff presented the TCC recommendations for the draft 2035 LRTP and staff recommendations for addressing the funding shortfall (produced by the financing error) to the TAC at their January meeting. This section summarizes the TAC requests and staff responses:

- The TAC directed staff to extend the I-40 HOV/HOT lanes from the Wake County line to US 15-501 and present the cost impact. The TCC recommendation did not have I-40 HOV/HOT lanes between NC 54 and US 15-501.

Staff will make this change to the draft 2035 LRTP.

- A TAC member does not believe the Evaluation Measures are helpful for making decisions and therefore requested better information. For example, there is general support among TAC members for the I-40 HOV/HOT lanes but there is a concern that the Evaluation Measures don't provide more specific impacts of using the lanes, which are very expensive.

Staff will research the availability of more specific information such as single-occupied vehicle (SOV) in the I-40 corridor for the Existing-plus-Committed versus the 2035 LRTP model runs.

- A TAC member asked if anyone can provide projected transit passenger revenue compared to actual revenue similar to the way in which projected ridership is compared to actual ridership.

Staff will provide the requested comparison, if feasible, and possibly compare use of revenue method based on rail ridership and the 2035 LRTP method, which is based on rail operating costs.

- The TAC Chair requested that a tour be arranged of southwest Durham County, northeast Chatham County and southeast Orange County to assess and discuss the need for road improvements. Tour participants would include interested elected officials and

staff from those counties, as well as resource agencies such as the U.S. Army Corps of Engineers.

Staff will arrange this tour within the next three months.

Revised Draft 2035 LRTP

The LPA provided a draft 2035 LRTP report to the TAC at their December meeting – this is the report with the salmon cover. Given the changes to the draft 2035 LRTP since that release, the LPA staff will provide a revised Draft 2035 LRTP report to the TAC for their February meeting. The principal changes in this revised report include:

- The financial plan will have new figures for highway revenues and the transportation infrastructure program, and an additional revenue source called the I-40 HOV/HOT (Managed Lanes) financing package. The TAC received this information at their January meeting, but the cost for extending I-40 HOV/HOT to US 15-501 has been added since that time.
- The section titled Other Transportation Projects details Transportation System Management (TSM) improvements for northeast Chatham County and southwest Durham County. The TAC received a copy of this section this information at their January meeting.
- The Evaluation Measures and Congestion Maps reflect the up-to-date highway and transit network. The TAC received this table and map at their January meeting.
- The addition of a summary and table of the Transit Node socioeconomic data that is to be used in the 2035 LRTP. The Transit Node SE Data will use the Baseline SE Data for the 2015 AQ year because the Baseline SE Data already has a concentration of population and employment in future transit station areas, and there is relatively little time to effect the land use policy changes of the Transit Node SE Data before 2015. The Transit Node SE Data will use the Transit Node forecasts for 2025 and 2035. The TAC received a summary on 2035 Transit Node SE Data early in 2008.

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: January 28, 2009

SUBJECT: FY 2011-2017 Transportation Improvement Program – Regional Priority List

NCDOT is on a two year cycle for the development of the Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. NCDOT provided the DCHC MPO a copy of the schedule for the development of the FY 2011-2017 TIP on October 27, 2008. This schedule requests that MPOs provide their Regional Priority Lists to NCDOT by March 28, 2008. This is a three month delay from the original schedule as communicated by NCDOT staff in summer 2008. As a result, the TAC decided to adjust the MPO schedule for the FY 2011-2017 Metropolitan TIP (Attachment 6A) to allow for more review of the Regional Priority List before approval.

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 and requested that all local jurisdictions provide a local priority list by October 1, 2008. Local and MPO staff then applied the Ranking Methodology to the submitted projects. In November, the TAC released the draft Regional Priority List for public comment and directed the TCC to develop a recommendation for a number of unresolved issues.

The TCC developed recommendations regarding the unresolved issues and presented them to the TAC in January. In January, the TAC held the public hearing and provided feedback to the TCC on the Regional Priority List. The TAC's feedback and the LPA/TCC TIP Subcommittee response are listed below:

- Add the Fayetteville Street Streetscape Improvements to the Regional Priority List.
 - LPA/TCC: This project was added to the list and ranked using the Ranking Methodology.
- Move the Elizabeth Brady Road project below three Hillsborough projects in the highway list.
 - LPA/TCC: This was completed.
- Reconsider the environmental justice points for the Eubanks Road bicycle and pedestrian project.

- LPA/TCC: The environmental justice points were assigned correctly according to the approved Ranking Methodology. This project is in Traffic Analysis Zone (TAZ) that is at or below the Orange County average for percent of households below poverty and is 10-25 percent above the Orange County average for percent minority. This results in a “low positive” environmental justice ranking.
- Consider the Town of Chapel Hill resolution that requested:
 - Prioritization of bicycle and pedestrian projects for highway funds;
 - LPA/TCC: The prioritization of bicycle and pedestrian projects was considered during the development of the recommended final Regional Priority List.
 - Revision of the Ranking Methodology to use volume/capacity instead of traffic volume for bicycle and pedestrian projects;
 - LPA/TCC: Revisions to the Ranking Methodology will be considered for the FY 2013-2019 TIP.
 - Change the language for the US 15-501 major corridor upgrade to emphasize transit improvements.
 - LPA/TCC: The US 15-501 major corridor upgrade was not included in any Local Priority Lists and is not in the MPO’s draft Regional Priority List.
- Separate the Mount Carmel Church Road bicycle and pedestrian project into two projects at Bennett Road.
 - LPA/TCC: This was completed.
- Move the East End Connector, Holloway Street pedestrian project, Fayetteville Street widening, and NC 54 widening up on the Regional Priority List.
 - LPA/TCC: This was completed.
- Consider prioritizing Dearborn Drive, Cornwallis Road, Kerley Road, NC 751, and Erwin Road bicycle and pedestrian projects.
 - LPA/TCC: Dearborn Drive was included as a top priority. Erwin Road is also included as a top priority and is ranked high on the Regional Priority List. Cornwallis Road is not included as a top priority. Kerley Road and NC 751 bicycle and pedestrian projects were not included in any Local Priority Lists and are not in the MPO’s draft Regional Priority List.
- Consider giving greater consideration to schools and perhaps colleges, libraries, parks, etc. in the bicycle and pedestrian Ranking Methodology.
 - LPA/TCC: Revisions to the Ranking Methodology will be considered for the FY 2013-2019 TIP.
- Reconsider the environmental justice and community impacts points for the Alston Avenue and Hillandale Road highway projects.
 - LPA/TCC: The environmental justice and community impacts points were assigned correctly according to the approved Ranking Methodology.

