

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

**August 26, 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 July 22, 2009 TCC Meeting Minutes
(Attachment 4)**

A copy of the July 22, 2009 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the July 22, 2009 TCC meeting.

**5. TCC Bylaws
(Attachment 5, 5A, 5B)
Ellen Beckmann, LPA Staff**

The TCC bylaws include ambiguous language about voting privileges in Article V, Section 4. LPA staff sought an interpretation from the Durham City Attorney's Office in November 2008. This interpretation has been published in the TCC minutes for each meeting since November 2008, "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." Upon further review, the Durham City Attorney's Office believes that the bylaws actually say that when a member misses one meeting, the member is not considered a voting member as of that missed meeting. Voting privileges are reinstated on the third consecutive meeting that he/she attends.

LPA staff recommends that the TCC amend the bylaws to change the language about voting membership. The TCC discussed two options at the July TCC meeting. LPA Staff and the Durham City Attorney's Office have "marked up" the current bylaws to reflect these two options (Attachment 5 and 5A). A few other minor clarifications were made to the bylaws unrelated to voting privileges: 1) Carolina Trailways is now Greyhound Lines; and 2) the TCC agenda materials are now distributed via email and the website instead of by mail. In addition, effective

teleconferencing technology is not installed in the Committee Room. The Durham City Attorney's Office has advised that voting by teleconference is generally discouraged in North Carolina and would require further legal research if we wanted to pursue it.

The two options for the bylaws were emailed to the TCC members and alternates seven days prior to the August TCC meeting. The bylaws state that changes must be approved by two-thirds of the TCC's eligible voting members. For reference, the current TCC membership and attendance roster is provided as Attachment 5B.

TCC Action: Approve one of the suggested changes to the TCC bylaws (Attachment 5 or 5A).

6. 2012-2018 Transportation Improvement Program – Regional Priority List
(Attachment 6, 6A, 6B)

Ellen Beckmann, LPA Staff

The DCHC MPO approved its FY 2011-2017 Transportation Improvement Program (TIP) Regional Priority List on February 11, 2009. This list consisted of three separate top priority lists by county/division. NCDOT recently announced a revised process for submitting MPO and RPO regional priority lists and held a workshop on June 17, 2009. The TIP is now going to be for fiscal years 2012 through 2018. The MPO will need to submit one MPO-wide list of its top 25 highway projects by October 30, 2009. NCDOT will use a quantitative ranking methodology to prioritize these projects. The MPO will also submit non-highway projects, but NCDOT has not yet developed a ranking methodology for these other modes. NCDOT will use the priority lists to develop the draft STIP which is scheduled to be released in September 2010.

The TCC reviewed this request in July and recommended that LPA Staff bring back a proposed MPO-wide top 25 highway list. Attachment 6 displays the LPA staff proposal for the TCC's consideration. Attachment 6A is an excerpt from the 5-year let list showing the DCHC MPO area projects. Attachment 6B is additional information emailed from the NCDOT Strategic Planning Office of Transportation (SPOT) describing changes to the revised TIP process. SPOT's original proposal was provided at the June TCC meeting. There will be another SPOT workshop/webinar on August 26, 2009 from 9am to noon and from 1pm to 4pm in Room 150 of the NCDOT headquarters in Raleigh. Webinar access can be arranged by contacting Davis Wasserman at dswasserman@ncdot.gov.

Below is a schedule for this item.

Action	Date
TCC update	6/24/09
TCC subcommittee meets to review projects and make a recommendation	7/1/09 7/13/09
TCC update	7/22/09
NC BOT releases 60-month let list	8/06/09
TCC develops recommendation	8/26/09
TAC reviews TCC recommendation	9/9/09
TCC responds to TAC requests (if needed)	9/23/09
TAC approves priority list	10/14/09

Action	Date
LPA submits projects to NCDOT through SPOT prioritization tool	10/05/09 – 10/30/09
NCDOT deadline for project proposals	10/30/09

TCC Action: Recommend that the TAC approve the FY 2012-2018 TIP Regional Priority List (Attachment 6).

7. American Recovery and Reinvestment Act of 2009

(Attachment 7, 7A, 7B, 7C)

Ellen Beckmann, LPA Staff

Maricia Brown, LPA Staff

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The funding is up to 100 percent federal with no local match requirements. Attachment 7 is a memo on the American Recovery and Reinvestment Act of 2009. The funds are provided through existing funding programs such as Surface Transportation Program (STP), Surface Transportation Program Direct Attributable (STPDA), and the Section 5307 transit program.

In March, the DCHC MPO approved a resolution adopting an administrative modification to the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) to include the first wave of STP ARRA projects. In April, the DCHC MPO approved a resolution adopting an administrative modification to the 2009-2015 MTIP to include the second wave of STP, STPDA, and Section 5307 ARRA projects. In August, the DCHC MPO approved a resolution adopting an amendment to the MTIP to include a few additional ARRA projects.

Attachment 7A is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section 5307 ARRA funds. This table also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects. Attachment 7B is a table displaying the reporting requirements for ARRA funds. Attachment 7C is a resolution endorsing ARRA TIGER applications.

TCC Action: Recommend that the TAC approve the resolution endorsing ARRA TIGER applications (Attachment 7C).

8. 2035 Long Range Transportation Plan – Amendment #1

(Attachment 8, 8A, 8B)

Andy Henry, LPA Staff

The 2035 Long Range Transportation Plan (2035 LRTP) and corresponding Air Quality Analysis and Determination Report (AQ Report) need to be amended to add the Hopson Road and Church Street road and rail improvements project, U-4716.

The Hopson Rd./Church St. project is listed as an Unfunded Future Year project in the FY 2009-2015 State Transportation Improvement Plan (STIP). The \$6.5 million project includes: widening and realigning Hopson Road from NC 54 to Davis Drive; realigning the rail tracks;

extending and realigning Church Street; and, closing the Church Street rail crossing. The NCDOT and their consultant are finishing the environmental analysis requirements but the final analysis cannot move forward (e.g., receive Federal Highway Administration approval) because the project is not in the 2035 Long Range Transportation Plan (2035 LRTP).

The DCHC MPO's Public Involvement Policy (October 11, 2006) requires that "an appropriate subset of the public involvement elements [for an LRTP update] will be implemented for major and minor revisions..." (see page 11 of the Policy). The Lead Planning Agency (LPA) staff consider the addition of the Hopson Rd./Church St project to the 2035 LRTP to be a minor revision because it is a single project and the project will not be designated as "regionally significant." The LPA recommends the following amendment schedule:

Action	Completion
1. TCC recommends amendment to TAC	08/26/09
2. TAC releases 2035 LRTP and Air Quality Conformity amendments for 42-day public comment period	09/09/09
3. LPA advertises amendment on MPO Web site and local government media communications	09/16/09
4. TAC holds public hearing	10/14/09
5. Public comment period ends	11/04/09
6. TAC approves 2035 LRTP Amendment	11/11/09

Attachment 8 shows the proposed amendment to "Appendix 1 – Roadway Projects List" of the 2035 LRTP. The LPA does not recommend changing the Financial Plan for the 2035 LRTP to account for the impact of adding the \$6.5 million Hopson Rd./Church St. project because the cost impact is minimal given the \$8 billion total cost for the 2035 LRTP. The amended 2035 LRTP highway project map will include the Hopson Rd./Church St. project, as well.

Attachment 8A is an excerpt from the MPO's Public Involvement Policy that addresses the Long Range Transportation Plan. Attachment 8B is an excerpt from the FY 2009-2015 STIP showing the Hopson Rd./Church St. project listing, U-4716.

The needed documentation and process for amending the AQ Report will not be known until the air quality interagency consultation group meets to discuss this issue (most likely the first week in September). The consultation group recommendations could delay the schedule shown in the table above.

TCC Action: Recommend that the TAC release Amendment #1 to the 2035 Long Range Transportation Plan for a 42-day public comment period.

9. Metropolitan Area Boundary Expansion **(Attachment 9, 9A)**

Ellen Beckmann, LPA Staff

In 2006-2007, LPA staff began to investigate options for expansion of the DCHC MPO's Metropolitan Area Boundary (MAB). The TCC reviewed information on expansion at several meetings. Ultimately, LPA staff decided not to pursue expansion at the time due to the development of the 2035 Long Range Transportation Plan. Since the 2035 LRTP was adopted, LPA staff has begun to reexamine the

opportunities for expansion. Attachment 9 is a memo on MAB expansion. Attachment 9A is a map showing potential expansion areas.

The TCC is asked to review the information that has been collected regarding MAB expansion and identify any further research that is needed. LPA staff and/or the TCC Administrative Subcommittee will provide any requested information before bringing this back to the TCC for a recommendation to the TAC.

TCC Action: Review the information on MAB expansion. Consider if additional information is needed before making a recommendation to the TAC.

10. Comprehensive Transportation Plan – Update

(No attachments)

Andy Henry, LPA Staff

LPA staff will provide a verbal update on the CTP process.

TCC Action: Receive update and provide comments, as needed.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

Adjourn

Next meeting: September 23, 2009

TECHNICAL COORDINATING COMMITTEE

July 22, 2009

MINUTES OF MEETING

The Technical Coordinating Committee met on July 22, 2009 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 (TCC Chair)
*David Bonk	Town of Chapel Hill (TCC Vice-Chair)
*Aaron Cain	Durham City/County Planning
*Andy Henry	City of Durham/Transportation
*John Hodges-Copple	Triangle J COG
*Joey Hopkins	NCDOT – Division 5 Engineer
*Ben Howell	Chatham County
*Tom King	Town of Hillsborough
*Karen Lincoln	Orange County
*Brian Litchfield	Town of Chapel Hill
*Ray Magyar	UNC - Transportation
*Patrick McDonough	Triangle Transit
*Patricia McGuire	Town of Carrboro
*Kumar Neppalli	Town of Chapel Hill
*Felix Nwoko	City of Durham/Transportation
*Pierre Osei-Owusu	City of Durham/DATA
*Liz Rooks	Research Triangle Foundation
*Ed Venable	City of Durham/Engineering
*Scott Walston	NCDOT – TPB
*Patrick Wilson	NCDOT – Division 7 Engineer
Cha'ssem Anderson	City of Durham/DATA
Ellen Beckmann	City of Durham/Transportation
Maricia Brown	City of Durham/Transportation
Leta Huntsinger	City of Durham/Transportation
Fred Lamar	City of Durham/Attorney's Office
Dale McKeel	City of Durham/Transportation
Ryan Mickles	Town of Chapel Hill
Dawn Qiu	City of Durham/Transportation
Brian Rhodes	City of Durham/Transportation
Jill Stark	FHWA

*Voting Member

^Temporary Non-Voting Member

Quorum Count: 20 of 20 Voting Members Present

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

45
 46 Mark Ahrendsen, TCC Chair called the meeting to order at 9:06 a.m.

47 **PRELIMINARIES:**

48 **Adjustments to the Agenda**

49 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting which will be
 50 discussed later in the meeting.

51 **Public Comments**

52 There were no public comments.

53 **ACTION ITEMS:**

54 **Approval of June 24, 2009 TCC Meeting Minutes (Attachment 4)**

55 Karen Lincoln expressed a concern with the minutes on line 162. Ms. Lincoln said the motion
 56 did not reference working out the maintenance issues and she thought it was addressed. Ellen
 57 Beckmann stated that her understanding was that the Town of Carrboro requested that the road be
 58 maintained by the State. Ms. Lincoln stated that she thought the motion referenced that because it was
 59 brought up. Mark Ahrendsen stated staff will check the recording of the minutes for clarification.

60 *Diana Elliott reviewed the recording and the motion in the June 24, 2009 TCC Meeting Minutes*
 61 *on line 162 is correct.*

62 A motion was made by Pierre Osei-Owusu and seconded by David Bonk to approve the minutes
 63 with the caveat addressed above by Karen Lincoln. The motion carried unanimously.

64 **TCC Bylaws (Attachments 5 and 5A)**

65 Mark Ahrendsen provided an introduction for the TCC Bylaws, along with the attachments.

66 Ellen Beckmann stated in order to address concerns and provide clarification, we need to look
 67 into revising the Bylaws. The Bylaws state in order to revise them, we have to send out the revised

68 language seven days before it can be voted on and because this wasn't brought up until last week we
69 did not have time to send out revised language. We are asking the TCC to discuss what the members
70 want the Bylaws to say and then staff will make the revisions and send it out seven days prior to the
71 next TCC meeting so it can be voted on. It requires the vote of two-thirds of eligible voting members for
72 the Bylaws to be changed.

73 Ellen Beckmann described three issues that need to be addressed by the changes: (1) who is
74 counted towards a quorum; (2) when do members lose voting privileges; and (3) when do members gain
75 voting privileges back.

76 Felix Nwoko stated there should be an incentive to attend meetings. There should not be a
77 distinction between who can vote and who is counted towards the quorum. There should be
78 consistency. If the MOU states that someone is a member, the TCC Bylaws can't remove them. Pierre
79 Osei-Owusu suggested that we consider proxy voting. Andy Henry stated the intent of having the
80 member attend meetings is so they can hear the issues prior to voting. John Hodges-Copple agrees with
81 Andy Henry and John suggested identifying alternates at the beginning of the meeting because the
82 Bylaws state that should be done. Jill Stark stated the quorum should only include voting members. She
83 suggested offering a teleconference for participation. Ellen Beckmann will check with Technology
84 Solutions to see if this is possible. Ray Magyar asked if a non-voting member can make and second
85 amendments. Ed Venable stated he thinks the typical is that they would be allowed to participate in the
86 discussion but refrain from taking any action.

87 Felix Nwoko stated if you miss two meetings you will lose your voting rights. If you come to the
88 third meeting, you do not have voting rights, and then on the fourth meeting you will have voting
89 privileges. Ellen Beckmann stated that the practice that we have been using. Scott Walston suggests
90 that if you are here, you are counted as a member and you can vote. Scott stated if you miss three in a
91 row, you are not counted toward the quorum but, you can still vote at the next meeting you attend.

John Hodges-Copple suggests that members should be able to miss two meetings without losing voting privileges and once a member loses voting privileges they cannot vote until the second consecutive meeting that they attend. John's concern is that someone will attend a meeting when a vote is being held on a matter that is important to them even when they may not have attended in a while.

Mark Ahrendsen stated we have two options that can be brought back at the next meeting for consideration. (1) You would lose your voting privileges after missing three consecutive meetings; you would not be counted toward a quorum and would not be a voting member. If you later attend a meeting, you can vote at that meeting; and (2) You would lose your voting privileges after missing three consecutive meetings; you would not be counted toward a quorum and would not be a voting member. You regain voting privileges after attending two consecutive meetings.

Fred Lamar suggested bringing back two options for changing the Bylaws at the next meeting for members to vote. Mark Ahrendsen stated it will be voted on at the August TCC meeting.

FY 2013-2017 Congestion Mitigation Air Quality (CMAQ) Call for Projects (Attachment 6)

Ellen Beckmann provided an introduction for the FY 2013-2017 Congestion Mitigation Air Quality (CMAQ) Call for Projects, along with the attachment.

Ellen Beckmann described the CMAQ projects and the subcommittee recommendations. There are two variations of the recommendation.

David Bonk stated there is still a variation in the way that emissions are estimated for bike/pedestrian projects. The subcommittee thinks the TDM and sidewalks are uncertain. We need to monitor projects that have been funded – we should require reporting. TDM program funding is a significant amount of funds. Given the size of the request, the TCC should review the program for effectiveness. We should be clear that our funding for TDM is contingent on evaluation of the program based on an audit.