- Alston Avenue is in a TAZ that is 50 percent or more above the Durham County average for percent of households below poverty and percent minority resulting in a “high negative” environmental justice impact. Alston Avenue is in a most dense TAZ, is adjacent to a school (Eastway Elementary), and historic resource (Golden Belt National Historic District). It is not directly adjacent to a cemetery or a park or recreation facility. This results in a “high negative” community impact.
- Hillandale Road is in a TAZ that is at or below the Durham County average for percent of households below poverty and percent minority resulting in a “neutral” environmental justice impact. Hillandale Road is in a second most dense TAZ and is not adjacent to any schools, parks or recreation facilities, historic resources, or cemeteries resulting in a “medium negative” community impact.

The TAC also directed the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project.

Recommended Final Regional Priority List

The TCC TIP Subcommittee met on January 16, 2009, and January 21, 2009 to develop recommended final Regional Priority Lists for Division 5 and 7, respectively. The recommended Division 8 final Regional Priority List was developed by LPA staff based on Chatham County’s Local Priority List. There is no technical methodology for the creation of the combined-mode list. The order of projects was determined based on the MPO’s policy priorities. Attachment 6B is the recommended final Regional Priority Lists. For comparison, Attachment 6C is the draft Regional Priority Lists by mode and by division as modified by the TAC in January. Due to the limited amount of funding anticipated in the FY 2011-2017 TIP, the TCC TIP Subcommittee did not rank all projects. The TCC TIP Subcommittee’s recommendation includes the projects that it considered the top priorities for each division. The recommended final Regional Priority List includes eligible funding categories for each project in order to provide guidance to NCDOT on the flexing of highway funds to other modes.

TCC Action: Recommend that the TAC review the combined-mode final Regional Priority List and provide feedback to the TCC.

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
(DCHC MPO)**

Development Schedule

FY 2011-2017 Metropolitan Transportation Improvement Program

Due Date	Task
July-Aug 2008	TCC Subcommittee develops Regional Priority List Ranking Methodology
23-July-2008	TCC recommends Regional Priority List Ranking Methodology
13-Aug-2008	TAC approves the Regional Priority List Ranking Methodology
Aug –Sept 2008	Jurisdictions develop local priority lists
1-Oct-2008	TCC receives local priority lists from member jurisdictions/agencies with application of the Ranking Methodology
October 2008	Development of the Draft Regional Priority List
22-Oct-2008	TCC recommends Draft Regional Priority List.
12-Nov-2008	TAC releases Draft Regional Priority List for a minimum 21-day public comment period
Nov-Dec-Jan 2008-2009	Local jurisdictions offer comments on the Regional Priority List
14-Jan-2009	TAC holds a Public Hearing on Draft Regional Priority List.
28-Jan-2009	TCC considers TAC comments, public comments and input from local governments on the Regional Priority List. TCC makes recommendations as needed.
11-Feb-2009	TAC approves Final Regional Priority List
28-Mar-2009	NCDOT deadline for Regional Priority Lists
Feb – April 2009	NCDOT holds statewide public meetings
5-Nov-2009	State Board of Transportation (BOT) releases Draft 2011-2017 State Transportation Improvement Program (STIP)
11-Nov-2009	TAC releases the Draft 2011-2017 Metropolitan Transportation Improvement Program (MTIP) for a minimum 21-day public comment period.
9-Dec-2009	TAC holds a Public Hearing on the Draft 2011-2017 MTIP.
Jan-Feb 2010	NCDOT holds statewide public meetings Draft 2011-2017 STIP
Feb-April 2010	One-on-one meetings with NCDOT and MPOs on Draft 2011-2017 STIP
3-June-2010	State BOT approves the Final 2011-2017 STIP
9-June-2010	TAC approves the Final 2011-2017 MTIP

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	C-5102 Transportation Demand Management	MPO-wide		CMAQ, O, STP	\$17,000,000
2	Intelligent Transportation System Improvements <ul style="list-style-type: none"> • Triangle Transit – Real Time Passenger Information - \$700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update. 	MPO-wide		Highway and Public Transit Sources	
3	U-0071 East End Connector (NC 147 to US 70) new highway facility	D, DC	2.9	T, Highway Sources	\$161,792,000
4	2011 Transit Projects	D, TT		STP, CMAQ, Public Transit Sources	
5	Fayetteville Rd. (Cornwallis Rd. to Nelson) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, SRTS, State Highway Sources	\$356,000
6	Avondale Dr. (Roxboro Rd. to Geer St.) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, State Highway Sources	\$515,000
7	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	0.6	Highway Sources	\$11,191,000
8	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	0.9	Highway Sources	\$25,916,000
9	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	2.4	Highway Sources	\$21,100,000
10	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D, DC	5.3	Highway Sources	\$91,500,000
11	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes and sidewalks	CH, DC	2.1	STP, CMAQ, State Highway Sources	\$2,656,000
12	University Dr. (Garrett Rd. to Hope Valley Rd.) bike lanes and sidewalks	D, DC	2.9	STP, CMAQ, State Highway Sources	\$1,025,000
13	Fayetteville Rd. (Cornwallis Rd. to NC 147) streetscape design	D	2.2	STP, CMAQ, State Highway Sources	\$30,000,000
14	Holloway St. (Miami Blvd. to US 70) sidewalk and wide outside lanes	D, DC	0.4	STP, CMAQ, State Highway Sources	\$257,000
15	Hillandale Rd. (I-85 to NC 147) bike lanes and sidewalks	D, DC	0.9	STP, CMAQ, State Highway Sources	\$1,320,000
16	2012 Transit Projects	D, TT		STP, CMAQ, Public Transit Sources	
17	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D, DC	0.3	Highway and Rail Sources	\$6,500,000
18	Club Blvd. (Ruffin St. to Geer St.) bike lanes and sidewalks	D, DC	3.5	STP, CMAQ, State Highway Sources	\$2,978,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
19	Erwin Road (15-501 to NC 751) bike lanes and sidewalks (design may vary along length)	CH, DC	1.1	STP, CMAQ, State Highway Sources	\$5,527,000
20	Cheek Rd. (Geer St. to Hardee St.) sidewalks	D, DC	0.5	STP, CMAQ, State Highway Sources	\$695,000
21	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) bike lanes and sidewalks	D, DC	1.5	STP, CMAQ, State Highway Sources	\$2,389,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	FY 2011 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Triangle Transit - \$7,000,000 ○ Chapel Hill Transit - \$2,982,000 • Replacement buses <ul style="list-style-type: none"> ○ Triangle Transit – 28 buses - \$8,900,000 ○ Chapel Hill Transit – 8 buses - \$2,800,000 • Replacement vans <ul style="list-style-type: none"> ○ Triangle Transit – 58 vanpool vans - \$1,300,000 ○ Triangle Transit – 6 paratransit vans - \$320,000 ○ Chapel Hill Transit – 5 EZ-rider vans - \$384,000 ○ Chapel Hill Transit – 7 Safe-Ride vans - \$210,000 • Service vehicles <ul style="list-style-type: none"> ○ Chapel Hill Transit – 8 - \$240,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$2,750,000 ○ Chapel Hill Transit - Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces - \$2,000,000 ○ Triangle Transit – 23 expansion buses - \$9,100,000 ○ Triangle Transit – 80 vanpool vans - \$1,700,000 ○ Triangle Transit – Planning Assistance - \$7,000,000 ○ Triangle Transit – 9 paratransit vans - \$357,000 ○ Chapel Hill Transit – 5 buses - \$1,800,000 ○ Hillsborough In Town Transit Circulator - \$198,000 ○ Hillsborough Train Station/Multi-modal Center - \$1,500,000 	CH, C, H, OC, TT		STP, CMAQ, Public Transit Sources	\$50,541,000
2	Martin Luther King Jr. Boulevard/NC86 Corridor (I-40 to North Street) sidewalks and bike lanes	CH	2.5	STP, CMAQ, State Highway Sources	\$3,945,000
3	Ephesus Church Road (US 15-501 to Farrington Road) sidewalks and bike lanes	CH, DC	2.1	STP, CMAQ, State Highway Sources	\$2,656,000
4	NC54 Corridor (Fordham Boulevard to Barbee Chapel Road) sidewalks and bike lanes	CH	1.2	STP, CMAQ, State Highway Sources	\$1,550,000
5	Erwin Road (15-501 to NC 751) sidewalks and bike lanes (design may vary along length)	CH, DC	1.1	STP, CMAQ, State Highway Sources	\$5,527,000
6	Fordham Boulevard Corridor (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks and wide-outside lanes	CH	4.0	STP, CMAQ, State Highway Sources	\$5,147,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
7	18 Chapel Hill Intersections - bicycle and pedestrian improvements	CH	0.0	STP, CMAQ, State Highway Sources	\$1,542,000
8	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	CH	0.0	STP, CMAQ, State Highway Sources	\$2,261,000
9	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.) multi-use path	CH	0.8	STP, CMAQ, State Highway Sources	\$1,500,000
10	C-5102 Transportation Demand Management	MPO-wide		CMAQ, O	\$17,000,000
11	Intelligent Transportation System Improvements <ul style="list-style-type: none"> • Triangle Transit – Real Time Passenger Information - \$700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update. 	MPO-wide		Public Transit Sources	
12	Orange Grove Rd Extension to US 70 Business	H, OC	0.3	Highway Sources	\$30,000,000
13	Nash Street (Faucette Mill to Dimmocks Mill) sidewalks	H	1.8	STP, CMAQ, State Highway Sources	\$679,000
14	N Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc.	C	0.2	STP, CMAQ, State Highway Sources	\$200,000
15	Estes Drive (NC86 to Curtis Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	CH	0.7	STP, CMAQ, State Highway Sources	\$421,000
16	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	C, CH	2.6	STP, CMAQ, State Highway Sources	\$2,197,000
17	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	CH	1.0	STP, CMAQ, State Highway Sources	\$2,442,000
18	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.) multi-use path	CH	1.0	STP, CMAQ, State Highway Sources	
19	NC 54 Sidepath multi-use path	C	0.8	STP, CMAQ, State Highway Sources	\$700,000
20	Fordham Boulevard (Ephesus Church Road to Elliott Road) sidewalks	CH	0.3	STP, CMAQ, State Highway Sources	\$175,000
21	Culbreth Road (Adam Way to Smith Level) sidewalks	CH	0.5	STP, CMAQ, State Highway Sources	\$165,000
22	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	
23	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	\$943,000
24	Old Fayetteville (NC 54 to McDougle School) sidewalks and bike lanes	C	1.0	STP, CMAQ, State Highway Sources	\$1,800,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
25	Franklin/Merrit Mill/Brewer/Main Intersection	C, CH	0.0	Highway Sources	\$1,000,000
26	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H, OC	2.5	Highway Sources	\$19,260,000
27	FY 2012 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$3,190,000 • Replacement buses <ul style="list-style-type: none"> ○ Chapel Hill Transit – 9 buses - \$3,250,000 • Expansion service <ul style="list-style-type: none"> ○ Chapel Hill Transit - Park & Ride Lot Expansion - Construction - 1000 spaces - \$5,000,000 	CH, C, TT		STP, CMAQ, Public Transit Sources	\$11,440,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Source	Cost
1	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	10.8	STP, CMAQ, Public Transit Sources	\$352,712 (annual operating cost)
2	C-5102 Transportation Demand Management	MPO-wide	0	CMAQ, O, STP	\$17,000,000
3	Area Plan in Cooperation with Cary (North of US64, East of Jordan Lake)	CC	0	STP, Highway Sources	
4	Intelligent Transportation System Improvements <ul style="list-style-type: none"> • Triangle Transit – Real Time Passenger Information - \$700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update. 	MPO-wide	0	Highway and Public Transit Sources	
5	NC 751 (US 64 to Durham County Line) widening	CC	9.4	Highway Sources	\$44,130,000
6	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	CC	3.2	Safety and Highway Sources	
7	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes	CC	0.2	Highway Sources	
8	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	CC	4.6	Safety and Highway Sources	
9	Lystra Road [SR 1721] (Jack Bennet Rd. [SR1717] to West side of N. Chatham Elementary) increase length of turn lanes	CC	0.4	Highway Sources	
10	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	CC	0.8	Highway Sources	

Rank	Name (limits)	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Total Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	\$17,000,000	28
2	Intelligent Transportation System Improvements	D	13	DC	13	0		22
3	U-0071 East End Connector (NC 147 to US 70) new facility	D	1	DC	1	2.9	\$161,792,000	14
4	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D	2	DC	2	0.6	\$11,191,000	18
5	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D	3	DC	3	0.9	\$25,916,000	17
6	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks	D	4	DC	4	2.4	\$21,100,000	13
7	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D	5	DC	5	5.3	\$91,500,000	13
8	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D	11	DC	11	0.28	\$6,500,000	17
9	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	D	12	DC	12	0	\$30,000,000	17
10	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	D	8	DC	8	1.6	\$39,100,000	14
11	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	D	9	DC	9	1.5	\$38,100,000	14
12	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	D	10	DC	10	0.7	\$7,200,000	14

13	US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway	D	6	DC	6	4.1	\$123,100,000	13
14	U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	D	7	DC	7	16.3	\$148,200,000	12