John Hodges-Copple stated there is no problem with the evaluation process, but it should apply to all projects. We should allocate the funds.

Maricia Brown stated that the Hillsborough project does not have a defined source for match for their project. Also, the project does not help air quality as much as other projects. Maricia also stated that this project not meeting the goals for CMAQ funding.

Patricia McGuire stated that the Town of Carrboro project has a timing issue. There is a connection between the ARRA and CMAQ projects. The CMAQ funding is not available until late. They would like it funded earlier.

Felix Nwoko stated a while back he brought the NCAMPO process for CMAQ project evaluation to staff and the MPO should consider this process.

Patrick McDonough stated the desire for evaluation is good. Staff may be able to use the TRM for evaluation of bike/pedestrian projects. Patrick thinks we should have a process that does not burden small municipalities with a process that requires an expensive analysis.

John Hodges-Copple stated that the Town of Hillsborough had a different calculation process which may have made it compare less favorably. Tom King stated the project connects many destinations and more of the population of the town.

A motion was made by David Bonk and seconded by John Hodges-Copple to recommend that the TAC approve Alternative 2.

Ben Howell stated the Town of Cary has worked with the Town of Cary staff and the subcommittee a lot. They submitted four revisions and kept changing the numbers. The MPO has a history of funding multi-modal projects. The subcommittee does not have a set way of coming up with certain data. The Chair of the TAC sent letters to both the Town and County saying the MPO wants to partner with the Town of Cary and Chatham County in doing this project. Cary did not ask for full funding, they asked for under 50% funding. The project has regional significance.

139 A substitute motion was made by Ben Howell and seconded by Pierre Osei-Owusu to
140 recommend that the TAC approve Alternative 1.

141 Pierre Osei-Owusu thinks the process went well this year. Patrick McDonough stated the two
142 recommendations are very close. Patrick suggested taking both alternatives to the TAC and let them
143 know we are a little off on the funds and see if there is a way to obtain the additional funds needed to
144 fund them, but let the TAC know that we have a recommended alternative if they decide not to seek the
145 additional funding. Patricia McGuire agrees with Patrick McDonough and if we don't have an agreement
146 on the funding, we need to determine how we are going to evaluate the projects. Perhaps we could
147 pursue other sources of funding that could be used. John Hodges-Copple stated we could bring forward
148 the other potential funding sources as options for these other projects. Ellen Beckmann noted that the
149 Town of Hillsborough has benefited from the recent ARRA STPDA and 2009-2015 TIP STPDA processes.
150 They received more than their share based on their population.

151 Brian Litchfield stated transit vehicles don't fare as well and operating fares did better in the
152 evaluation. We need to evaluate what the best funding sources are for vehicles.

153 Mark Ahrendsen restated the substitute motion prior to voting. The substitute motion
154 recommended by Ben Howell and seconded by Pierre Osei-Owusu to recommend to the TAC the
155 allocation of CMAQ funds in accordance with Alternative 1. The motion failed with a 6/8 vote.

156 Mark Ahrendsen restated the original motion recommended by David Bonk and seconded by
157 John Hodges-Copple to recommend to the TAC the allocation of CMAQ funds in accordance with
158 Alternative 2. The motion carried with an 11/2 vote.

159 **American Recovery and Reinvestment Act of 2009 – Update (Attachments 7, 7A, 7B, 7C and 7D)**

160 Ellen Beckmann provided an introduction on the American Recovery and Reinvestment Act of
161 2009 – Update, along with the attachments.

162 A motion was made by Joey Hopkins and seconded by Felix Nwoko to recommend the TAC
163 approve Amendment #7, Resolution to Amend the FY 2009-2015 MTIP. The motion carried
164 unanimously.

165 Ellen Beckmann updated staff on Attachment 7B. A new attachment 7B was distributed at the
166 beginning of the meeting because it has been updated. After attending the recent Division 5 and
167 Division 7 meetings on the ARRA projects, an issue has been identified. If we get bids back on the STP-
168 DA projects and the bids are over what the TAC has approved, we said we would bring it to the TAC to
169 consider shifting funds between projects and prepare a revised agreement. Marta Matthews at NCDOT
170 is unsure if we will have time to bring it back to the TAC and do revised agreements by the deadline.
171 Joey Hopkins stated the deadline is important. Mark Ahrendsen stated that perhaps we could get
172 blanket TAC approval to shift funds if necessary.

173 Patrick Wilson, NCDOT Division 7 Engineer, stated that John Sullivan, with FHWA, had a meeting
174 where he warned that audits will occur. We need to make sure we have documentation of justification
175 on all projects.

176 David Bonk asked if we can revise the scope of the project if it is over budget. Joey Hopkins
177 stated that depending on how the agreement is worded, it may still require a supplemental
178 agreement.

179 Pierre Osei-Owusu asked for an update on TIGGER funds. Ellen Beckmann stated that FTA
180 received requests for \$1.87 billion and there is \$100 million available for this program. FTA hopes to
181 make the announcement by the end of September.

182 Jill Stark stated that MPOs could submit TIGER applications in addition to the State. Joey
183 Hopkins stated the project should be regionally significant. The State will not support other TIGER
184 applications. However, they are not discouraging anyone from submitting projects.

Patrick McDonough recommends supporting the NCDOT's High Speed Rail application. There are projects that have benefits for transit.

A motion was made by Felix Nwoko and seconded by Karen Lincoln to recommend TAC approval of a Resolution to Endorse NCDOT's High Speed Rail Application. The motion carried unanimously.

Dale McKeel described Attachment 7D. Dale stated the parallel trail was studied as part of the Environmental Impact Study for the high speed rail tracks from Richmond to Raleigh. The trail has not been studied on the other section between Raleigh and Charlotte. Patrick McDonough stated the same opportunity probably does not exist because of the urban use of land on that section.

FY 2012-2018 Transportation Improvement Program – Regional Priority List (Attachments 8 and 8A)

Ellen Beckmann provided an introduction for the FY 2012-2018 Transportation Improvement Program – Regional Priority List, along with the attachments.

Ben Howell is concerned that NC-751 is the top project in Chatham County and it is expensive. Ben wants to know if this would prevent funding less expensive projects. Andy Henry pointed out that this project is not in the 2035 Long Range Transportation Plan. Ben Howell stated the Board of County Commissioners has not taken support away from NC-751. Joey Hopkins stated this ranking is needs-based and will be used for initial input into the draft TIP. We still have to use the equity formula.

Felix Nwoko supports Option D. Ben Howell stated if we were going with Option D, can we reorder the Chatham projects so some of the safety improvements can be addressed prior to NC-751 widening. Mark Ahrendsen stated they could due to the LRTP issue.

Mark Ahrendsen stated staff will work off Option D to bring back a revised list for endorsement at the August meeting.

Joey Hopkins asked if the MPO will only submit 22 projects and Ellen Beckmann stated yes that is all the highway projects that were on the approved priority lists.

208 Ellen Beckmann asked how the Division will develop its priority list, and Joey Hopkins stated he
209 is not sure.

210 **Comprehensive Transportation Plan (Attachment 9)**

211 Andy Henry provided an introduction and update on the Comprehensive Transportation Plan,
212 along with the attachment.

213 **Farrington Road Corridor Study (Attachments 10 and 10A)**

214 Andy Henry provided an update on the Farrington Road Corridor Study, along with the
215 attachments. LPA staff wants to finalize the study and present it to the TAC for approval. Felix Nwoko
216 stated that the TAC wants to transmit the study to the local planning departments so the land use
217 recommendations can be implemented.

218 **REPORTS FROM STAFF:**

219 **Reports from Staff (Attachment 11)**

220 Ellen Beckmann stated there will be a webinar tomorrow, July 23, 2009 from 2pm – 4 pm for
221 ARRA reporting for highway projects in the Transportation Conference Room.

222 **Report from the Chair**

223 Mark Ahrendsen stated there was a kick-off meeting for NC-54 Corridor Study and it is now
224 underway. The East End Connector and Alston Avenue work is continuing. There will be meetings on
225 the realignment of Alston Avenue with the public. The sales tax increase of ½ cents for transit is still
226 being considered. Ben Howell asked if the ¼ cents in rural counties is in or not. John Hodges-Copple
227 stated it is not out but it is being discussed. Ben Howell believes that Chatham County is in favor of the
228 option. The work on county level transit plans are continuing.

229 **NCDOT Report (Attachment 13)**

230 Joey Hopkins, NCDOT Division 5 Engineer stated the TIFIA turnpike bonds were sold and the
231 ground breaking will be soon, probably in the next week or two. Construction is supposed to start in

232 early August. R-2000AF, interchange project at I-540 and Page Road, is still scheduled for a January let.
233 The Riddle and NC-55 project has been opened for bid. On the I-540 resurfacing project, they will be
234 doing the west-bound direction first. The I-40 widening in Wake County has been awarded.

235 Patrick Wilson, NCDOT Division 7 Engineer, stated that NCDOT will add landscaping to the
236 Superstreet project in Chapel Hill, and this project will be let in the fall. Andy Henry asked if travel time
237 has improved and Joey Hopkins stated it has improved.

238 Joey Hopkins stated there is legislation that puts the turnpike under NCDOT. It has passed the
239 second meeting and will probably pass this session.

240 **Adjournment**

241 There being no further business before the Technical Coordinating Committee, the meeting was
242 adjourned at 11:34 a.m.

BYLAWS

DURHAM – CHAPEL HILL – CARRBORO METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE

ARTICLE I – NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Coordinating Committee, hereinafter referred to as the “TCC”.

ARTICLE II – PURPOSE

The purpose and goals of this committee shall be:

1. To provide general review, guidance and coordination of the continuing, cooperative, comprehensive multi-modal transportation process in the Durham-Chapel Hill-Carrboro Urban Area.
2. To prepare and make recommendations to the Transportation Advisory Committee (TAC) regarding matters relating to multi- modal transportation planning.
3. To facilitate coordination and communication between policy boards and agencies represented on the TAC and TCC.
4. To facilitate coordination of multi-modal transportation planning with other planning efforts such as those concerning land use, public utilities and maintenance of air quality.

ARTICLE III – MEMBERS

Section 1 – Number and Qualifications:

As specified in the Memorandum of Understanding dated September 10, 1993, the Technical Coordinating Committee shall include as voting members:

- | | |
|-----------------------------|---------------------|
| A. The City of Durham | (5 representatives) |
| B. The Town of Chapel Hill | (3 representatives) |
| C. The Town of Carrboro | (2 representatives) |
| D. The Town of Hillsborough | (1 representative) |

E. Durham County	(3 representatives)
F. Orange County	(2 representatives)
G. Chatham County	(1 representative)
H. N. C. Department of Transportation	(5 representatives)
I. Triangle “J” Council of Governments	(1 representative)
J. Duke University	(1 representative)
K. N. C. Central University	(1 representative)
L. The University of North Carolina	(1 representative)
M. The Raleigh-Durham Airport Authority	(1 representative)
N. The Triangle Transit	(1 representative)
O. The Research Triangle Park Foundation	(1 representative)
P. ~~Carolina Trailways-Greyhound Lines, Inc.~~ —	_____ (1
representative)	
TOTAL	30 representatives

In addition to voting membership, the U.S. Department of Transportation shall have two (2) non-voting representatives.

Representatives and alternates will be designated by the chief executive officer of each represented agency. Designations will be made in writing and submitted to the Lead Planning Agency.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The TCC shall, upon majority vote of its ~~present and eligible voting~~ members~~hip~~, appoint one voting member of the Committee to act as Chair and one voting member to act as Vice-Chair.

Section 2 – Elections:

The Chair and Vice Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately upon being elected.

Section 3 – Terms of Office:

The term of office shall be one year. Officers may serve successive terms. Each officer shall hold office until his/her successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal from the Committee by his/her chief executive officer.

Section 4 – Duties of Officers:

The Chair shall call and preside at meetings and appoint committees. The Chair shall appoint a clerk who will provide or otherwise delegate staff service for the TCC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Clerk will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

In absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chair.

ARTICLE V – MEETINGS**Section 1 – Regular Meetings:**

Meetings will be held on a regular meeting schedule approved by the Committee. Meeting notices and agendas are to be ~~mailed-distributed~~ in sufficient time for them to have been received by each committee member no later than three business days prior to the meeting. Unless otherwise stated, all meetings will begin at 9:00 A.M. Regular meetings may be canceled by the Chair should there be insufficient business on the Committee's tentative agenda.

Section 2 – Special Meetings:

Special meetings may be called by the Chair or at the request of the majority of the eligible voting members. At least seven (7) days notice shall be given.

Section 3 – Quorums:

A quorum shall be constituted by the presence of at least fifty percent (50%) of the eligible voting members. Members who are present but are not eligible to vote shall not be counted towards the quorum.

Section 4 – Attendance:

Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days notice is provided. Attendance must be in person at the location of the meeting.

A member may appoint an alternate to serve in his/her absence provided that: (1) the member informs the Clerk of the Committee prior to the meeting which the alternate will attend; and (2) the alternate is previously approved by the chief executive officer of the agency represented. This notification shall authorize the alternate to act as a present and eligible voting member ~~vote~~ in the member's absence.

Voting members ~~(or their authorized alternates) not attending~~ absent from three (3) consecutive meetings will be considered ~~non-voting~~ ineligible to vote ~~members for the purpose of determining a quorum~~ as of the third meeting. A member's ~~or alternate's~~ voting privileges will be ~~reinstated automatically~~ restored by his/her attendance at a later TCC meeting at the second consecutive meeting that the member attends.

Section 5 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous TCC meetings, or are placed on the agenda prior to its distribution by any member of the TCC, by request from any jurisdiction party to the Memorandum of Understanding, or by the request of a member of the Transportation Advisory Committee. Additional items may be placed on the regular agenda following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received. Items may be placed on the agenda by citizens with majority concurrence of the eligible voting committee members present at any meeting.

Section 6 – Voting Procedures:

The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TCC shall have one vote. A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the Committee. The Chair is permitted to vote, however, non-voting members and unauthorized alternates are not permitted to vote. In the absence of any direction from these Bylaws, *Robert's Rules of Order* will designate procedures governing voting.

ARTICLE VI – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TCC shall require the affirmative vote of at least two-thirds of the TCC's eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In

the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.

BYLAWS

DURHAM – CHAPEL HILL – CARRBORO METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE

ARTICLE I – NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Coordinating Committee, hereinafter referred to as the “TCC”.

ARTICLE II – PURPOSE

The purpose and goals of this committee shall be:

1. To provide general review, guidance and coordination of the continuing, cooperative, comprehensive multi-modal transportation process in the Durham-Chapel Hill-Carrboro Urban Area.
2. To prepare and make recommendations to the Transportation Advisory Committee (TAC) regarding matters relating to multi- modal transportation planning.
3. To facilitate coordination and communication between policy boards and agencies represented on the TAC and TCC.
4. To facilitate coordination of multi-modal transportation planning with other planning efforts such as those concerning land use, public utilities and maintenance of air quality.