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Total Points
1	Fayetteville Rd. (Cornwallis Rd. to Nelson) bicycle/pedestrian facilities	Sidewalks	Bicycle Lanes	D	2	DC	2	1.1	\$356,000	27
2	Avondale Dr. (Roxboro Rd. to Geer St.)	Sidewalks	Bicycle Lanes	D	1	DC	1	1.1	\$515,000	25
3	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	2.1	\$2,656,000	25
4	University Dr. (Garrett Rd. to Hope Valley Rd.)	Sidewalks	Bicycle Lanes	D	11	DC	11	2.9	\$1,025,000	24
5	Fayetteville Rd. (Cornwallis Rd. to NC 147) streetscape design	Sidewalks	No	D				2.2	\$30,000,000	24
6	Holloway St. (Miami Blvd. to US 70) sidewalk	Sidewalks	Wide Outside Lanes	D	5	DC	5	0.4	\$257,000	15
7	Hillandale Rd. (I-85 to NC 147)	Sidewalks	Bicycle Lanes	D	4	DC	4	0.9	\$1,320,000	22
8	Club Blvd. (Ruffin St. to Geer St.)	Sidewalks	Bicycle Lanes	D	6	DC	6	3.5	\$2,978,000	22
9	Erwin Road (15-501 to NC 751) (design may vary along length)	Sidewalks	Bicycle Lanes	DC	15	CH	19	1.1	\$5,527,000	22
10	Cheek Rd. (Geer St. to Hardee St.)	Sidewalks	No	D	3	DC	3	0.5	\$695,000	19
11	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus)	Sidewalks	Bicycle Lanes	D	8	DC	8	3.4	\$4,916,000	19
12	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)	Sidewalks	Bicycle Lanes	D	9	DC	9	1.5	\$2,389,000	19
13	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	Sidewalks	Bicycle Lanes	D	10	DC	10	2.6	\$3,204,000	18

14	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)	Sidewalks	Bicycle Lanes	D	7	DC	7	1.4	\$2,069,000	17
15	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length)	Sidewalks	Bicycle Lanes	CH	14	DC	14	2.2	\$1,759,000	16
16	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)	Sidewalks	Bicycle Lanes	CH	10	DC	17	1.1	\$1,470,000	15
17	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk	Sidewalks	Wide Outside Lanes	D	13	DC	13	0.7	\$736,000	15
18	Sedwick Rd. (Grandale Dr. to Alston Ave.)	Sidewalks	Bicycle Lanes	D	12	DC	12	1.8	\$2,187,000	14

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	Total Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	\$2,750,000	2011	26
2	Light Rail Service - Raleigh - RTP - Durham - alternatives analysis and preliminary engineering and design	D	1	DC	1	28	\$2,000,000	2011	22
3	Triangle Transit Replacement Buses (28)	TT	2			n/a	\$8,900,000	2011	21
4	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	\$7,000,000	2011	20
5	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	\$1,300,000	2011	20
6	Triangle Transit Expansion Buses (23)	TT	5			n/a	\$9,100,000	2011	20
7	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	\$1,700,000	2011	20
8	DATA 30 40' hybrid replacement buses	D	8	DC	8	n/a	\$24,000,000	2013	20
9	DATA 7 40; hybrid replacement buses	D	9	DC	9	n/a	\$8,400,000	2017	20
10	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	\$7,000,000	2011	20
11	DATA 6 replacement service vehicles	D	12	DC	12	n/a	\$180,000	2011	20
12	DATA 4 replacement service vehicles	D	13	DC	13	n/a	\$140,000	2012	20
13	DATA 18 40' hybrid expansion buses	D	18	DC	18	n/a	\$13,500,000	2012	20

14	DATA preventative maintenance and routine capital items	D	1	DC	1	n/a	\$3,500,000	2011	19
15	DATA preventative maintenance and routine capital items	D	2	DC	2	n/a	\$3,850,000	2012	19
16	DATA preventative maintenance and routine capital items	D	3	DC	3	n/a	\$4,250,000	2013	19
17	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	\$320,000	2011	19
18	DATA preventative maintenance and routine capital items	D	4	DC	4	n/a	\$4,660,000	2014	19
19	DATA preventative maintenance and routine capital items	D	5	DC	5	n/a	\$5,120,000	2015	19
20	DATA preventative maintenance and routine capital items	D	6	DC	6	n/a	\$5,640,000	2016	19
21	DATA preventative maintenance and routine capital items	D	7	DC	7	n/a	\$6,200,000	2017	19
22	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	\$357,000	2011	19
23	DATA 15 ADA replacement vans	D	10	DC	10	n/a	\$570,000	2011	19
24	DATA 18 ADA replacement vans	D	11	DC	11	n/a	\$900,000	2016	19
25	DATA 8 40' hybrid expansion buses	D	17	DC	17	n/a	\$5,760,000	2011	19
26	DATA 4 40' hybrid expansion buses	D	19	DC	19	n/a	\$3,400,000	2013	19
27	DATA 2 40' hybrid expansion buses	D	20	DC	20	n/a	\$1,800,000	2014	19
28	DATA 2 40' hybrid expansion buses	D	21	DC	21	n/a	\$1,800,000	2015	19

29	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	\$700,000	2011	18
30	DATA passenger amenities (30 shelters + 100 benches)	D	14	DC	14	n/a	\$500,000	2011	18
31	DATA passenger amenities (15 shelters + 90 benches)	D	15	DC	15	n/a	\$380,000	2013	18
32	DATA passenger amenities (25 shelters + 115 benches)	D	16	DC	16	n/a	\$675,000	2017	18
33	DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area)	D	22	DC	22	n/a	\$2,200,000	2013	13

Rank (from methodology + TAC input)	Name (limits)	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Total Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	\$17,000,000	28
2	Intelligent Transportation System Improvements	D	13	DC	13	0		22
3	Orange Grove Rd Extension to US 70 Business	H	2	OC	2	0.28	\$30,000,000	14
4	Franklin/Meritt Mill/Brewer/Main Intersection	C	1	CH	1	0	\$1,000,000	13
5	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H	1	OC	1	2.5	\$19,260,000	12
6	Estes/Greensboro roundabout	C	2			0	\$500,000	11
7	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	H	3	OC	3	0.28	\$2,350,000	11
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	H	4			1.5	\$48,705,000	15
9	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	OC	6			1.61	\$7,552,000	10
10	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	H	6			2.9	\$5,300,000	8
11	US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector)	H	5	OC	5	10.1	\$47,000,000	7

Rank (from methodology + TAC input)	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Total Points
1	Martin Luther King Jr. Boulevard/NC86 Corridor (I-40 to North Street)	Sidewalks	Bicycle Lanes	CH	1			2.5	\$3,945,000	28
2	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	2.1	\$2,656,000	25
3	NC54 Corridor (Fordham Boulevard to Barbee Chapel Road)	Sidewalks	Bicycle Lanes	CH	22			1.2	\$1,550,000	23
4	Erwin Road (15-501 to NC 751) (design may vary along length)	Sidewalks	Bicycle Lanes	DC	15	CH	19	1.1	\$5,527,000	22
5	Fordham Boulevard Corridor (Columbia St/US 15-501 South to Ephesus Church Road)	Sidewalks	Wide Outside Lanes	CH	21			4.0	\$5,147,000	22
6	18 Chapel Hill Intersections - bicycle and pedestrian improvements	Sidewalks	Bicycle Lanes	CH	4			0.0	\$1,542,000	20
7	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	Multi-use Path	Multi-use Path	CH	5			0.0	\$2,261,000	20
8	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.)	Multi-use Path	Multi-use Path	CH	2			0.8	\$1,500,000	19
9	Nash Street (Faucette Mill to Dimmocks Mill)	Sidewalks	No	H	3			1.8	\$679,233	19
10	N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc.	Sidewalks	Sharrows	C	8			0.2	\$200,000	19

11	Estes Drive (NC86 to Curtis Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Sidewalks	Bicycle Lanes	CH	15			0.7	\$421,000	19
12	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Sidewalks	Bicycle Lanes	C	3	CH	7	2.6	\$2,197,000	18
13	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Sidewalks	Bicycle Lanes	CH	18			1	\$2,442,000	18
14	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.)	Multi-use Path	Multi-use Path	CH	6			1.0		17
15	NC 54 Sidepath	Multi-use Path	Multi-use Path	C	10			0.8	\$700,000	17
16	Fordham Boulevard (Ephesus Church Road to Elliott Road)	Sidewalks	No	CH	12			0.3	\$175,000	17
17	Culbreth Road (Adam Way to Smith Level) Sidewalk	Sidewalks	No	CH	13			0.5	\$165,000	17
18	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North)	Multi-use Path	Multi-use Path	CH	17			1.3		17
19	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.)	Multi-use Path	Multi-use Path	CH	24			1.3	\$943,000	17
20	Old Fayetteville (NC 54 to McDougle School)	Sidewalks	Bicycle Lanes	C	1			1.0	\$1,800,000	16
21	Old NC 86 (Hillsborough to Homestead) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	5	1.1	\$1,320,000	16

22	Mount Carmel Church Road (US 15-501 to Bennett)	Sidewalks	Bicycle Lanes	OC	5	CH	16	0.4		16
23	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	CH	8	C	9	3.8	\$3,525,000	16
24	Old Mason Farm/Finley Golf Course Road	Sidewalks	Bicycle Lanes	CH	20			1.4	\$1,800,000	16
25	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	C	2	OC	3	4.7	\$5,505,000	15
26	Old NC 86 (Homestead to Eubanks) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	6	3.4	\$4,233,000	15
27	Eubanks Road Bicycle Lanes (Rogers Rd to NC 86)	No	Bicycle Lanes	OC	4			1.7	\$824,000	15
28	Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	Multi-use Path	Multi-use Path	CH	23			1.7	\$370,000	15
29	NC 86 (US 70A to I-40) Bicycle Lanes	No	Wide Outside Lanes	H	1	OC	6	7.1	\$933,340	14
30	S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	Sidewalks	No	C	4			0.5	\$247,500	14
31	Orange Grove Road Pedestrian Bridge	Multi-use Path	Multi-use Path	OC	1	H	2	0.0	\$1,000,000	13
32	Cleland Drive/Burning Tree Drive (Cleland Drive and	Sidewalks	No	CH	9			1.5		13

	Burning Tree Drive.) sidewalk and pedestrian									
33	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	4	C	7	1.6	\$1,992,000	12
34	Mount Carmel Church Road (Bennett to Chatham County Line)	No	Bicycle Lanes	OC	5	CH	16	2.5	\$989,000	12
35	Old NC 86 Bicycle Facilities (I-40 to Homestead Road)	No	Wide Outside Lanes	OC	2			5.0	\$1,598,000	10

Rank (from methodology + TAC input)	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	Total Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	\$2,750,000	2011	26
2	CHT Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces	CH	7	C	7	n/a	\$2,000,000	2011	22
3	Triangle Transit Replacement Buses (28)	TT	2			n/a	\$8,900,000	2011	21
4	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	\$7,000,000	2011	20
5 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$240,000	2011	20
5 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$247,200	2015	20
7	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	\$1,300,000	2011	20
8	Triangle Transit Expansion Buses (23)	TT	5			n/a	\$9,100,000	2011	20
9 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$190,000	2011	20
9 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$196,000	2015	20
11	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	\$1,700,000	2011	20
12	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	\$7,000,000	2011	20
13	CHT 17 Replacement Buses	CH	1	C	1	n/a	\$6,300,000	2013	19
14	Fixed Guideway: Carolina North to Carrboro using existing RoW	C	1			2.4	\$6,200,000	2017	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$2,982,000	2011	19

15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,190,000	2012	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,400,000	2013	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,007,000	2014	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,900,000	2015	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,200,000	2016	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,500,000	2017	19
22	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	\$320,000	2011	19
23	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	\$357,000	2011	19
24 (tie)	CHT 8 Replacement Buses	CH	1	C	1	n/a	\$2,800,000	2011	18
24 (tie)	CHT 9 Replacement Buses	CH	1	C	1	n/a	\$3,250,000	2012	18
24 (tie)	CHT 10 Replacement Buses	CH	1	C	1	n/a	\$3,900,000	2014	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$384,000	2011	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$423,000	2013	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$444,000	2014	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$467,000	2015	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$515,000	2017	18
32	CHT Park & Ride Lot Expansion - Construction - 1000 spaces	CH	7	C	7	n/a	\$5,000,000	2012	18
33	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	\$700,000	2011	18

34 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$210,000	2011	17
34 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$217,000	2015	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,751,000	2011	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,800,000	2012	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,971,000	2015	17
39	Hillsborough In Town Transit Circulator	H	1			20.6	\$198,000	2011	15
40	Hillsborough Train Station/Multi-modal Center	OC	1	H	2	n/a	\$1,500,000	2011	13

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: January 28, 2009

SUBJECT: 2008-2009 Unified Planning Work Program (UPWP) – Amendment #4.

The TAC approved the 2008-2009 UPWP on April 9, 2008. The proposed amendment reflects the de-obligation and reallocation of STP-DA funds by the Lead Planning Agency. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2008-2009) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2009-2010). Essentially, federal transportation planning funds received by the DCHC MPO provide yearly allocations to support transportation planning activities for the fiscal year. However, for projects that continue past the fiscal year (i.e., multi-year projects), funds must be de-obligated and carried over to the next fiscal year.

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP activities and projects. The revisions are described and summarized as follows.

**FY 2008-2009 Unified Planning Work Program - Amendment #4 (TCC 1/28/09)
Durham-Chapel Hill-Carrboro Urban Area**

City of Durham -MPO LPA

			Section 104(f) - PL Funds						
			<i>Original</i>		<i>Proposed</i>				
			<i>2008-09 UPWP 5/09/2008 TAC</i>		<i>Amendment #3 Feb. 11, 2009 TAC</i>		<i>Difference (Change)</i>		
Task Description			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	
II	A		<u>Surveillance of Change</u>						
		5	Transit System Data	1,250	5,000	0	0	(1,250)	(5,000)
		9	Travel Time Studies	3,210	12,838	0	0	(3,210)	(12,838)
		11	Central Area Parking Inventory	6,125	24,500	0	0	(6,125)	(24,500)
II	B		<u>Long Range Transp. Plan</u>						
		3	Travel Model Update	145,000	580,000	45,000	180,000	(100,000)	(400,000)
		4	Travel Survey	50,000	200,000	200,000	0	(50,000)	(200,000)
		10	Transit Element of the LRTP	151,625	606,500	1,625	6,500	(150,000)	(600,000)
III-D			<u>Incidental Plng/Project Dev</u>						
		3	Special Studies	118,298	473,190	21,923	87,690	(96,375)	(385,500)
			Net Change	\$475,507	\$1,902,028	\$268,548	\$274,190	\$406,960	\$1,627,838

RESOLUTION

TO APPROVE AMENDMENT #4 TO THE FY 2008-2009 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

February 11, 2009

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

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

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2008-2009 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2008-2009.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #4 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2008-2009 as described in the attached sheets.