ARTICLE III – MEMBERS

Section 1 – Number and Qualifications:

As specified in the Memorandum of Understanding dated September 10, 1993, the Technical Coordinating Committee shall include as voting members:

- | | |
|-----------------------------|---------------------|
| A. The City of Durham | (5 representatives) |
| B. The Town of Chapel Hill | (3 representatives) |
| C. The Town of Carrboro | (2 representatives) |
| D. The Town of Hillsborough | (1 representative) |

E. Durham County	(3 representatives)
F. Orange County	(2 representatives)
G. Chatham County	(1 representative)
H. N. C. Department of Transportation	(5 representatives)
I. Triangle “J” Council of Governments	(1 representative)
J. Duke University	(1 representative)
K. N. C. Central University	(1 representative)
L. The University of North Carolina	(1 representative)
M. The Raleigh-Durham Airport Authority	(1 representative)
N. The Triangle Transit	(1 representative)
O. The Research Triangle Park Foundation	(1 representative)
P. ~~Carolina Trailways-Greyhound Lines, Inc.~~ —	_____ (1
representative)	
TOTAL	30 representatives

In addition to voting membership, the U.S. Department of Transportation shall have two (2) non-voting representatives.

Representatives and alternates will be designated by the chief executive officer of each represented agency. Designations will be made in writing and submitted to the Lead Planning Agency.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The TCC shall, upon majority vote of its ~~present and eligible voting~~ members~~hip~~, appoint one voting member of the Committee to act as Chair and one voting member to act as Vice-Chair.

Section 2 – Elections:

The Chair and Vice Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately upon being elected.

Section 3 – Terms of Office:

The term of office shall be one year. Officers may serve successive terms. Each officer shall hold office until his/her successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal from the Committee by his/her chief executive officer.

Section 4 – Duties of Officers:

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the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.

TCC ATTENDANCE RECORD - 2009

NAME	AGENCY	12/17	1/28	2/25	3/25	4/22	5/27	6/24	7/22	8/26	9/23	10/28	11/18
John Brantley	Airport Authority	A-	A-	A-	A-	A-	A-	A-	A-				
Richard Carter	Greyhound	A-	A-	A-	A-	A-	A-	A-	A-				
Roy Williford (a) Patricia McGuire	Carrboro Planning	A-	A-	A-	A-	A-	A-	P-	A-				
Adena Messinger (a) Patricia McGuire	Carrboro Planning	P+	P+	P+	P+	P+	P+	A+	P+				
Kumar Neppalli (a) Ryan Mickles	Chapel Hill Engineering	P+	P+	P+	P+	P+	P+	P+	P+				
Brian Litchfield (a) Ryan Mickles	Chapel Hill Transit	P+	P+	P+	P+	P+	P+	P+	P+				
David Bonk (a) Ryan Mickles	Chapel Hill Planning	P+	P+	P+	P+	P+	P+	P+	P+				
Keith Megginson (a) Jason Sullivan (a) Ben Howell	Chatham County Planning	A-	A-	A-	P-	P+	P+	P+	P+				
Ray Magyar (a) Claire Kane	UNC/Transportation	P+	A+	P+	P+	P+	A+	P+	P+				
Mark Ahrendsen	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+				
Steve Mancuso (a) Pierre Osei-Owusu (a) Chassem Anderson	City of Durham DATA	A+	P+	P+	P+	P+	P+	P+	P+				
Andy Henry (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+				
Felix Nwoko (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+				
Ed Venable (a) Vacant	City of Durham Engineering	P-	P+	P+	P+	P+	P+	P+	P+				
Keith Luck (a) Aaron Cain	Durham City/County Planning	A-	A-	A-	A-	A-	A-	A-	A-				
Bonnie Estes (a) Aaron Cain	Durham City/County Planning	A-	P-	A-	A-	A-	P-	P+	P+				
Tobin Freid	Durham City/County	A-	P-	P+	P+	A+	A-	A-	A-				
Tom King (a) Margaret Hauth	Hillsborough Planning	P+	P+	P+	P+	P+	A+	P+	P+				
Starla Huggins	NCCU	A-	A-	A-	A-	A-	A-	A-	A-				
TE-III Triangle Group, Durham Coordinator (Bollinger) (a) Triangle Planning Group Supervisor (Walston) (a) Eastern Planning Unit Head (Marshall)	NCDOT TPB	A+	A-	A-	A-	P-	A-	P-	P+				
Division Engineer (Bowman) (a) Deputy Division Engineer (Hopkins) (a) Division Operations Engineer (Whitley) (a) Division Project Manager (Kneis)	NCDOT Division 5	P+	P+	P+	P+	P+	P+	P+	P+				
Division Engineer (Mills) (a) Deputy Division Engineer (vacant) (a) Division Operations Engineer (Wilson) (a) Division Project Manager (Hunsinger) (a) Division Construction Engineer (Eason) (a) Division Staff Engineer (Buff)	NCDOT Division 7	P+	A+	A-	P-	P+	P+	P+	P+				
Mobility Development Specialist, Triangle (Barlow) (a) Assistant Director for Mobility Development (Lavender)	NCDOT PTD	A-	A-	A-	P-	A-	A-	A-	A-				
Regional Traffic Engineer (Becker) (a) Regional Traffic Safety Engineer (Phipps)	NCDOT Traffic Operations	A-	A-	A-	A-	A-	A-	A-	A-				
Karen Lincoln	Orange County Planning	P+	P+	P+	A+	P+	P+	P+	P+				
Karen Markovicks	Orange County Planning	A-	A-	A-	P-	A-	A-	A-	A-				
Liz Rooks (a) Alison Fiori	Research Triangle Foundation	A-	P-	P+	P+	A+	A-	P-	P+				
John Hodges-Copple (a) Paul Black	Triangle J COG	P+	P+	P+	P+	P+	P+	P+	P+				
Patrick McDonough (a) Jonathan Parker	Triangle Transit	P+	P+	P+	P+	P+	P+	P+	P+				
Phail Wynn	Duke University	A-	A-	A-	A-	A-	A-	A-	A-				
# P+ / # voting members		14/16	14/16	17/17	16/17	17/19	15/17	17/18	20/20				

Not confirmed in writing

P+ = present and counted as a voting member; P- = present and not counted as a voting member; A+ = absent and counted as a voting member; A- = absent and not counted as a voting member
Voting member rule: 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.

DCHC MPO – FY 2012-2018 Transportation Improvement Program Regional Priority List

The DCHC MPO has been asked to submit its Regional Priority List for the FY 2012-2018 TIP through the Strategic Planning Office of Transportation (SPOT). The MPO will be submitting the following lists:

- MPO-wide List of Top 25 Highway Projects – page 1-4
- Bicycle and Pedestrian Projects – by Division – page 4-6
- Transit Projects – by Division – page 7-14
- Other Projects – page 14
- MPO-wide List of Prioritized CMAQ Projects – page 14

The order of the projects within each Division was approved by the TAC in February 2009 for highway, bicycle and pedestrian, transit, and other projects. The TAC will be asked to approve the MPO-wide order of highway projects. The TAC approved the MPO-wide order of CMAQ projects in August.

MPO-wide List of Top 25 Highway Projects

The LPA Staff recommendation is based off of Option D – Rank by Alternating Between Division 5, 7, and 8 – as presented at the July TCC meeting. The following modifications were made:

- Moved Erwin Road up to #3 to provide a more significant Orange County project high on the list.
- Safety W type projects may not be considered by NCDOT for highway funding. However, these projects were kept in the list because there is some flexibility in how these projects are funded. They have been moved down on the list, keeping the respective order within each Division.
- Deleted projects not in the 2035 LRTP: NC 751 widening
- Deleted projects not in the MPO Boundary: Hamlets Chapel Road turn lanes
- Deleted projects in the 5-year let list: Alston Avenue widening, Hillandale Road widening
- Added Durham and Orange County projects that did not make the top priority lists to provide a list of 25 highway projects.

MPO-wide Rank	Division Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
1	3	U-0071 East End Connector (NC 147 to US 70) new highway facility	Yes on local streets	D, DC	2.9	T, Highway Sources	\$161,792,000
2	11 (Div. 5) 3 (Div. 7)	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	Yes	CH, DC	2.1	STP, CMAQ, State Highway Sources	\$600,000
3	19 (Div. 5) 5 (Div. 7)	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	Yes	CH, DC	5.6	STP, CMAQ, State Highway Sources	\$5,527,000
4	6	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	No	CC	3.2	Safety and Highway Sources	\$6,900,000
5	9	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	Yes	D, DC	2.4	Highway Sources	\$21,100,000
6	6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations*	Yes	CH	4.0	STP, CMAQ, State Highway Sources	\$5,147,000
7	8	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	No	CC	4.6	Safety and Highway Sources	\$9,919,000
8	10	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	Yes	D, DC	5.3	Highway Sources	\$91,500,000
9	12	R-2825 South Churton Street Improvements (I-40 to the Eno River)	Yes	H, OC	2.5	Highway Sources	\$19,260,000
10	17	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	Yes	D, DC	0.3	Highway and Rail Sources	\$6,500,000
11	14	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc. W project?	Yes	C	0.2	STP, CMAQ, State Highway Sources	\$200,000
12	15	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Yes	CH	0.7	STP, CMAQ, State Highway Sources	\$421,000
13	16	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Yes	C, CH	2.6	STP, CMAQ, State Highway Sources	\$2,197,000
14	17	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Yes	CH	1.0	STP, CMAQ, State Highway Sources	\$2,442,000
15	25	Franklin/Merritt Mill/Brewer/Main Intersection	Yes	C, CH	0.0	Highway Sources	\$1,000,000
16	27	Orange Grove Rd Extension to US 70 Business	Yes	H, OC	0.3	Highway Sources	\$30,000,000
17	9	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes W project?	No	CC	0.4	Highway Sources	\$250,000

MPO-wide Rank	Division Rank	Name (limits)	Multi-modal in L RTP	Jurisdiction	Miles	Funding Sources	Cost
18	10	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control W project?	No	CC	0.8	Highway Sources	\$100,000
		The following projects were not on the top priority lists approved in February, but could be added to provide 25 projects:					
19	9	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	Yes	D, DC	0	Highway Sources	\$30,000,000
20	10	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	Yes	D, DC	1.6	Highway Sources	\$39,100,000
21	6	Estes/Greensboro roundabout	Yes	C	0	Highway Sources	\$500,000
22	11	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	Yes	D, DC	1.5	T, Highway Sources	\$38,100,000
23	12	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	Yes	D, DC	0.7	Highway Sources	\$7,200,000
24	7	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	Yes	H, OC	0.28	Highway Sources	\$2,350,000
25	13, 14	Initiate a combined phased environmental study for: - US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway - U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	Yes	D, DC	4.1, 16.3	T, Highway Sources	\$123,100,000 \$148,200,000

Summary:

Durham County: 11 projects, \$ 672,719,000 (2 projects, \$6,127,000 shared with Orange County)

Orange County: 12 projects, \$ 67,447,000 (2 projects, \$6,127,000 shared with Durham County)

Chatham County: 4 projects, \$17,169,000

Deleted:

Division Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
5	NC 751 (US 64 to Durham County Line) widening NOT IN 2035 LRTP	CC	9.4	Highway Sources	\$44,130,000
7	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes W project? Not in MPO Boundary.	CC	0.2	Highway Sources	\$250,000
7	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks IN 5-YEAR LET LIST	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 IN 5-YEAR LET LIST	D, DC	0.9	Highway Sources	\$25,916,000

The following highway projects were not on the top priority lists for each Division and were ranked below the projects listed in the top 25 projects above. These will not be submitted to the SPOT office:

Division Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	Yes	H	1.5	Highway Sources	\$48,705,000
9	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	Yes	OC	1.61	Highway Sources	\$7,552,000
10	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	Yes	H	2.9	Highway Sources	\$5,300,000
11	US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector)	Yes	H, OC	10.1	Highway Sources	\$47,000,000

Bicycle and Pedestrian Projects

Division 5

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Fayetteville Rd. (Cornwallis Rd. to Nelson) bike lanes and sidewalks SRTS Project	D, DC	1.1	STP, CMAQ, SRTS, State Highway Sources	\$356,000
2	Avondale Dr. (Roxboro Rd. to Geer St.) bike lanes and sidewalks Sidewalks are a STPDA Project	D, DC	1.1	STP, CMAQ, State Highway Sources	\$515,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
3	University Dr. (Garrett Rd. to Hope Valley Rd.) bike lanes and sidewalks Portion of the sidewalks are a ARRA STPDA Project	D, DC	2.9	STP, CMAQ, State Highway Sources	\$1,025,000
4	Fayetteville Rd. (Cornwallis Rd. to NC 147) streetscape design	D	2.2	STP, CMAQ, State Highway Sources	\$30,000,000
5	Holloway St. (Miami Blvd. to US 70) sidewalk and wide outside lanes To be built as part of U-0071 East End Connector	D, DC	0.4	STP, CMAQ, State Highway Sources	\$257,000
6	Hillandale Rd. (I-85 to NC 147) bike lanes and sidewalks STPDA Project	D, DC	0.9	STP, CMAQ, State Highway Sources	\$1,320,000
7	Club Blvd. (Ruffin St. to Geer St.) bike lanes and sidewalks	D, DC	3.5	STP, CMAQ, State Highway Sources	\$2,978,000
8	Cheek Rd. (Geer St. to Hardee St.) sidewalks STPDA Project	D, DC	0.5	STP, CMAQ, State Highway Sources	\$695,000
9	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) bike lanes and sidewalks Sidewalks are a ARRA STPDA Project	D, DC	1.5	STP, CMAQ, State Highway Sources	\$2,389,000
The following projects were not on the top priority list, but could be submitted:					
10	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	D, DC	2.6	STP, CMAQ, State Highway Sources	\$3,204,000
11	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.) bike lanes and sidewalks CMAQ Project	D, DC	1.4	STP, CMAQ, State Highway Sources	\$2,069,000
12	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length) bike lanes and sidewalks	D, DC	2.2	STP, CMAQ, State Highway Sources	\$1,759,000
13	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, State Highway Sources	\$1,470,000
14	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk and wide outside lanes	D, DC	0.7	STP, CMAQ, State Highway Sources	\$736,000
15	Sedwick Rd. (Grandale Dr. to Alston Ave.) bike lanes and sidewalks	D, DC	1.8	STP, CMAQ, State Highway Sources	\$2,187,000

Division 7

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Martin Luther King Jr. Boulevard/NC 86 Corridor (I-40 to North Street) sidewalks and bike lanes Portion is a CMAQ Project	CH	2.5	STP, CMAQ, State Highway Sources	\$3,945,000
2	NC 54 (Fordham Boulevard to Barbee Chapel Road) sidewalks and bike lanes	CH	1.2	STP, CMAQ, State Highway Sources	\$1,550,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
3	18 Chapel Hill Intersections - bicycle and pedestrian improvements	CH	0.0	STP, CMAQ, State Highway Sources	\$1,542,000
4	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
5	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.) multi-use path Portion is a STPDA Project	CH	0.8	STP, CMAQ, State Highway Sources	\$1,500,000
6	Nash Street (Faucette Mill to Dimmocks Mill) sidewalks STPDA and ARRA STPDA Project	H	1.8	STP, CMAQ, State Highway Sources	\$679,000
7	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.) multi-use path STPDA Project?	CH	1.0	STP, CMAQ, State Highway Sources	\$3,500,000
8	NC 54 Sidepath (James Street to Anderson Park) multi-use path	C	0.8	STP, CMAQ, State Highway Sources	\$700,000
9	Fordham Boulevard (Ephesus Church Road to Elliott Road) sidewalks	CH	0.3	STP, CMAQ, State Highway Sources	\$175,000
10	Culbreth Road (Adam Way to Smith Level) sidewalks	CH	0.5	STP, CMAQ, State Highway Sources	\$165,000
11	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	\$2,500,000
12	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
13	Old Fayetteville (NC 54 to McDougle School) sidewalks and bike lanes ARRA Project, In 5-year let list	C	1.0	STP, CMAQ, State Highway Sources	\$1,800,000
14	Orange Grove Rd. Pedestrian Bridge	H, OC	0.0	STP, CMAQ, State Highway Sources	\$1,000,000
	The following projects were not on the top priority list, but could be submitted:				
15	Cleland Drive/Burning Tree Drive (Cleland Drive and Burning Tree Drive.) sidewalk	CH	1.5	STP, CMAQ, State Highway Sources	?
16	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length) sidewalks and bike lanes	OC, C	1.6	STP, CMAQ, State Highway Sources	\$1,992,000
17	Mount Carmel Church Road (Bennett to Chatham County Line) bike lanes	OC, CH	2.5	STP, CMAQ, State Highway Sources	\$940,000
18	Old NC 86 Bicycle Facilities (I-40 to Homestead Road) wide outside lanes	OC	5.0	STP, CMAQ, State Highway Sources	\$1,598,000

Division 8 - none

Public Transportation Projects

Division 5 – DATA and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	2011 Transit Projects • Preventative maintenance and routine capital items - o Triangle Transit - \$7,000,000 - o DATA - \$3,500,000 • Replacement buses - o Triangle Transit – 28 buses - \$8,900,000 • Replacement vans - o Triangle Transit – 58 vanpool vans - \$1,300,000 - o Triangle Transit – 6 paratransit vans - \$320,000 - o DATA – 15 ADA vans - \$570,000 • Service vehicles - o DATA - 6 replacement service vehicles - \$180,000 • Expansion service - o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - o Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) - o Triangle Transit – 23 expansion buses - \$9,100,000 - o Triangle Transit – 80 vanpool vans - \$1,700,000 - o Triangle Transit – Planning Assistance - \$7,000,000 - o Triangle Transit – 9 paratransit vans - \$357,000 - o DATA – 8 40’ expansion buses - \$5,760,000 - o DATA – passenger amenities (30 shelters +100 benches) - \$500,000	D, TT	STP, CMAQ, Public Transit Sources	\$50,937,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	2012 Transit Projects • Preventative maintenance and routine capital items - o DATA - \$3,850,000 • Service vehicles - o DATA - 4 replacement service vehicles - \$140,000 • Expansion service - o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - o Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) - o NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) - o DATA - 18 40' hybrid expansion buses - \$13,500,000	D, TT	STP, CMAQ, Public Transit Sources	\$17,490,000
3	FY 2013 Transit Projects • Preventative maintenance and routine capital items - o DATA - \$4,250,000 • Replacement vehicles - o DATA – 30 40' hybrid buses - \$24,000,000 • Expansion service - o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - o Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) - o NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) - o DATA – 4 40' hybrid buses - \$3,400,000 - o DATA – passenger amenities (15 shelters +90 benches) - \$380,000 - o DATA – land acquisition for 2 100 space park-n-ride lots (Treyburn and Githens Middle School areas) - \$2,200,000	D, TT	STP, CMAQ, Public Transit Sources	

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
4	FY 2014 Transit Projects - Preventative maintenance and routine capital items - DATA - \$4,660,000 - Expansion service - Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) - Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) - NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) - DATA – 2 40’ hybrid buses - \$1,800,000	D, TT	STP, CMAQ, Public Transit Sources	
5	FY 2015 Transit Projects - Preventative maintenance and routine capital items - DATA - \$5,120,000 - Expansion service - Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) - Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) - NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) - DATA – 2 40’ hybrid buses - \$1,800,000	D, TT	STP, CMAQ, Public Transit Sources	
6	FY 2016 Transit Projects - Preventative maintenance and routine capital items - DATA - \$5,640,000 - Replacement vehicles - DATA – 18 ADA vans - \$900,000 - Expansion service - Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) - Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) - NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018)	D, TT	STP, CMAQ, Public Transit Sources	

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
7	FY 2017 Transit Projects • Preventative maintenance and routine capital items - o DATA - \$6,200,000 • Replacement vehicles - o DATA – 7 40’ hybrid buses - \$8,400,000 • Expansion service - o Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) - o Light Rail Service – Raleigh-RTP-Durham – construction - \$286,800,000 (FY 2017-2019) - o NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) - o DATA – passenger amenities (25 shelters +115 benches) - \$675,000	D, TT	STP, CMAQ, Public Transit Sources	
8	FY 2018 Transit Projects • Expansion service - o Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) - o Light Rail Service – Raleigh-RTP-Durham – construction - \$286,80,000 (FY 2017-2019) - o NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018)	D, TT	STP, CMAQ, Public Transit Sources	

Division 7 – Chapel Hill Transit and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	FY 2011 Transit Projects • Preventative maintenance and routine capital items - o Triangle Transit - \$7,000,000 - o Chapel Hill Transit - \$2,982,000 • Replacement buses - o Triangle Transit – 28 buses - \$8,900,000 - o Chapel Hill Transit – 8 buses - \$2,800,000 • Replacement vans - o Triangle Transit – 58 vanpool vans - \$1,300,000 - o Triangle Transit – 6 paratransit vans - \$320,000 - o Chapel Hill Transit – 5 EZ-rider vans - \$384,000 - o Chapel Hill Transit – 7 Safe-Ride vans - \$210,000 • Service vehicles - o Chapel Hill Transit – 8 - \$240,000 • Expansion service - o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - o Chapel Hill Transit - Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces - \$2,000,000 - o Triangle Transit – 23 expansion buses - \$9,100,000 - o Triangle Transit – 80 vanpool vans - \$1,700,000 - o Triangle Transit – Planning Assistance - \$7,000,000 - o Triangle Transit – 9 paratransit vans - \$357,000 - o Chapel Hill Transit – 5 buses - \$1,800,000 - o Hillsborough In Town Transit Circulator - \$198,000 - o Hillsborough Train Station/Multi-modal Center - \$1,500,000	CH, C, H, OC, TT	STP, CMAQ, Public Transit Sources	\$50,541,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	FY 2012 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$3,190,000 - Replacement buses - Chapel Hill Transit – 9 buses - \$3,250,000 - Expansion service - Chapel Hill Transit - Park & Ride Lot Expansion - Construction - 1000 spaces - \$5,000,000 - Chapel Hill Transit – 5 buses - \$1,800,000	CH, C, TT	STP, CMAQ, Public Transit Sources	\$11,440,000
3	FY 2013 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$3,400,000 - Replacement buses - Chapel Hill Transit – 17 buses - \$6,300,000 - Replacement vans - Chapel Hill Transit – 5 EZ-rider vans - \$423,000 - Expansion service - Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015)	CH, C, TT	STP, CMAQ, Public Transit Sources	
4	FY 2014 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$3,007,000 - Replacement buses - Chapel Hill Transit – 10 buses - \$3,900,000 - Replacement vans - Chapel Hill Transit – 5 EZ-rider vans - \$444,000 - Expansion service - Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015)	CH, C, TT	STP, CMAQ, Public Transit Sources	

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
5	FY 2015 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$3,900,000 - Replacement vans - Chapel Hill Transit – 5 EZ-rider vans - \$467,000 - Chapel Hill Transit – 7 Safe-Ride vans - \$217,000 - Service vehicles - Chapel Hill Transit – 4 - \$196,000 - Expansion service - Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) - Chapel Hill Transit – 5 buses - \$1,971,000	CH, C, TT	STP, CMAQ, Public Transit Sources	
6	FY 2016 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$4,200,000 - Expansion service - Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019)	CH, C, TT	STP, CMAQ, Public Transit Sources	
7	FY 2017 Transit Projects - Preventative maintenance and routine capital items - Chapel Hill Transit - \$4,500,000 - Replacement vans - Chapel Hill Transit – 5 EZ-rider vans - \$515,000 - Expansion service - Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019)	CH, C, TT	STP, CMAQ, Public Transit Sources	
8	FY 2018 Transit Projects - Expansion service - Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019)	CH, C, TT	STP, CMAQ, Public Transit Sources	

Division 8

Rank	Name (limits)	Jurisdiction	Funding Source	Cost
1	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	STP, CMAQ, Public Transit Sources	\$352,712 (annual operating cost)

Other Projects

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	C-5102 Transportation Demand Management CMAQ Project	MPO-wide	CMAQ, O, STP	\$17,000,000
2	Intelligent Transportation System Improvements - 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	Total cost TBD by study
3	Area Plan in Cooperation with Cary (North of US 64, East of Jordan Lake)	CC	STP, Highway Sources	\$100,000

CMAQ Projects – As Approved by the TAC on August 12, 2009

NCDOT 5-Year Let List, Published August 6, 2009

DIV	COUNTIES	TIP #	ROUTES	MO	YR	SFY	DESCRIPTION	LET DATE	COST	TRADITIONAL	STIMULUS	OTHER	09-15 TIP Construction	09-15 TIP Cost
5	CHATHAM, ORANGE, DURHAM	U-4726X5	DURHAM	10	2009	2010	DCHC BICYCLE/PEDESTRIAN ALLOCATION	01-Oct-09	\$ 3,971,896		3971896		various	
5	DURHAM	B-3638	US 70 BUSINESS	10	2010	2011	BRIDGE 316 OVER CAMPUS DRIVE ON US 70 BUSINESS	01-Oct-10	\$ 1,450,000	1450000			2010	\$ 1,355,000
5	DURHAM	R-5164	VARIOUS	10	2009	2010	RESURFACING ON VARIOUS FEDERAL-AID ROUTES IN DURHAM COUNTY	01-Oct-09	\$ 428,600		428600		not in original 09-15 TIP	
5	DURHAM	U-3308	DURHAM	5	2014	2014	NC 55 (ALSTON AVENUE) FROM NC 147 TO US 70 BUS / NC 98 (HOLLOWAY ST). WIDEN AND REPLACE RAILROAD BRIDGES.	01-May-14	\$ 25,800,000	25800000			2011-2013	\$ 25,916,000
5	DURHAM	U-3309A	DURHAM	12	2009	2010	DURHAM - SR 2028 (T.W. ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC 147	01-Dec-09	\$ 9,900,000	9900000			2009-2010	\$ 13,961,000
5	DURHAM	U-3804	DURHAM	4	2010	2010	DURHAM - HILLANDALE RD (SR 1321) FROM I-85 TO NORTH OF SR 1407 (CARVER AVE)	01-Apr-10	\$ 5,100,000	5100000			2010-2011	\$ 11,191,000
5	DURHAM	U-4011	DURHAM	9	2010	2011	DURHAM - SR 1959 (SOUTH MIAMI BLVD) FROM SOUTH OF SR 2112 METHODIST ST) TO NORTH OF SR 1960 (BETHESDA AVE)	01-Sep-10	\$ 4,550,000	4550000			2009	\$ 6,477,000
5	DURHAM	U-5142	VARIOUS	10	2009	2010	INSTALLATION OF LED TRAFFIC SIGNALS ON THE CITY-MAINTAINED SYSTEM	01-Oct-09	\$ 805,410		805410		not in original 09-15 TIP	
5	DURHAM	U-5143	NC 55	10	2009	2010	NC 55 AND SR 1171 (RIDDLE ROAD). INSTALL TURN LANES.	01-Oct-09	\$ 310,000		310000		not in original 09-15 TIP	
5	DURHAM	U-5146	VARIOUS	10	2009	2010	TRAFFIC SIGNAL, PEDESTRIAN, AND SAFETY UPGRADES AT SELECTED LOCATIONS	01-Oct-09	\$ 179,918		179918		not in original 09-15 TIP	
5	DURHAM	U-5148	DURHAM	10	2009	2010	NORTHPOINT DRIVE AT ENTRANCE TO KROGER/HOME DEPOT IN DURHAM - TRAFFIC SIGNAL INSTALLATION	01-Oct-09	\$ 200,000		200000		not in original 09-15 TIP	
5	DURHAM	U-5149	DURHAM	10	2009	2010	RENAISSANCE PARKWAY AND SOUTHPOINT MALL ENTRANCE NEAR SOUTHPOINT CINEMA. INSTALL TRAFFIC SIGNAL	01-Oct-09	\$ 300,000		300000		not in original 09-15 TIP	
5	DURHAM	U-5150	DURHAM	10	2009	2010	WILLIAM PENN STREET AND BEN FRANKLIN STREET. INSTALL TRAFFIC SIGNAL	01-Oct-09	\$ 200,000		200000		not in original 09-15 TIP	
5	DURHAM	U-5151	SR 1670	10	2009	2010	SR 1670 (GEER STREET) AND MIAMI BOULEVARD. INTERSECTION IMPROVEMENTS.	01-Oct-09	\$ 80,000		80000		not in original 09-15 TIP	
5	WAKE, DURHAM	R-2000AF	I-540	1	2010	2010	I-540/I-40 INTERCHANGE IMPROVEMENTS - ADD LANE ON I-540 WESTBOUND COLLECTOR-DISTRIBUTOR TO I-40 AND ADD AUXILIARY LANE ON I-40 WESTBOUND FROM I-540 TO SR 1973 (PAGE ROAD)	01-Jan-10	\$ 5,700,000		5700000		2010	\$ 4,800,000
7	DURHAM, ORANGE	U-4704	CHAPEL HILL	9	2009	2010	CHAPEL HILL-CARBORRO COMPUTERIZED TRAFFIC SIGNAL SYSTEM	01-Sep-09	\$ 5,175,000		4725000	450000	2009	\$ 5,000,000
7	DURHAM, ORANGE, CHATHAM	U-4726X7	DURHAM	10	2009	2010	DCHC BICYCLE/PEDESTRIAN ALLOCATION	01-Oct-09	\$ 1,650,779		1650779		various	
7	ORANGE	B-4216	SR 1002	2	2010	2010	BRIDGE 66 OVER STROUDS CREEK ON SR 1002	01-Feb-10	\$ 800,000	800000			2010	\$ 1,125,000
7	ORANGE	EL-4601	CHAPEL HILL	10	2009	2010	MORGAN CREEK GREENWAY FROM US 15-501 TO SR 1919 (SMITH LEVEL RD.)	01-Oct-09	\$ 1,100,000	640000	300000	160000	in progress	
7	ORANGE	EL-5103	VARIOUS	10	2009	2010	BUS SHELTERS	01-Oct-09	\$ 48,296		48296		not in original 09-15 TIP	
7	ORANGE	I-4716	I-40	8	2011	2012	GRIND & RESEAL JOINTS ON I-40 FROM I-85 TO DURHAM COUNTY LINE	01-Aug-11	\$ 5,000,000	5000000			2009	\$ 1,725,000
7	ORANGE	R-5178	VARIOUS	10	2009	2010	RESURFACING ON VARIOUS FEDERAL-AID ROUTES IN ORANGE COUNTY	01-Oct-09	\$ 1,000,000		1000000		not in original 09-15 TIP	
7	ORANGE	SF-4907C	NC 157	10	2009	2010	NC 57 AT NC 157 NEAR HILLSBOROUGH. INSTALL CENTER TRAFFIC ISLANDS WITH STOP SIGNS ON NC 157 AND IMPROVE SIGHT DISTANCE	01-Oct-09	\$ 85,000				in progress	\$ 195,000
7	ORANGE	U-0624	CHAPEL HILL	11	2011	2012	CHAPEL HILL - NC 86 (S COLUMBIA ST) FROM SR 1906 (PUREFOY RD) TO SR 1902 (MANNING DR)	01-Nov-11	\$ 4,300,000	4300000			2009	\$ 6,660,000
7	ORANGE	U-2803	CARRBORO	2	2012	2012	CARRBORO - SR 1919 (SMITH LEVEL ROAD) FROM ROCK HAVEN RD TO BRIDGE 88 OVER MORGAN CREEK	01-Feb-12	\$ 4,350,000	4350000			2011	\$ 5,871,000

7	ORANGE	U-3100B	CARRBORO	11	2009	2010	SR 1107 (OLD FAYETTEVILLE RD.), NC 54 TO SR 1106 (STROUD LN.) IN CARRBORO. PROVIDE BICYCLE, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS.	01-Nov-09	\$ 1,800,000		1800000		post years	\$ 1,800,000
7	ORANGE	U-3306	CHAPEL HILL	7	2010	2011	CHAPEL HILL - SR 1733 (WEAVER DAIRY RD) FROM NC 86 TO SR 1734 (ERWIN RD) & SAGE RD FROM SR 1734 TO US 15-501	01-Jul-10	\$ 13,400,000	13400000			2010-2011	\$ 15,995,000
8	CHATHAM	SF-4908I	NC 751	10	2009	2010	NC 751, INTERSECTION WITH SR 1731 (O'KELLY CHAPEL RD.) INSTALL TRAFFIC SIGNAL AND CONSTRUCT TURN LANE.	01-Oct-09	\$ 486,000		486000		in progress	\$ 156,000
8	DURHAM, ORANGE, CHATHAM	U-4726FA	VARIOUS	10	2009	2010	SIDEWALK ON US 15-501 NEAR COLE PARK PLAZA	01-Oct-09	\$ 220,000		220000		not in original 09-15 TIP	
The projects listed below have construction funded pre-2014 in 2009-2015 TIP, but are not in the let list														
5	Durham	U-0071	Durham				East End Connector	not in let list					2013-2016	\$ 161,792,000
7	Orange	U-3804	Hillsborough				Elizabeth Brady Road	not in let list					2012-2014	\$ 33,994,000
5	Durham	B-4943	SR 1616				SR 1616 (Bahama Rd.), Sandy Creek, Replace Bridge No. 20	not in let list					2013	\$ 415,000
5	Durham	W-5110	NC 55				NC 55 (Aiston Ave.) at Lawson Street, Construct left turn lanes on NC 55	not in let list					2011	\$ 975,000

delay
same
acceleration

OTHER Important Information:

Again, for new projects which propose upgrading intersections to grade separations or interchanges, they should be submitted as separate projects. For additional clarification, call the SPOT office.