I, Mike Woodard, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 11th day of February, 2009.

Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Mike Woodard personally appeared before me on _____ day of _____, 2009 to affix his signature to the foregoing document.

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

**FY 2008-2009 Unified Planning Work Program - Amendment #4 (TCC 1/28/09)
Durham-Chapel Hill-Carrboro Urban Area**

City of Durham -MPO LPA

			Section 104(f) - PL Funds						
			<i>Original</i>		<i>Proposed</i>				
			<i>2008-09 UPWP 5/09/2008 TAC</i>		<i>Amendment #3 Feb. 11, 2009 TAC</i>		<i>Difference (Change)</i>		
Task Description			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	
II	A		<u>Surveillance of Change</u>						
		5	Transit System Data	1,250	5,000	0	0	(1,250)	(5,000)
		9	Travel Time Studies	3,210	12,838	0	0	(3,210)	(12,838)
		11	Central Area Parking Inventory	6,125	24,500	0	0	(6,125)	(24,500)
II	B		<u>Long Range Transp. Plan</u>						
		3	Travel Model Update	145,000	580,000	45,000	180,000	(100,000)	(400,000)
		4	Travel Survey	50,000	200,000	200,000	0	(50,000)	(200,000)
		10	Transit Element of the LRTP	151,625	606,500	1,625	6,500	(150,000)	(600,000)
III-D			<u>Incidental Plng/Project Dev</u>						
		3	Special Studies	118,298	473,190	21,923	87,690	(96,375)	(385,500)
			Net Change	\$475,507	\$1,902,028	\$268,548	\$274,190	\$406,960	\$1,627,838



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

February 11, 2009

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

Attention: Marie Lopez, Transportation Program Specialist

Subject: FY 2009 Section 5307/5340 Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the partial FY 2009 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$2,553,341. Distribution of the FY 2009 5307/5340 apportionment in the Durham UZA includes apportionment to three transit operators and is shown in the table below. Although Transit Enhancement apportionments and Safety and Security apportionments are shown, the Federal Transit Administration no longer requires the 1% expenditure. If an agency certifies that 1% of its annual apportionment will be utilized for either transit enhancements or safety and security, the certifying agency will be required to report these expenditures. This table reflects the total 5307 and 5340 apportionment but only calculates the 1% allocations for enhancement and safety and security using the 5307 base amount.

<u>Transit System</u>	<u>Total FY 2008 Apportionment</u>	<u>Transit Enhancement (1%)</u>	<u>Safety and Security (1%)</u>
Chapel Hill	\$ 827,476		
Durham	1,295,697		
TTA	<u>430,168</u>		
	\$2,553,341		

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as planning authority for the Durham UZA, request that the Federal Transit Administration approve each operator's FY2009 FTA Section 5307 and 5340 grant application in accordance with the amounts apportioned. The DCHC MPO endorses the methodology used for the above apportionment and requests that the same methodology be used to apportion the remainder of the FY 2009 FTA Section 5307 and 5340 funds once these funds become available.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at 919-560-4366.

Sincerely,

Mike Woodard, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Steve Mancuso, DATA
Stephen Spade, CHT
Mike Kozak, NCDOT PTD
Denese Lavender, NCDOT PTD

TO: MPO/ RPO staff and committee chairs

**FROM: Anne Tazewell
Transportation Program Manager
NC Solar Center/NC State University**

DATE: January 13, 2009

RE: Support for Clean Fuel Advanced Technology II project

NC State University's NC Solar Center (NCSC) is applying for \$1.2 M in "statewide" Congestion Mitigation Air Quality (CMAQ) funding from the NC Department of Transportation for the Clean Fuel Advanced Technology (CFAT) II project. We are asking that each MPO representing an eligible CMAQ county send a letter of support or pass a resolution endorsing the CFAT II project stating that if approved for funding by DOT, the CFAT II project will be included in their local transportation plans. RPOs are being asked to include the CFAT II project in their prioritized lists of proposed projects and commit to support the implementation of CFAT II related projects as appropriate in their region. **Funding for CFAT II will not come out of MPO/RPO CMAQ funds, rather the \$1.2 M being requested is unallocated funds from the 2004 call for "state wide" projects. Therefore the CFAT II project provides an additional opportunity for local projects to benefit from federal CMAQ dollars and reduce transportation related emissions.**

The CFAT II project will reduce transportation related emissions through education and outreach, Mobile CARE- an initiative to recognize exemplary efforts to expand the use of alternative fuels and advanced transportation technologies, and sub-awards grants in CMAQ eligible counties for emission reduction projects such as the purchase of alternative fuel and heavy duty hybrid electric vehicles, development of refueling infrastructure, diesel retrofit and idle reduction technologies. The additional funding sought from NC DOT will continue and build upon the success of the current CFAT project developed and administered by the NCSC with \$2M in funding from NCDOT, the Dept of Environment and Natural Resources Division of Air Quality and the Dept of Administration State Energy Office. The current CFAT project, which will expire in June 2009, has distributed over \$1.4M in sub award funding through 30 projects in 14 counties. Please see attached two page summary of the existing CFAT project.

We understand that it may not be possible to pass a resolution endorsing the CFAT II project before DOT's January 29th deadline for "fast track" applications for programming un-obligated 2006-2012 CMAQ target funds but we hope that MPO/RPO staff and/or TAC chairs will send a letter of support or email stating that if the CFAT II project is approved for funding that it will be included in local transportation plans. DOT has advised that the NCSC seek the endorsement of all eligible MPOs and RPOs and given the short time frame has agreed that if a letter of support is not possible that an email stating that if the project is approved by DOT that it will be included in the local TIPs or (prioritized list of projects for RPOs) will be sufficient.

Please let us know if you have any questions or would like further information about the CFAT II project proposal. The NCSC's Clean Transportation team is very interested is working with MPOs and RPOs to provide education and outreach about alternative fuels and advanced transportation technologies and to help to "get the word out" about pending funding assistance for local projects through a call for projects and sub award process. We will also be working regionally with Clean Cities coalitions in the Triangle, Charlotte and Asheville as well as other local air quality efforts. Should you have any questions /concerns about this request for support please contact Anne Tazewell, Transportation Program Manager at 919-513-7831.

Letters and E-mails of support for the CFAT II project sent to anne_tazewell@ncus.edu . We will bundle all the support/local acknowledgement of the statewide CFAT II project and submit with our January 29th application to NC DOT. **Kindly provide correspondence to the NCSC by January 23rd**, as we need time to submit the DOT proposal through the NC State University system.