In an effort to be the one-stop shop for submitting local priorities, the web-based will allow you to enter and rank the following types of projects:

- Highway – These projects will be scored quantitatively and qualitatively as has been discussed over the past several months. Each MPO, RPO, and Division will be able to enter as many NEW projects as they wish, but can only apply a rank to the top 25 projects (the other projects will still receive a quantitative score).
- Bicycle and Pedestrian – These projects will be forwarded to the Program Development Branch and the Bicycle and Pedestrian Division.
- Public Transportation – These projects will be forwarded to the Public Transportation Division
- Rail – These projects will be forwarded to the Rail Division
- Ferry – These projects will be forwarded to the Ferry Division
- Aviation – These projects will be forwarded to the Aviation Division
- CMAQ – These projects will be forwarded to the Transportation Planning Branch
- Non-Bicycle and Pedestrian Enhancement – These projects will be forwarded to the Program Development Branch
- Direct Attributable Only – These projects will be forwarded to the Program Development Branch.
- Feasibility Studies – These projects will be forwarded to the Program Development Branch

Also, the template will be pre-populated with projects in these categories that are not committed for construction in the 60 month let list. New projects can be entered and ranked in these categories as well, with no maximum rank (except for highways).



June 17, 2009 Proposed Scoring Matrix for Highway Projects

FOC 8/21/2009 Attachment 6B

Quantitative

Qualitative

<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>	<u>Weighted Division Rank Percentage Top 25 Projects</u>	<u>Weighted Local Rank Percentage Top 25 Projects</u>
MOBILITY	Statewide	70%	20%	10%
	Regional	50%	25%	25%
	Subregional	0%	50%	50%
SAFETY	Statewide	70%	20%	10%
	Regional	70%	15%	15%
	Subregional	0%	50%	50%
INFRASTRUCTURE HEALTH	Statewide	70%	20%	10%
	Regional	70%	15%	15%
	Subregional	0%	50%	50%



Final Scoring Matrix for Highway Projects

11/25/2016/2000 Attachment B

<u>Quantitative</u>			<u>Qualitative</u>	
<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>	<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted Local Rank Percentage</u> <i>Top 25 Projects</i>
MOBILITY	Statewide	70%	20%	10%
	Regional	50%	25%	25%
	Subregional	0	40%	60%
SAFETY	Statewide	70%	20%	10%
	Regional	70%	15%	15%
	Subregional	50%	20%	30%
INFRASTRUCTURE HEALTH	Statewide	70%	20%	10%
	Regional	70%	15%	15%
	Subregional	50%	20%	30%



Final Scoring Matrix for Highway Projects

11/20/2016/200 Attachment B

<u>Quantitative</u>			<u>Qualitative</u>	
<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>	<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted Local Rank Percentage</u> <i>Top 25 Projects</i>
MOBILITY	Statewide	70% ← { CONG = 80% PVMT = 10% SAFE = 10%	20%	10%
	Regional	50% ←	25%	25%
	Subregional	0	40%	60%
SAFETY	Statewide	70% ← { CONG = 10% PVMT = 10% SAFE = 80%	20%	10%
	Regional	70% ←	15%	15%
	Subregional	50% ← { PVMT = 20% SAFE = 80%	20%	30%
INFRASTRUCTURE HEALTH	Statewide	70% ← { CONG = 10% PVMT = 80% SAFE = 10%	20%	10%
	Regional	70% ←	15%	15%
	Subregional	50% ← { PVMT = 80% SAFE = 20%	20%	30%



Strategic Prioritization Process

Multi-Modal – Definition

“Projects which encourage the use of 2 or more modes (highway, bicycling, walking, rail, ferry, aviation, transit) to achieve enhanced mobility in a travel corridor.”

Strategic Prioritization Process

ORIGINAL Multi-Modal Scoring System For Highway Projects

Multimodal Corridors:

Managed lanes (such as HOV/bus lanes or HOT/bus lanes) OR
fixed transit guideway within the highway right-of-way (such as light rail or bus
rapid transit) → (8 points)

Dedicated / striped bike lanes or bus pullouts → (4 points)

Sidewalks or wide outside shoulders → (2 points)

Multimodal Connections:

Direct connection to a transportation terminal (airport, seaport, rail depot, ferry
terminal, transit terminal) → (5 points)

Points added after Quantitative and Qualitative Scoring is complete.

Strategic Prioritization Process

FINAL Multi-Modal Scoring System For Highway Projects

- 3) Please check if the project includes one or more of the following new or additional multimodal characteristics (select all that apply):

Multimodal Options → 8 points:

HOV / HOT or Light Rail or Bus Rapid Transit within the highway right-of-way.

Multimodal Connections → 5 points:

Direct connection to a transportation terminal (airport, seaport, rail depot, ferry terminal, transit terminal)

Multimodal Design Features → 3 points

Sidewalks, Pedestrian Crossings, Striped Bicycle Lanes, Wide Outside Shoulders (greater than or equal to two feet), Bus Pullouts, Transit Bypass Lanes, Transit Signal Prioritization, Bus Shelters

- ❖ *Multimodal Projects must be included in the Top 25 Highway Projects and must be part of an adopted Comprehensive Transportation Plan, Long Range Transportation Plan, or a mode-specific plan*
- ❖ *Multimodal points added after Quantitative and Qualitative Scoring is complete.*

Strategic Prioritization Process

Final Implementation Schedule

Now to (Oct 5th – 30th) → MPOs/RPOs Rank Top 25 Highway (I, R, U type) Projects

Nov / Dec → Division's Rank Top 25 Highway (I, R, U type) Projects

Dec / Jan 2010 → SPOT provides rankings of projects by Goal, Tier, and Mode

Feb 2010 → BOT establishes resource allocation and priorities based on long range plan and General Statutes

Mar / April 2010 → Constraints Applied

May → Draft STIP and Input to Draft Work Program

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: August 26, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The transportation funds are being distributed through the agencies within the U.S. Department of Transportation.

TIP Administrative Modifications and Amendments

The TAC approved FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Administrative Modification #3 on March 11, 2009, Administrative Modification #5 on April 8, 2009, and Amendment #7 on August 12, 2009. These three modifications/amendments added ARRA funded projects to the TIP. These projects were funded using the ARRA funding provided through the Surface Transportation Program, Surface Transportation Program Direct Allocation, and Section 5307/5340 transit program. The State Board of Transportation has approved or is in the process of approving similar STIP modifications/amendments.

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 7A. The first page lists the ARRA STP projects that have both been confirmed by NCDOT. The second page lists the ARRA STP projects that have been requested by the MPO and are not yet confirmed by NCDOT. The following pages list the STPDA, Section 5307/5340, and contingency projects.

Implementation and Tracking of Projects

The NCDOT will be managing the ARRA STP projects, local governments will be implementing the ARRA STPDA projects, and transit agencies will be implementing the ARRA Section 5307/5340 projects. The DCHC MPO will be closely monitoring and tracking the implementation of the STPDA and Section 5307/5340 projects.

The following steps will need to be taken to implement projects. All of these steps do not apply to every project. Some of these steps are already completed for many projects.

July 1, 2009 (local approval)	Step 1 – Agreement Preparation and Execution
	Step 2 – Preliminary Engineering Authorization

September 1, 2009

October 1, 2009

January 1, 2010

Step 3 – Scoping Meeting

Step 4 – Procuring Professional Services

Step 5 – Environmental Documentation

Step 6 – Design

Step 7 – Right-Of-Way Certification

Submit all above documentation to NCDOT

Step 8 – Construction Authorization

Step 9 – Procuring Construction Services

Step 9a – Force Account

Step 10 – Construction Administration

Step 11 – Close Out

Step 12 – Final Audit

The MPO's deadline for local approval of agreements for STPDA projects was July 1, 2009. All local agencies have reported to the MPO that their municipal agreements have been approved by their elected boards.

The table of ARRA funded projects includes implementation milestones. Dates are noted if a step has been approved or if the documentation has been submitted to NCDOT. The environmental documentations, design packages, and right-of-way certifications must be submitted to NCDOT by the September 1, 2009, deadline.

In case a project does not meet the deadlines, the funds will need to be reassigned to other projects. The contingency project table lists these back-up projects for each jurisdiction. Only resurfacing or transit projects are possible contingency projects because these projects can be obligated quickly. Only roads that have a federal functional classification are eligible for ARRA funding for resurfacing. These roads are generally on the state-maintained system. MPO and local staffs will work with NCDOT on identifying the exact locations of any resurfacing projects. The contingency projects have already been added to the MTIP.

In August, the TAC authorized MPO and local staffs to work with NCDOT on reassigning ARRA STPDA funding to these contingency projects if needed. Action may need to be taken quickly in early September, before the September TAC meeting, if this is necessary. The TAC would be briefed on any reassignment of funds at the next TAC meeting.

Reporting Requirements

The House Transportation and Infrastructure Committee has sent letters to MPOs and transit agencies regarding their oversight of the ARRA funds. The Committee will be highlighting best and worst performers among States, MPOs, and transit agencies beginning in September. As noted above, MPO and local staffs have been working with the State to ensure that locally delivered projects are obligated by the deadlines. In addition, MPO and local staffs have begun reviewing the extensive reporting requirements that will be required once projects are under contract.

Under the Section 1512 – “Job Accountability” portion of the Recovery Act, any entity receiving ARRA funds directly from the Federal Government is required to provide monthly “Recipient Reports”. The MPO has assumed the responsibility of ensuring the reporting and audit requirements are met. In order to meet the intent of ARRA 2009, the reporting **must** be submitted on schedule each month “to preserve transparency and provide real time reporting information” the FHWA.

The flow of data will begin with the contractor/sub-contractor and consultant/sub-consultant. All local agencies administering these projects will be required to submit the following forms monthly on a specified date. The forms should be submitted directly to Maricia Brown as an email attachment, as they do not require signature. The table below lists the forms and applicable due date:

Name	Form #	Format	Due Date	
Monthly Employment Report	NCDOT-1589	Excel	3rd day of the month	Note: if the 3rd falls on a Thursday or Friday of the month, the form is due on the 2nd day; Also if the 3rd falls on a Saturday, the form is due on the 1st day. (Examples: Sept. 2009 - form due 9/2/09, Oct. 2009 - form due 10/1/09)
Monthly Project Status Report	NCDOT-1585	Excel	5th day of the month	Note: if the 5th falls on a Thursday or Friday of the month, the form is due on the 4th day; Also if the 5th falls on a Saturday, the form is due on the 3rd day. (Examples: Sept. 2009 - form due 9/3/09, Nov. 2009 - form due 11/4/09)

Attachment 7B is a table displaying the schedule for reporting for the ARRA projects.

ARRA TIGGER Funding

The Federal Transit Administration is administering a \$100 million discretionary grant program called Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) through the ARRA. The DCHC MPO’s transit operators developed a joint application for these funds described in the following table. The minimum grant award is \$2 million and the deadline for applying was May 22, 2009. If a grant is approved, the DCHC MPO will need to amend the MTIP to include these projects. FTA reported that it received requests for \$1.87 billion through the TIGGER program, and only \$100 million is available. Grants are expected to be announced by September 30, 2009.

Operator	Description	Unit Cost	Total Cost
DATA	5 hybrid electric gasoline light transit vehicles	\$120,000 each	\$600,000
CHT	6 40’ hybrid electric buses	\$543,600 each	\$3,261,600
CHT	5 hybrid electric gasoline support vehicles	\$29,500 each	\$147,500
TTA	3 propane light transit vehicles	\$96,000 each	\$288,000
TTA	1 propane truck	\$45,500 each	\$45,500
		TOTAL	\$4,342,600

ARRA High Speed Rail Funding

The Federal Rail Administration is administering an \$8 billion discretionary grant program to provide capital assistance for high speed rail corridors and intercity passenger rail corridors. The NCDOT has submitted several grant applications totaling more than \$4 billion, many of which include improvements in the DCHC MPO area. The applications are:

- Piedmont Corridor Service 4th Frequency – includes track improvements in Durham County and grade separation at Hopson Road
- Piedmont Corridor Service 5th Frequency – includes track improvements in Orange County and grade separation at Buckhorn Road and NC 10
- Planned Frequencies to Buildout – includes track improvements in Durham County and grade separation of Glover Road and Ellis Road (south)
- Station Improvements – includes new Hillsborough train station
- Other Speed and Safety Improvements – includes track improvements in Durham County and Orange County and grade separation at Ellis Road (north)
- Southeast High Speed Rail Corridor Raleigh to Richmond
- Congestion Mitigation
- Western and Southeastern Intercity Passenger Service Expansions

In August, the TAC approved a resolution of support for NCDOT's ARRA high speed rail applications.

ARRA TIGER Funding

The Federal Highway Administration is administering a \$1.5 billion discretionary grant program called Transportation Investments Generating Economic Recovery (TIGER) through the ARRA. Eligible applicants include both state and local governments. Eligible projects include capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement. The grants can range from \$20 million to \$300 million. However, FHWA will consider waiving the minimum grant size requirement. A maximum of 20 percent of the funding, or \$300 million, can go to projects in any one state. The deadline is September 15, 2009. Unlike other ARRA funding sources, these TIGER grants are not subject to North Carolina's equity formula for distribution of transportation funding.

The NCDOT has submitted an application for \$300 million for replacement of the I-85 Yadkin River bridge in Rowan and Davidson Counties. The City of Durham is preparing an application for \$80 million for five neighborhood commercial streetscape projects. Attachment 7C is a resolution endorsing NCDOT and the City of Durham's applications for ARRA TIGER Funds.

Schedule

Action	Date
TAC discuss process for ARRA funding TAC approval of MTIP administrative modification #3 for first wave of stimulus projects TAC approval of Section 5307/5340 funding split.	March 11, 2009
TAC approval of 2009-2015 MTIP administrative modification #5 for second wave of stimulus projects, STPDA projects, and Section 5307/5340 projects (and contingency projects).	April 8, 2009
ARRA TIGER applications due	May 22, 2009
50% of STP funds must be obligated	June 30, 2009
Applications for Section 5307/5340 grants must be submitted Agreements for STPDA projects must be approved by local governments	July 1, 2009
TAC approval of 2009-2015 MTIP amendment #7 for ARRA projects.	August 12, 2009
50% of Section 5307/5340 funds must be obligated	September 1, 2009
Local governments submit STPDA project information to NCDOT	September 1, 2009
Final opportunity for TAC action on contingency projects (if needed).	September 9, 2009
ARRA TIGER applications due	September 15, 2009
Highway/Bicycle/Pedestrian projects – construction authorization	October 1, 2009
Transit projects - grant awarded in FTA system Highway/Bicycle/Pedestrian projects – project let	January 1, 2010
100% of all STP and STPDA funds must be obligated	March 2, 2010
100% of all Section 5307/5340 funds must be obligated	March 5, 2010
Unobligated funds are redistributed to states	March 2010

TCC Action:

- Recommend that the TAC approve Attachment 7C, Resolution to Endorse ARRA TIGER Grant Applications.

American Recovery and Reinvestment Act
Confirmed STP - Funded - Managed by NCDOT

TIP #	Location	Description	Confirmed, STIP Status	Construction Authorization	Procuring Construction Services	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
I-5116	Durham Wake - I-540	I-40 to US 70 (4.00 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	5/29/2009	\$2,569,522		\$2,569,522
U-5122	Durham - NC 98	SR 1838 (Junction Road) to SR 1811 (Sherron Road)	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$832,825		\$832,825
R-5135	Durham - SR 1004 (Old Oxford Road)	US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$2,136,170		\$2,136,170
U-5127	Durham - SR 1321 (Hilldandale/Fulton)	I-85 to SR 1320 (Erwin Road) (1.32 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$385,312		\$385,312
U-5124	Durham - SR 1978 (Old Page Road)	SR 1926 (Angier Avenue) to SR 2095 (Page Road Extension) (0.99 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$151,498		\$151,498
U-5126	Durham - US 501 Bypass (Duke Street)	SR 1443 (Horton Road) to Hudson Street (1.90 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$647,878		\$647,878
R-2000AF	Durham - I-540 and I-40	Interchange improvements	Confirmed 4/09, in STIP			\$5,700,000		\$5,700,000
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City)	Confirmed 6/09, STIP 5/09			\$676,544	\$128,866	\$805,410
U-5143	Durham - NC 55 and SR 1171 (Riddle Road)	Installation of turn lanes	Confirmed 6/09, STIP 5/09			\$310,000		\$310,000
		Total				\$13,409,749		
		DIVISION 7						
U-4704	Chapel Hill Durham Orange	Signal System Upgrade	Confirmed 4/09, in STIP			\$5,250,000		\$5,250,000
U-3100B	Carrboro	SR 1107 (Old Fayetteville Road), NC 54 to SR 1106 (Stroud Lane), Provide bicycle and pedestrian facilities, and transit accommodations	Confirmed 4/09, STIP 5/09			\$1,800,000		\$1,800,000
R-5178	Orange - NC 57	NC 86 to SR 1544 (Pearson Road) Widen 2-foot paved shoulders and resurface	Confirmed 5/09			\$2,000,000		\$2,000,000
B-5191A	Orange	Bridge expansion joint repairs	Confirmed 6/09, STIP 5/09			\$40,000		\$40,000
		Total				\$9,090,000		
		DIVISION 8						
SF-4908I	Chatham - NC 751 and SR 1731 (O'Kelly Chapel Road)	Install signal and left-turn lanes	Confirmed 4/09, in STIP			\$486,000		\$486,000
		Total				\$486,000		

American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT

TIP #	Location	Description	Confirmed By Governor, STIP Status	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total ARRA STP	Other Funding	Total Project Funds
		<u>DIVISION 5</u>						
U-5164	Durham	Resurfacing, multiple locations	\$3,000,000 in 5/09 STIP addition			\$7,097,000		\$7,097,000
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	\$350,000 in 5/09 STIP addition			\$304,950	\$179,918	\$484,868
X-XXXX	Durham - SR 1670 (Geer Street) and SR 1357 (Avondale Drive)	Installation of roundabout				\$570,000		\$570,000
U-5147	Durham	ITS - installation of cameras at 11 locations	\$275,000 in 5/09 STIP addition			\$275,000		\$275,000
		Total				\$8,246,950		
		<u>DIVISION 7</u>						
X-XXXX	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)				\$250,000		\$250,000
U-4726	Chapel Hill	Install ADA Ramps to conform to the revised ADA standards				\$150,000		\$150,000
X-XXXX	Chapel Hill	Replace deteriorated curb/gutter at several locations on State roads; Franklin St, Raleigh Rd, South Rd, NC 86				\$100,000		\$100,000
X-XXXX	Chapel Hill	Bus stop and street improvements on Raleigh Rd (NC 54), South Rd, and Pittsboro St (NC 86)				\$82,000		\$82,000
R-5178	Orange	Resurfacing, multiple locations	\$1,000,000 in 6/09 STIP addition			\$2,935,000		\$2,935,000
I-5138	Orange, I-85	Bridge over SR 1006 (Orange Grove Rd.), Mill, Resurface, and Overlay with Open Graded Friction Course				\$2,000,000		\$2,000,000
R-5200	Orange, NC 86	SR 1730 (Whitfield Road) to Railroad Bridge south of SR 1710, Orange County. Widen for 2 foot paved shoulders on both sides.				\$950,000		\$950,000
		Total				\$6,467,000		
		<u>DIVISION 8</u>						
R-XXXX	Chatham	Resurfacing, multiple locations				\$1,500,000		\$1,500,000
		Total				\$1,500,000		

**American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT**

Durham Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	US 15-501 Business South (Mangum Street)	Milling and Resurfacing, Lakewood to Roxboro				\$480,000		
	US 15-501 Business North (Roxboro Street)	Milling and Resurfacing, Lakewood to I-85				\$560,000		
	SR 1127 (West Chapel Hill Street)	Milling and Resurfacing, Great Jones to Kent				\$160,000		
	US 15-501 Business (Lakewood Ave / University Drive)	Milling and Resurfacing, Roxboro to Academy				\$550,000		
	NC 55 (Avondale Drive)	Resurfacing, I-85 to Geer Street				\$150,000		
	US 70 Business (Main Street)	Milling and Resurfacing, Erwin/9th Street to Morgan St.				\$215,000		
	SR 2028 (T.W. Alexander Drive)	Milling and Resurfacing, NC 54 to Cornwallis Rd				\$235,000		
	SR 2295 (Archdale / S. Roxboro)	Milling and Resurfacing, MLK Jr Parkway to Summit St.				\$310,000		
	SR 1959 (South Miami Blvd.)	Milling and Resurfacing, NC 54 to Cornwallis Rd.				\$623,000		
	SR 1404 (Rose of Sharon Rd.)	Milling and Resurfacing, Cole Mill Rd. to Guess Rd.				\$380,000		
	SR 1615 (Quail Roost Rd.)	Milling and Resurfacing, Bahama Rd. to US 501				\$372,000		
	SR 1815 (Stagville Rd.)	Milling and Resurfacing, Old Oxford Hwy. to Bahama Rd.				\$567,000		
	SR 1928 (Angier Ave.)	Milling and Resurfacing, Pleasant Dr. to US 70				\$545,000		
	SR 1118 (Fayetteville Rd.)	Milling and Resurfacing, NC 751 to Herndon Rd.				\$419,000		
	SR 1407 (Carver St.)	Milling and Resurfacing, Rose of Sharon Rd. to N. Roxboro St.				\$516,000		
	SR 1380 (Morgan St.)	Milling and Resurfacing, Mangum St. to Foster St.				\$60,000		
	NC 98 (Holloway St.)	Milling and Resurfacing, Miami Blvd. to N. Roxboro St.				\$280,000		
	SR 1670 (Geer St.)	Milling and Resurfacing, Mangum St. to Cheek Rd.				\$175,000		
	SR 1945 (Alston Ave.)	Milling and Resurfacing, NC 55 to Cornwallis Rd.				\$500,000		
						\$7,097,000		

Orange Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	Orange	Resurfacing NC 86 (US 70 Business to Whitfield Road)				\$2,393,000		\$2,393,000
	Orange	Resurfacing NC 86 (US 70 Bypass to Coleman Loop)				\$542,000		\$542,000
						\$2,935,000		

**American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally**

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 11/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
		TOTAL AVAILABLE											\$ 7,889,430		
		CITY OF DURHAM											\$4,309,579		
U-4726HB	NC 751 (Hope Valley Road)	Sidewalk Construction (NC 54 to Swarthmore)	6/15/2009	7/14/2009	n/a	n/a	n/a		E sub.				\$77,274		\$77,274
U-4726HC	SR 1116 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a		E sub.				\$438,840		\$438,840
U-4726HA	SR 1666 (Dearborn Drive)	Sidewalk Construction (Old Oxford to Ruth)	6/15/2009	7/16/2009	n/a	n/a	n/a		E sub.				\$388,755		\$388,755
U-4726HD	SR 1321 (Hillandale Road E/S)	Sidewalk Construction (Cammie to Peppertree)	6/15/2009	7/16/2009	n/a	n/a	n/a		P&E sub.				\$500,000		\$500,000
U-4726HE	US 70 Bus (Hillsborough Rd S/S) and Markham Street	Sidewalk Construction (15-501 Bypass to Broad Street)	6/15/2009	7/16/2009	n/a	n/a	n/a		E sub.				\$477,500		\$477,500
U-4726HF	Washington St W/S	Sidewalk Construction (Trinity to Glendale)	6/15/2009	7/14/2009	n/a	n/a	n/a		E sub.				\$345,000		\$345,000
U-4726HG	SR 1183 (University Drive N/S)	Sidewalk Construction (Chapel Hill Rd to Chapel Hill Rd)	6/15/2009	7/16/2009	n/a	n/a	n/a		E sub.				\$505,000		\$505,000
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City) - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$128,866	\$676,544	\$805,410
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	6/15/2009	7/16/2009	n/a	n/a	n/a	sub. 8/6/2009					\$179,918		\$179,918
U-5148	Durham - Northpointe Drive	Installation of traffic signal	6/15/2009	7/14/2009	n/a	n/a	n/a	8/11/2009					\$200,000		\$200,000
U-5149A	Durham - Renaissance Parkway	Installation of traffic signal	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009					\$200,000		\$200,000
U-5150	Durham - William Penn and Ben Franklin	Installation of traffic signal	6/15/2009	7/16/2009	n/a	n/a	n/a	8/11/2009					\$200,000		\$200,000
U-5151	Durham - Miami Blvd. and Geer St.	Intersection reconstruction	6/15/2009	7/16/2009	n/a	n/a	n/a	sub. 8/6/2009					\$80,000		\$80,000
ER-5100EA	Durham	Duke and Gregson Urban Forestry and Landscaping	6/15/2009	7/27/2009	n/a	n/a	n/a	8/6/2009	8/3/2009	8/20/2009			\$75,900		\$75,900
U-4726HK	Durham - American Tobacco Trail	Resurfacing from Morehead to Southpoint Crossing	6/15/2009	7/16/2009	n/a	n/a	n/a						\$228,450		\$228,450
U-5149B	Durham - Renaissance Pkwy	Installation of a traffic signal at American Tobacco Trail crossing	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009					\$100,000		\$100,000
U-4726HI	Durham - North-South Trail	Resurfacing the North-South Greenway Trail from Lavender to Murray	6/15/2009	7/14/2009	n/a	n/a	n/a			8/21/2009			\$128,847		\$128,847
U-4726HJ	Durham - American Tobacco Trail	Resurfacing Riddle Road Spur	6/15/2009	7/16/2009	n/a	n/a	n/a						\$55,230		\$55,230
		<i>City of Durham Uncommitted Balance</i>											(\$0)		

**American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally**

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 11/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
		TOWN OF CHAPEL HILL											\$1,171,563		
U-4726IC	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009		P sub.				\$350,000		\$350,000
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$175,000		\$175,000
U-4726IA	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a		P sub.				\$50,000		\$50,000
U-4726IB	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a		P sub.				\$50,000		\$50,000
U-4726IE	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a		P sub. E sub.				\$185,000		\$185,000
EL-4601	Chapel Hill	Morgan Creek Greenway, Phase I	6/22/2009	7/21/2009	4/10/2003	n/a	2003	5/6/2009	4/9/09	6/8/2009			\$300,000	\$800,000	\$1,100,000
U-4726ID	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a		P sub.				\$61,563		\$61,563
		<i>Town of Chapel Hill Uncommitted Balance</i>											(\$0)		
		TOWN OF CARRBORO											\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	sub. 8/6/2009	7/27/2009			\$155,200		\$155,200
U-4726DB	Bim Street	Sidewalk on one side from Jones Ferry to Fidelity	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	sub. 8/6/2009	7/27/2009			\$200,100		\$200,100
EL-5103	Carrboro	Bus shelter and shelter materials	6/16/2009	7/14/2009	7/31/2009	n/a		sub. 8/6/2009					\$48,296		\$48,296
		<i>Town of Carrboro Uncommitted Balance</i>											(\$0)		
		TOWN OF HILLSBOROUGH											\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a		sub. 7/27/2009				\$319,459	\$880,541	\$1,200,000
		<i>Town of Hillsborough Uncommitted Balance</i>											\$0		

American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 11/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
		DURHAM COUNTY											\$827,321		
U-4726HH	Durham - Third Fork Creek Trail	Third Fork Creek Trail from Woodcroft Parkway to Garrett Road; Third Fork Creek Trail from MLK to Southern Boundaries Park; Third Fork Creek Trail MLK connector	6/15/2009	7/14/2009	n/a	n/a	n/a	sub. 8/17/2009	sub. 8/17/2009				\$827,000		\$827,000
		<i>Durham County Uncommitted Balance</i>											\$321		
		ORANGE COUNTY											\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$183,200		\$183,200
U-4726GA	Carrboro-Orange County	Twin Creeks Park Greenway (linear park): 10' multiuse asphalt trail including bridge over Jones Creek	6/16/2009	7/16/2009	n/a	7/8/2009	n/a	sub. 8/4/2009		8/12/2009			\$429,457	\$470,543	\$900,000
		<i>Orange County Uncommitted Balance</i>											(\$0)		
		CHATHAM COUNTY											\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	sub.	sub.			\$220,000		\$220,000
ER-5100HA	Chatham - US 15-501	Streetscaping/landscaping along US 15-501	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	sub.	sub.			\$25,255		\$25,255
		<i>Chatham County Uncommitted Balance</i>											\$0		
		Uncommitted Balance											\$320		

American Recovery and Reinvestment Act
Section 5307/5340 Table - Funded - Managed by Transit Agencies