Clean Fuel Advanced Technology 2006-2009 Projects

NC Solar Center/NC State University

Organization	County	Award Amount	Cost Share	Total Emissions (VOCs, Nox, CO, PM) Reductions, kg/yr	Project Description
Holmes Oil Co.	Chatham	\$ 49,000.00	\$ 12,500.00	2,695	E85 at new fueling station outside of Pittsboro, selling 65,000 gallons or more a year
NC Central University	Durham	\$ 39,940.00	\$ 11,229.00	391	3 Neighborhood Electric Vehicles to replace vans used by Facilities Services
Triangle Transit Authority	Durham	\$ 29,920.00	\$ 7,480.00	1,029	22 diesel oxidation catalysts and crankcase filtration systems for buses
Piedmont Biofuels	Orange and Durham	\$ 24,500.00	\$ 15,537.00	2,116	B100 pump and a card reader on other biodiesel pumps to increase customers
Cary Oil	Wake	\$ 33,500.00	\$ 49,705.00	16,216	E85 dispenser at an existing gas station in Apex
City of Raleigh	Wake	\$ 23,436.00	\$ 5,859.00	1,451	EZ E85 Mobile Refueling System to support city's E85 fleet
NC State University	Wake	\$ 45,000.00	\$ 45,000.00	2,766	10,000 gallon underground E85 storage tank and fuel dispenser for state owned vehicles
NCDA State Fair	Wake	\$ 30,245.00	\$ 7,561.00	513	2 Neighborhood Electric Vehicles to be used on the State Fairgrounds
Progress Energy	Wake	\$ 36,000.00	\$ 62,500.00	198	Hybrid electric truck with plug-in aerial device to eliminate idling emissions
Wake County Government	Wake	\$ 63,000.00	\$ 32,037.00	361	6 Neighborhood Electric Vehicles for use at county parks
Edgecombe County	Edgecombe	\$ 126,400.00	\$ 35,713.00	5,257	5 CNG Honda Civic GXs and refueling infrastructure for use by county workers
City of Winston-Salem	Forsyth	\$ 28,800.00	\$ 18,796.00	241	4 Neighborhood Electric Vehicles for Parking Enforcement
City of Gastonia	Gaston	\$ 5,092.00	\$ 1,273.00	80	6 diesel oxidation catalysts for refuse haulers
Thomas Petroleum Co.	Gaston	\$ 36,500.00	\$ 14,072.00	3,110	Conversion of 10,000 gallon gasoline tank to hold E85 and an E85 dispenser
City of Greensboro	Guilford	\$ 12,000.00	\$ 4,000.00	196	20 diesel oxidation catalysts on solid waste trucks

World Energy, LLC	Guilford	\$ 150,000.00	\$ 107,250.00	985	Biodiesel blending, storage, and dispensing infrastructure at existing refueling site
Friends of Great Smoky Mountains	Haywood and Swain	\$ 33,681.00	\$ 9,921.00	122	4000 gallon B50 tank for 25 park vehicles
Smoky Mountain National Park	Haywood and Swain	\$ 31,922.00	\$ 11,148.00	207	2 Neighborhood Electric Vehicles for park volunteers and employees
ShorePower	Johnston	\$ 127,840.00	\$ 40,000.00	2,704	24 truck electrification spaces
Rowan Salisbury Schools	Rowan	\$ 120,000.00	\$ 45,000.00	462	24 diesel particulate filters for school buses
City of Hickory	Catawba	\$ 20,082.00	\$ 4,856.00	262	1 Honda Civic GX (natural gas) for parking meter reading
Charlotte Douglas Airport	Mecklenburg	\$ 40,000.00	\$ 417,400.00	616	2 DesignLine Series Hybrid Electric Buses
Duke Energy	Mecklenburg	\$ 60,000.00	\$ 50,000.00	147	2 hybrid electric/diesel aerial devices for trucks
Mecklenburg Co. Parks and Rec	Mecklenburg	\$ 34,000.00	\$ 14,015.00	440	3 Neighborhood Electric Vehicles to be used in the county nature preserves
Metrolina	Mecklenburg	\$ 9,847.00	\$ 13,633.00	1,019	New biodiesel storage and dispensing infrastructure
Piedmont Natural Gas	Mecklenburg	\$ 79,000.00	\$ 142,600.00	5,167	1 CNG dump truck and CNG skid mounted refueling infrastructure
Town of Cornelius	Mecklenburg	\$ 37,684.00	\$ 9,421.00	242	3 Neighborhood Electric Vehicles for use by police, Town Hall, and Parks & Rec
City of Monroe	Union	\$ 9,720.00	\$ 4,480.00	229	2 Seways to replace police vehicles
Town of Stallings	Union	\$ 6,393.00	\$ 3,107.00	49	1 Neighborhood Electric Vehicle for Town use
Union County Schools	Union	\$ 100,000.00	\$ 28,550.00	284	20 diesel multi-stage filters for school buses

RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR STATEWIDE FY 2009 CONGESTION MITIGATION AIR QUALITY FAST-TRACKED PROJECTS

February 11, 2009

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposal meets the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate project proposal for CMAQ funding by the NCDOT, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include this project

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the proposed CMAQ candidate project from the NC Solar Center, "Clean Fuel Advanced Technology II," provided here on this, the 11th day of February, 2009.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of County, North Carolina do hereby certify that personally Mike Woodard appeared before me on the 11th day of February, 2009, to affix his signature to the foregoing document.

Notary Public for the State of NC

Residing at: _____

My commission expires _____

(Seal)

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 14, 2009

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

This memorandum provides a summary status of tasks for projects in the FY 2008-2009 Unified Planning Work Program.

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

2008-09 Unified Planning Work Program (UPWP) – Projects

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- ✓ TAC approve Targets – February 2008
- ✓ TAC review Deficiency Analysis – March 2008
- ✓ TAC review Land Use Scenarios – May 2008
- ✓ TAC review LRTP Alternatives – August 2008
- ✓ Public Outreach for Alternative – August-September 2008
- ✓ Public Hearing on the LRTP Alternative – September 10, 2008
- ✓ Release of the Preferred Option for Public Comments and Input – October 2008.
- ✓ Public Hearing on the Preferred Option – November 12, 2008
 - Approval of 2035 LRTP to be used for air quality analysis – December 2008
 - Air analysis and Inter-Agency Coordination – December 2008 to February 2009
 - Release of draft 2036 LRTP Conformity report – March 2009
 - TAC approval of LRTP conformity Determination – April 2009

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
 - ✓ Draft scope of services
 - ✓ Agency review of scope and time
 - ✓ Request for Proposal notice – October 2008
 - ✓ Proposal due January 2009
- Consultant selection January/ February 2009
 Council contract approval March/April 2009
 Notice to Proceed – April/May 2009
 Study completion – February/March 2010

MPO Parking Survey and Study

- Parking model specification
 Regional Coordination
 Draft scope of services
 Request for Proposal notice – July 2009
 Consultant selection September/October 2009
 Council contract approval November/December 2009
 Project commences – January/February 2010