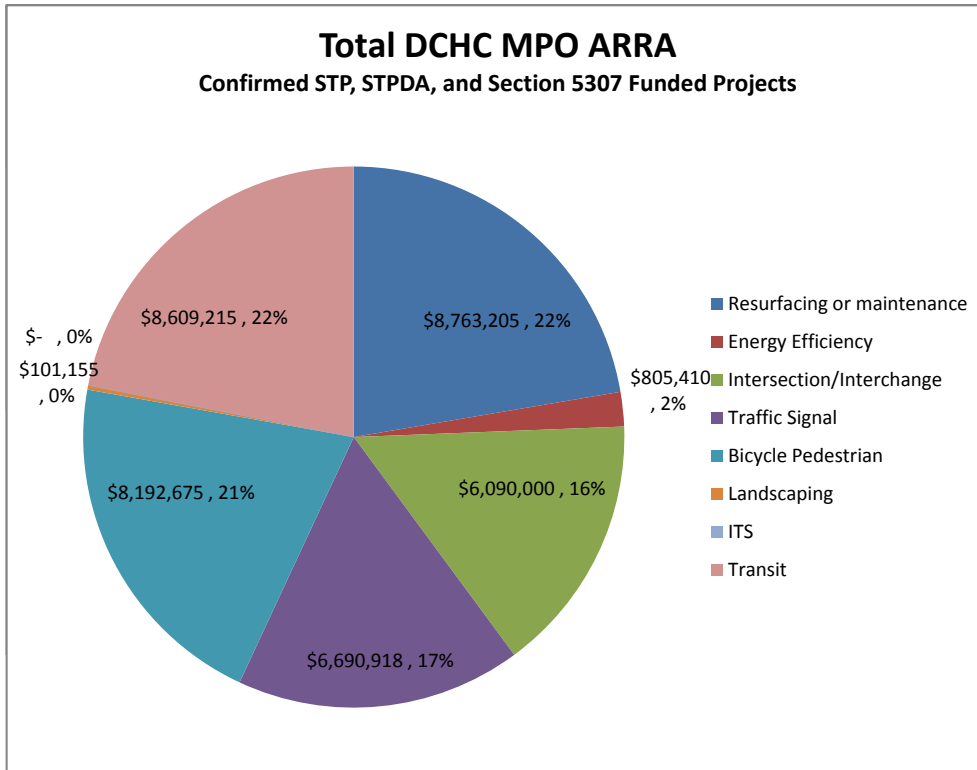
TIP #	Location	Description	Grant filed in TEAM 7/1/2009	Grant approved	Total Federal	Other Funding	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$ 8,377,719		
		<u>DATA</u>			\$4,257,465		
TG-4738	Durham	FY 2009 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2009 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TG-4738	Durham	FY 2010 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2010 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TA-5019	Durham	15 Paratransit Replacement Vans	5/19/2009	7/20/2009	\$707,790		\$707,790
TA-5108	Durham	9 Paratransit Expansion Vans	5/19/2009	7/20/2009	\$424,675		\$424,675
		Logistical Enhancement - Real Time Bus Arrival/AVL/GPS for all vehicles	5/19/2009	7/20/2009	\$600,000		\$600,000
TG-4958	Durham	Passenger Amenities - 20 Bus Shelters, 20 Solar Lights, 20 Benches and Trashcans	5/19/2009	7/20/2009	\$230,000		\$230,000
TG-4738	Durham	30 Bus Repaint@7,850k each	5/19/2009	7/20/2009	\$235,000		\$235,000
TG-4958	Durham	1,200 Sq. ft Storage Shed for Passenger Amenities	5/19/2009	7/20/2009	\$60,000		\$60,000
		<u>DATA Uncommitted Balance</u>			\$0		
		<u>CHT</u>			\$2,714,867		
TA-4748	Chapel Hill	8 Paratransit Replacement Vans	5/4/2009	7/10/2009	\$520,000		\$520,000
TA-4726	Chapel Hill	2 Hybrid Replacement Buses	5/4/2009	7/10/2009	\$1,072,851		\$1,072,851
TG-4731	Chapel Hill	FY 2009 Preventative Maintenance	5/4/2009	7/10/2009	\$500,000		\$500,000
TG-4731	Chapel Hill	FY 2010 Preventative Maintenance	5/4/2009	7/10/2009	\$500,000		\$500,000
TG-4732	Chapel Hill	1 Service Truck Replacement	5/4/2009	7/10/2009	\$45,000		\$45,000
TT-5104	Chapel Hill	Computer Technology/Hardware	5/4/2009	7/10/2009	\$49,867		\$49,867
TG-4731	Chapel Hill	Bus Stop Shelters, Lighting & other Enhancements	5/4/2009	7/10/2009	\$27,149		\$27,149
		<u>CHT Uncommitted Balance</u>			\$0		
		<u>TRIANGLE TRANSIT</u>			\$1,405,387		
TA-4993	Triangle Transit	Paratransit fleet expansion	5/29/2009	7/20/2009	\$75,000	\$75,000	\$150,000
TT-4911	Triangle Transit	ITS Project - Real Time Passenger Information Project	5/29/2009	7/20/2009	\$398,467	\$212,432	\$610,899
TA-4818	Triangle Transit	Replacement Buses	5/29/2009	7/20/2009	\$917,500	\$917,500	\$1,835,000
TG-4821	Triangle Transit	Passenger Amenities	5/29/2009	7/20/2009	\$14,420	\$13,390	\$27,810
		<u>TT Uncommitted Balance</u>			\$0		
		Uncommitted Balance			\$0		

American Recovery and Reinvestment Act
Contingency Projects Table - Unfunded

TIP #	Location	Description	Total Federal	Other Funding	Total Project Funds
		TOTAL AVAILABLE	\$ -		
		<u>City of Durham/Durham County</u>			
U-5164	Durham, Durham County	Resurfacing, multiple locations	\$7,097,000		\$7,097,000
TA-4923	Durham - DATA	4 Hybrid Replacement Buses	\$2,200,000		\$2,200,000
		<i>Durham County Projects</i>	<i>\$9,297,000</i>		
		<u>Town of Chapel Hill</u>			
X-XXXX	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)	\$250,000		\$250,000
T-XXXX	Chapel Hill - CHT	Radio System Study and Upgrade	\$500,000		\$500,000
TA-4748	Chapel Hill - CHT	2 Paratransit Replacement Vehicles	\$130,000		\$130,000
TG-4732	Chapel Hill - CHT	15 Replacement Support Vehicles	\$396,000		\$396,000
TA-4726	Chapel Hill - CHT	6 Replacement 40' HB Diesel Buses	\$3,300,000		\$3,300,000
T-XXXX	Chapel Hill - CHT	Bus Storage Expansion	\$1,500,000		\$1,500,000
		<i>Chapel Hill Projects</i>	<i>\$6,076,000</i>		
		<u>Chatham County</u>			
R-XXXX	Chatham County	Resurfacing, multiple locations	\$1,500,000		\$1,500,000
		<i>Chatham County Projects</i>	<i>\$1,500,000</i>		
		<u>Town of Hillsborough/Town of Carrboro/Orange County</u>			
R-5178	Hillsborough, Carrboro, Orange County	Resurfacing, multiple locations	\$2,935,000		\$2,935,000
		<i>Orange County Projects</i>	<i>\$2,935,000</i>		
		<u>Triangle Transit</u>			
TT-4911	Triangle Transit	ITS Project - Real Time Passenger Information	\$44,551	\$44,551	\$89,101
TA-4818	Triangle Transit	Replacement Buses	\$1,972,500	\$1,972,500	\$3,945,000
TG-4821	Triangle Transit	Passenger Amenities	\$1,083,314	\$1,083,314	\$2,166,628
		<i>Triangle Transit Projects</i>	<i>\$3,100,365</i>		
		Total	\$22,908,365		

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

Resurfacing or maintenance	\$	8,763,205
Energy Efficiency	\$	805,410
Intersection/Interchange	\$	6,090,000
Traffic Signal	\$	6,690,918
Bicycle Pedestrian	\$	8,192,675
Landscaping	\$	101,155
ITS	\$	-
Transit	\$	8,609,215
Total	\$	39,252,578



- Initial reporting by States to FHWA
- Monthly reports to FHWA (forms provided)
- FHWA generated reports

**RESOLUTION SUPPORTING THE APPLICATIONS BY THE NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION AND THE CITY OF DURHAM FOR
TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY
(TIGER) DISCRETIONARY GRANT FUNDS UNDER THE AMERICAN RECOVERY
AND REINVESTMENT ACT**

September 9, 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 City of Durham has developed a set of streetscape designs for five targeted neighborhood commercial areas that will provide for the installation of traffic signals, street and pedestrian lights, pedestrian facilities, bus stop amenities, landscaping, and the resurfacing of travel lanes; and

WHEREAS, Durham residents, businesses, and developers have participated in the creation of the five streetscape corridor designs through a series of public meetings and workshops; and

WHEREAS, the provision of attractive and functional transportation infrastructure on these commercial corridors will promote economic development in the City of Durham, enhance the aesthetics and environment of the City, improve safety for pedestrians and motorists on these corridors, and improve the quality of life for the citizens of Durham; and

WHEREAS, the City of Durham is submitting an application for approximately \$80,000,000 of TIGER funds from the American Recovery and Reinvestment Act to construct the five streetscape designs; and

WHEREAS, the I-85 corridor is an important transportation facility for the DCHC MPO, the State of North Carolina, and the United States; and

WHEREAS, the proposed I-85 corridor project includes a widening of a 6.8 mile section of I-85 from Long Ferry Road in Rowan County to US 28-52-70 in Davidson County, the elimination of sharp curves on this section of I-85, the replacement of several highway and railroad bridges, and the realignment of the North Carolina Railroad; and

WHEREAS, the proposed I-85 corridor project is needed for safety reasons and to accommodate current and future highway and rail traffic; and

WHEREAS, the North Carolina Department of Transportation is submitting an application for \$300,000,000 of TIGER funds from the American Recovery and Reinvestment Act to construct the I-85 corridor project; and

WHEREAS, a maximum of \$300,000,000 of TIGER funds are allowed to be used on projects in any one state; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the applications from the City of Durham and the North Carolina Department of Transportation for TIGER funds from the American Recovery and Reinvestment Act in the amount of \$80,000,000 for the City of Durham and \$220,000,000 for the North Carolina Department of Transportation provided here on this, the 9th day of September, 2009.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 9th day of September, 2009, to affix his signature to the foregoing document.

Notary Public

My commission expires _____

(Seal)

Appendix 1 – Roadway Project List (DCHC MPO only)

[Amendment #1 to 2035 Long Range Transportation Plan]

The table on the following page presents the roadway projects in the 2035 LRTP and the key attribute data. Each row in the table is a separate roadway project. The DCHC MPO projects are presented first, followed by those for CAMPO, and the projects are sorted by AQ Analysis Year and then by Project ID. The attribute information for each project is presented by columns, and includes the following:

- Project ID – This number facilitates the identification of projects in the long-range plan.
- Road Name – The project name is the name of the road.
- From/To – This usually identifies the name of the two road intersections between which the project is to be constructed.
- Existing # of Lanes – This identifies the number of current lanes. “0” indicates a new road alignment – in other words, there is no existing road.
- Proposed # of Lanes – This identifies the number of lanes proposed in the plan.
- Distance (miles) – This is the length of the roadway projects in miles.
- Regionally Significant? – Regionally Significant projects provide access to and from the region, or to major destinations in the region. They are usually classified by the FHWA as interstate, freeway/expressway, urban principal arterial, rural interstate, or rural principal arterials. Note that the FHWA functional classifications serve a different purpose than the local functional classification used by the MPO, and as a result, the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant. The Regionally Significant designation is important – if a Regionally Significant project is changed (e.g., completion year, travel capacity) after the Air Quality Conformity Determination for the 2035 LRTP has been approved, then the Conformity Determination process might have to be done again, depending on the estimated impact of the change.
- Exempt from AQ – Some transportation projects are exempt from air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126 and PART 93.127. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of an approved and conforming long range transportation plan. These exempt projects tend to be transit services, and highway project that do not add overall roadway capacity but reduce travel delays, thereby reducing vehicle emissions.
- Project Capital Cost – The total costs includes those estimated costs to be incurred between January 1, 2009 and December 31, 2035. Cost information from the current Transportation Improvement Program (TIP) and any related studies (e.g., I-40 HOV) was used to calculate costs for projects, when available, and a modified version of the current highway cost template from the NCDOT (North Carolina Department of Transportation) was used for the majority of projects.
- AQ Analysis Year – There are three Air Quality analyses thresholds – these thresholds are 2009 to 2015, 2016 to 2025, and 2026 to 2035. The AQ Year indicates in which analysis period the particular project will be operational. Thus a project that is estimated to be operational in the year 2017 will have a 2025 AQ Year.

2035 Long Range Transportation Plan Roadway Project List

○ = Projects added to
Amendment #1

= Projects added to Amendment #1		Project Limits								
Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
DCHC MPO Roadway Projects										
1	Alexander Dr	Cornwallis Rd	NC 147	2	4	1.00	No	No	\$8,900,000	2015
2	Church St extension	Park Knoll Dr	Hopson Rd	0	2	0.30	No	No	\$1,000,000	2015
14	Davis Dr	NC 54	County Line	2	4	1.93	No	No	\$0	2015
30	Hillandale Rd	I-85	Carver St	2	4	0.70	No	No	\$10,943,000	2015
34	Holloway St	US 70	east of Junction Rd	2	5	0.30	Yes	No	\$0	2015
37	Hopson Rd realignment (RTP)	Louis Stephens Dr	NC 55	2	2	1.00	No	No	\$0	2015
38	Hopson Rd (realignment, widening, grade separation)	NC 54	Davis Dr.	2	4	0.70	No	No	\$9,000,000	2015
46	NC 540	Ramp improvement: I-540 W	I-40 W	1	2	0.69	Yes	No	\$4,930,000	2015
56	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	0	4	0.90	No	No	\$0	2015
59	Miami Blvd	Methodist Dr	Angier Ave	2	5	0.72	No	No	\$0	2015
66	NC 147 South Ext (Triangle Pkwy -toll)	I-40	County Line	0	6	2.40	Yes	No	\$156,700,000	2015
72	NC 54/Page Rd	Davis Dr	Miami Blvd	2	4	1.10	Yes	No	\$0	2015
75	NC 55 (Alston Ave)	NC 147	NC 98	2	4	1.00	No	No	\$23,320,000	2015
97	Smith Level Rd	Rock Haven Rd	NC 54 bypass	2	4	0.60	No	No	\$5,400,000	2015
98	South Columbia St	NC 54	Manning Dr	2	2	0.70	No	Yes	\$3,650,000	2015
110	US 15-501	Mt. Moriah Rd	Garrett Rd	4	6	0.90	Yes	No	\$0	2015
115	US 15-501 Service Rd (SR 1126)	Relocation of existing service Rd		0	2	0.30	No	No	\$2,657,716	2015
119	Weaver Dairy Rd	NC 86	Erwin Rd	2	3	2.80	No	No	\$11,070,000	2015
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	No	No	\$7,660,000	2025
10.11	Chin Page Ext	Page Rd	Wake County Line	0	2	0.66	No	No	\$7,023,462	2025
12	Cornwallis Rd	MLK	Alexander Dr	2	4	1.18	No	No	\$12,296,424	2025
15	East End Connector (EEC)	NC 147	US 70 E; US 70:EEC to NC 98	0	4	2.50	Yes	No	\$155,401,000	2025
16	Elizabeth Brady Rd Ext	US 70 Business	St Mary's Rd	0	4	1.40	No	No	\$33,594,000	2025
16.1	Eno Mountain Rd/Mayo Rd	Orange Grove Rd intersection realignment		2	2		No	Yes	\$0	2025
17	Estes Dr	Greensboro Rd	NC 86	2	3	1.70	No	No	\$6,600,000	2025
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	No	No	\$15,588,005	2025
23	Fayetteville Rd	Woodcroft Pkwy	Cornwallis Rd	2	4	2.31	No	No	\$23,134,000	2025
24.11	Garrett Rd	NC 751	US 15-501	2	3	3.12	No	No	\$13,464,268	2025