Commercial Vehicle/Freight Survey

- ✓ Model specification - September 2008
 - ✓ RFP/Scope of services - September/October 2008
 - ✓ Consultant Selection – November 2008
 - ✓ Notice to Proceed/Project Kick-off – December 2008
 - ✓ Field survey/data collection underway
- Draft scope of services September/October 2008
 Request for Proposal notice – December 2008
 Proposal due January 2009
 Consultant selection February 2009
 Council contract approval March/April 2009
 Notice to Proceed – April 2009

GIS/Data Integration and Automation

- ✓ Phase I in progress
 - ✓ Initial Kick of meeting and scan completed
 - ✓ Initiation Workshop report completed
 - ✓ Draft Requirement Assessment & Application Development Report -
 October 2008
- GIS Warehouse Design & Implementation
 Functional TELUDE Development
 Development of Common Maps, Models & Reports
 TELUDE Implementation, Testing and Evaluation
 TELUDE Computing Environment
 Deployment, Documentation, Users Guide and Training

Land-use Model development

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed
- ✓ Model architecture and design completed

Database for UrbanSim model

Phase 1 model development

Demographic and Economic Transition Models

Household and Job Location Choice Models

Development Models

Price Models

Accessibility and TRM Interface

Integration of Model Outputs

Training, documentation, User's manual

Final Presentation

Non-Motorized Model development

- ✓ Phase 1 completed.

Phase 2 underway awaiting the completion of LRTP modeling tasks

- Update and enhancement of Generation Choice Models
- Revision and revalidation of Destination choice models
- Development of improved Model Choice model
- Prepare and implement new TransCad routines to implement new models
- Documentation, User's manual, and training
- Project completion date anticipated in 2010

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- ✓ Update of 2007-2010 ITS project – December 2006
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- ✓ Consultant selection in spring of 2008
- Notice to proceed in January 2009
- Scan of Best practices
- ITS Vision and goals
- Gap Assessment
- Development of ITS Architecture
- Development of ITS Cost Estimates and Cost database
- Development of Maintenance Plan
- Development of IDAS Model
- Integration & Streamlining of ITS with Transportation Planning.

- Strategic Deployment Plan
- Project Management
- Final Reports
- Completion of Project expected in Winter of 2010.

Farrington Road/Stagecoach Road Corridor Study

- ✓ This study involved the following tasks:
 1. Data collection and analysis
 2. Traffic circulation plan (including a collector street system plan)
 3. Sub-area modeling analysis and forecast of future demand
 4. Alternative evaluation
 5. Recommendation
- ✓ Kimley Horn and Associates is the consultant
- ✓ Data collection underway
- ✓ Steering Committee proposed
- ✓ Completion of study expected in January
- ✓ Integration in the 2035 LRTP
- ✓ Draft report complete
- ✓ Presentation at June TAC

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- Completion of study and integration with the 2035 LRTP in Spring 2009

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007

- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - winter 2008/2009

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Bid opening cancelled
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900	\$147,500.00	FA const. complete 10/23/08; UNC-CH to install ped heads & crosswalks by M.A.- design under review
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000.00	Town to include as part of large STP- DA sidewalk contract for Nash St.-Enc. Agreement under review
Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove- Calvander Rd.)	Install guardrail at the culvert	\$24,000	Installation pending utility relocation
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	\$10,000	FA const. delayed; may need electric power
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	Municipal Agreement pending
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement pending
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$750,000.00	Dane Const., Inc. =Pre-const. held 10/22/08 for completion by 4/29/09
Orange	42170 SS- 4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Design pending survey

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	42171 SS- 4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design pending survey
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Design pending field review and survey
Orange	7CR.10681.14 7CR.20681.14 7C.068081	4 sections of NC 54 and ramps and 5 sections of secondary roads	Milling, resurfacing, pavement markings, and shoulder reconstruction		S.T. Wooten Corp.=99.95% complete
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Scope may be revised)	\$1.05 million	Sept. 15, 2009
Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Jan. 20, 2009
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.40 million	July 21, 2009
Orange	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.0 million	April 21, 2009

From: Stanley, Mike [mtstanley@ncdot.gov]
Sent: Monday, December 29, 2008 9:12 AM
To: Johnson, Ed; Beckmann, Ellen; Meyer, Tyler; Greg Errett (grege@cityofws.org)
Cc: 'Withrow, Kenneth'; diane.wilson@ci.raleigh.nc.us; McKeel, Dale; Ahrendsen, Mark; Lakesha Dunbar; Bowman, John W; Kneis, Michael J; Mills, James M; Hunsinger, John B; Ivey, Stephen P; Abernathy, Brett; Matthews, Marta T; Gibbs, Sheila B; Nance, Sandy; Reed, Anne K; Al-Ghandour, Majed N; Martin, William J; Leggett, Calvin W; Avant, Al; Travis, Jimmy L; Rochelle, Rodger D; Lakata, Richard J
Subject: allocation of STP-DA funds to locally-delivered projects

Greetings -- hope everyone's holiday season has been restful and rejuvenating! Need to ask a favor regarding communication with your member municipalities for local-delivery projects that are targeted for STP-DA allocations. These are largely the bike/ped/transit allocations, though there a few others out there as well.

There appears to be a perception among at least some municipalities that DA funds are grant funds that can be applied "on the fly" or after-the-fact. DA funds are in fact part of the normal Federal-aid construction apportionment, and as such are subject to the provisions of Title 23 USC and associated Federal rules and regulations. These include following all steps mandated by the FHWA and securing FHWA approval with each step prior to proceeding to the next step. In this regard these projects are little different than the Enhancement Program projects with which a number of your municipalities have already been involved. Both are sub-allocations of Federal Surface Transportation Program funds, for which administrative requirements are essentially the same.

We've had at least 2 instances come to our attention in just the last couple of months where municipalities have moved ahead with construction ahead of having municipal agreements and/or Federal funding authorization in place, rendering their projects ineligible for reimbursement. I realize that the process of getting municipal agreements and securing funding authorizations can be lengthy, but Federal laws need to be followed when Federal funds are involved. Projects which are either already in process or need to be started/completed in a relatively short time frame in order to meet other local schedule requirements/obligations are NOT good candidates for STP-DA allocations.

In light of the above, we ask your immediate assistance with 2 actions:

1. Since we do not necessarily know the local contacts for the municipalities being given STP-DA allocations by your TAC, we ask that you contact the appropriate individuals in each such municipality and request that they do not initiate any project activities of any sort on their DA projects without first obtaining clearance by the NCDOT. Doing otherwise may jeopardize their ability to be reimbursed with DA funds.
2. Please review your list of projects submitted by each municipality to date, and determine whether work has been started. For projects on which a municipality indicates it has already started work (or has completed work), please verify that a municipal agreement was executed and approved by the NCDOT, and that funds authorization was secured from the FHWA. If either step was not completed, please work with the municipality to redirect their STP-DA allocation to a future project on which work has not been started.

Thank you for your prompt attention to this request, and please let me know if you have questions or need clarification. --Mike