2035 Long Range Transportation Plan Roadway Project List

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
27	Glover Rd	Glover Rd/NC 147 interchange; 147	Angier	2	4	1.94	No	No	\$46,793,220	2025
28.11	Glover Rd Ext	Angier	US 70	0	2	1.37	No	No	\$14,579,005	2025
31	Hillandale Rd	Carver	Horton Rd	2	4	1.53	No	No	\$11,673,506	2025
33	Hillsborough Rd/Old Fayetteville	Lorraine St	Old Fayetteville/NC 54	2	2	0.50	No	Yes	\$1,800,000	2025
35	Homestead Rd	High School Rd	NC 86	2	3	1.70	No	No	\$10,300,000	2025
36	Homestead Rd	Old NC 86	High School Rd	2	3	1.47	No	No	\$5,834,896	2025
40	(Horace Williams Network) Carolina North	Carolina North Campus		0	2	2.16	No	No	\$23,032,799	2025
48	I-85	I-40	the Durham Co line	4	8	7.35	Yes	No	\$210,782,000	2025
49	I-85	US 70	Red Mill Rd	4	6	5.68	Yes	No	\$76,107,334	2025
51	Lake Hogan Farms Rd Ext	Eubanks Rd	Homestead Rd	0	2	0.68	No	No	\$5,556,950	2025
69	NC 54	I-40 Interchange	NC 55	2	4	3.91	No	No	\$27,580,113	2025
70	NC 54	I-40	Barbee Chapel Rd	4	6	1.68	Yes	No	\$18,298,864	2025
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	No	No	\$10,245,211	2025
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	No	No	\$9,392,024	2025
77.3	NC 751	Renaissance Pkwy	Fayetteville/Scott King Rd	2	4	1.94	No	No	\$14,813,436	2025
80	NC 86	Old NC 10	US 70 Business	2	4	1.00	No	No	\$9,795,792	2025
81	NC 86	US 70 Bypass	NC 57	2	4	0.42	No	No	\$3,207,033	2025
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	Yes	No	\$66,999,951	2025
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	Yes	No	\$27,284,982	2025
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	2.64	No	No	\$19,358,989	2025
88	Old Oxford Rd	Roxboro Rd	Snow Hill Rd	2	4	2.23	No	No	\$18,107,816	2025
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	No	No	\$0	2025
91	Riddle Rd Ext	Briggs Ave	NC 147	0	2	0.49	No	No	\$3,593,146	2025
94	Roxboro St	Cornwallis Rd	MLK Pkwy	2	4	1.10	No	No	\$11,515,617	2025
102	SW Durham Dr	Meadowmont Dr	I-40	0	2	1.55	No	No	\$13,505,241	2025
104	SW Durham Dr	Watkins Rd (Old Chapel Hill Rd)	US 15-501	2	4	0.70	No	No	\$10,245,211	2025
106	SW Durham Dr	15-501	Mt Moriah Rd	0	4	0.35	No	No	\$9,054,232	2025
116	US 70	Lynn Rd (Durham Co.)	Aviation Pkwy Ext (Wake Co line)	4	6	4.11	Yes	No	\$128,731,026	2025
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	No	No	\$1,979,897	2025
5	Alston Ave Ext	Holloway St	Old Oxford/Roxboro	0	2	4.26	No	No	\$40,379,218	2035

2035 Long Range Transportation Plan Roadway Project List

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
8.11	Briggs Ave Ext	So-Hi Dr	Riddle Rd	0	2	1.60	No	No	\$11,732,721	2035
13.11	Cornwallis Rd Ext	Miami Blvd	Chin Page Rd	0	2	0.78	No	No	\$8,300,455	2035
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	1.98	No	No	\$21,070,387	2035
32	Hillandale Rd Ext	Horton Rd	Guess Rd	0	4	0.88	No	No	\$9,212,493	2035
39	Horton Rd	Duke St	Hillandale Rd	2	4	1.90	No	No	\$16,668,005	2035
43	I-40	US 15-501	NC 86	4	6	4.10	Yes	No	\$43,996,747	2035
44	I-40	NC 86	I-85	4	6	7.32	Yes	No	\$77,277,997	2035
45	I-40 HOV	Wake County Line	US 15-501	0	2	10.63	Yes	No	\$578,756,215	2035
52	Latta Rd	Guess Rd	Roxboro Rd	2	4	1.20	No	No	\$9,485,481	2035
53.11	Leesville Rd Ext	Northern Parkway	US 70/Page Rd	0	2	1.14	No	No	\$8,356,794	2035
57	Lynn Rd Ext	NC 98/Glover Rd Ext	Existing Lynn Rd	0	2	0.86	No	No	\$6,368,405	2035
60	Midland Terrace Ext	NC 98	Geer St	0	2	1.80	No	No	\$11,281,082	2035
61	Midland Terrace Ext	Dearborn	Old Oxford Rd/Hamlin Junction	0	2	0.95	No	No	\$8,474,714	2035
63	MLK Pkwy (NC 55 interchange)	NC 55	Cornwallis Rd connector	0	4	0.49	Yes	No	\$25,800,000	2035
64.13	NC 147 General purpose widening	East End Conn	I-40	4	6	4.78	Yes	No	\$52,645,086	2035
81.1	NC 98 (Holloway St)	Wake County Line	Mineral Springs	2	4	6.40	Yes	No	\$49,949,069	2035
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	No	No	\$6,176,000	2035
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	No	No	\$13,124,000	2035
89	Olive Branch Rd Ext	NC 98	US 70	0	2	1.48	No	No	\$11,959,987	2035
90	Page Rd	I-40	Page Rd Ext	2	4	3.10	No	No	\$32,218,325	2035
92	Roxboro Rd (501N)	Duke St	Goodwin Rd	4	6	2.65	Yes	No	\$40,962,074	2035
95.11	Scott King Rd Ext	Grandale Dr	Hopson Rd	0	2	0.95	No	No	\$8,046,303	2035
96	Seawell School Connector	Lake Hogan Farms Rd	Seawell School Rd	0	2	1.70	No	No	\$12,466,016	2035
96.1	Sherron Rd	US 70	NC 98	2	4	3.30	No	No	\$25,198,114	2035
113	US 15-501	Bypass	I-40 (freeway conversion)	6	6	2.39	Yes	No	\$106,381,000	2035
114	US 15-501 Bypass	Pickett Rd	Morreene Rd	4	6	2.69	Yes	No	\$35,903,280	2035

DCHC MPO Public Involvement Policy
Page 11

2. Transportation Plan

Preamble

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

The entire process will be implemented for a plan update, which commonly involves an evaluation of most highway, transit and non-motorized transportation modes, and therefore requires several years to complete. An appropriate subset of the public involvement elements will be implemented for major and minor revisions, which commonly involve an evaluation of only several projects, and therefore require a process that is much less complex.

Purpose of Public Involvement Process

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

Mission of the Public Participation Process

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

Objectives

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.

-
3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
 4. Determine the public's knowledge of metropolitan transportation system, and public values and attitudes concerning transportation.
 5. Determine public concerns/perceived impacts of elements of the Transportation Plan.
 6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
 7. Establish a channel for an effective feedback process.

Elements of the Public Involvement Procedure

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: transportation related committees of MPO jurisdictions, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the development of a plan update, and as appropriate for major or minor revisions.

Public Involvement Process

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of long range transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to: public meetings/hearings; surveys; focus groups; newsletters; public service announcements; charrette; transportation related committees, and mass media.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEAU-LU), the Clean Air Act

DCHC MPO Public Involvement Policy
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Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.

5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local libraries. Notification of the draft Transportation Plan work program will be provided in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions, as requested). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six-week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is

accessible to persons with disabilities and which is located on a transit route.

10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.
11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
13. The DCHC MPO will consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of long range transportation plans and LRTP air quality conformity determination.
14. The DCHC MPO will employ visualization techniques in disseminating information relating MPO long range transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.
15. The DCHC MPO will make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the LRTP.
16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where

DCHC MPO Public Involvement Policy
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the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:

- Formulation of vision, goals and objectives;
 - Policy development;
 - Review and approval of socio-economic and demographic projections;
 - Review of land use information and scenarios;
 - Review of modeling process;
 - Review and determination of transportation deficiencies;
 - Identification of transportation (facility) needs;
 - Evaluation of alternatives and selection of preferred option; and,
 - Plan recommendation and adoption;
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence described above.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TCC 8/26/2009 Attachment 8B

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"				"UNFUNDED"					
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS					
URBAN PROJECTS																		
DURHAM	U-4722*	US 501 (ROXBORO ROAD), US 501																
DURHAM		BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD). (4.4 MILES)																
STRATEGIC HIGHWAY CORRIDOR						THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.												
DURHAM	U-4716	SR 1978 (HOPSON ROAD) AND SR 1980	6500		RR											C 6500		
DURHAM		(CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.																
DURHAM	U-2405	M. L. KING, JR. PARKWAY AND NC 55.	25800		STP											R 12000		
DURHAM		CONSTRUCT INTERCHANGE.			STP											C 13800		
FEASIBILITY STUDY RE-EVALUATION IN PROGRESS																		
DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147	25916	2596	STP				M	20								
DURHAM		(I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES. (1 MILE)			STP						C	7767						
RIGHT OF WAY IN PROGRESS																		
DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO	11191	248	STP	R	5614											
DURHAM		SR 1407 (CARVER STREET). WIDEN TO MULTI-LANES. (0.7 MILE)			STP	U	1429											
					STP				C	1950		C	1950					
PLANNING/DESIGN IN PROGRESS																		
DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO	5683	5683														
DURHAM		US 15-501. RELOCATE EXISTING SERVICE ROAD. (0.3 MILE)																
STRATEGIC HIGHWAY CORRIDOR						UNDER CONSTRUCTION												

MEMORANDUM

TO: Technical Coordinating Committee (TCC) Administrative Subcommittee
DCHC MPO

FROM: Lead Planning Agency

DATE: August 26, 2009

RE: Metropolitan Area Boundary Expansion

Background

In 2004, the LPA staff looked into the possibility of expanding the Metropolitan Area Boundary (MAB) of the DCHC MPO. Outreach to neighboring jurisdictions was initiated. However, the TAC decided not to expand because the development of the 2030 Long Range Transportation Plan (LRTP) was well underway. The TAC requested that the LPA staff investigate the possibility of expanding the MAB early in the development of the 2035 LRTP.

In July 2006, LPA staff sent letters to Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro to solicit their interest in MAB expansion. All of the jurisdictions requested that a presentation be made to them on this issue. LPA staff presented to the Town of Pittsboro at a Town Board meeting on September 11, 2006. Pat Strong of the Triangle Area RPO also attended and presented on the RPO at this meeting. LPA staff presented to a group of Roxboro and Person County staff and elected officials on September 13, 2006, and to a group of Butner, Stem, and Granville County staff and elected officials on September 19, 2006. Shelby Powell, planner for the Kerr-Tar RPO at the time, attended both of these meetings.

All of the jurisdictions were asked to consider if MPO or RPO membership would best suit the needs of their community and send a letter of interest to the MPO. All of the jurisdictions were told that the DCHC MPO TAC has not taken the position to formally invite new members at this time. Rather the TAC instructed the LPA staff to simply provide information and solicit interest. The TAC will ultimately decide if expansion is desired.

Letters of interest were received from Person County and Granville County. In addition, the City of Roxboro and Town of Butner told LPA staff that they were interested, but did not send a letter. The Town of Pittsboro and the Town of Stem told LPA staff that they were not interested in joining the MPO at the time. The Town of Stem is immediately northeast of Butner.

This information was discussed at TCC and TCC Administrative Subcommittee meetings in 2007. The subcommittee recommended that the TCC pursue expansion in all of the potential expansion areas. The TCC requested further information before bringing the issue to the TAC. Later that year, the LPA elected not to pursue expansion since development of socio-economic

data for the 2035 LRTP was well underway. Expansion would have required additional data collection and would have delayed adoption of the LRTP. It was decided that the issue would be further explored after the 2035 LRTP was adopted.

New Member Candidate Jurisdictions

Jurisdiction	Expressed Desire to Join DCHC MPO in 2006?	Notes
Granville County	Yes	
Town of Butner	Yes	Could not join without Granville County.
Town of Stem	No	Could not join without Granville County.
Person County	Yes	
City of Roxboro	Yes	Could not join without Person County.
Town of Pittsboro	No	Could not join without an expansion in Chatham County

Existing Members with Possible New Boundary

Chatham County

Orange County

Metropolitan Area Boundary Requirements

Federal legislation requires that an MPO's metropolitan area boundary (MAB) contain, at a minimum, the entire Urbanized Area (UZA), as defined by the U.S. Census (see Attachment 9A). The legislation also states that the MAB should contain the area beyond the UZA that is expected to be urbanized within the next twenty years or that is affected by urban policies and influence. The DCHC MPO's UZA may be expanded by future censuses. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO and the local governments' discretion.

Issues and Analysis

Regional Planning

Expanding the MPO's MAB would entail a geographic expansion of the MPO's planning responsibilities. The geographic boundary of the MPO affects several of the MPO's routine planning activities. The LRTP, MTIP, and CMS must include the entire MAB. The MPO would need to participate in the NEPA review process for projects in the expansion area. The expansion area may or may not affect the MPO's special projects. Some of these projects are MPO-wide, while others are subarea plans that only include part of the MPO.

Many of the residents of the expansion areas commute into the current MAB for access to jobs, schools, and commercial areas. The increased coordination may result in better

consideration of regional trip-making patterns in the identification and development of transportation projects. It may also provide more opportunities for staff and elected officials to discuss the growth patterns and land use decisions that impact regional trip-making patterns. This may result in better decision-making and planning.

The Triangle Regional Model would need to be expanded to include the entire MAB. The Service Bureau has already identified an expanded boundary for the model as shown in the map. Model inputs and background information would need to include the entire MAB area. For the LRTP, staff anticipates that MAB expansion would require additional work for the development of the socio-economic data. It is expected that local staff will provide assistance in this area.

Financial Resources

Currently, federal funding for the MPO is based on the population of the UZA. As a result, if the DCHC MPO decides to expand, the MPO would not receive any additional funding. If the UZA is expanded based on the 2010 census, the MPO would receive additional funds. However this would not occur until 2012 or 2013.

In 2004, the NCAMPO considered recommending a change to the allocation formula for MPO planning funds. The proposed change was to base the allocation on the population within the MAB boundary instead of the UZA. Ultimately, this proposal was not endorsed by NCAMPO. However, if this idea were to be endorsed, there would be financial benefits for MAB expansion.

Currently, the DCHC MPO does not charge member jurisdictions fees and passes through planning funds to Chapel Hill, Carrboro, Orange County, and Triangle J COG. In contrast, the Capital Area MPO charges fees to its member jurisdictions and does not pass through planning funds. The DCHC MPO may want to reconsider this policy if it expands since LPA staff will need to plan for a greater geographic area.

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area so the MPO would receive more CMAQ funds if it expands. The additional CMAQ funds that the MPO would receive are not completely “new” funds; rather they are funds that the new member candidate jurisdictions currently receive directly from NCDOT for CMAQ projects in their areas.

If the DCHC MPO expands by taking in parts of the Triangle Area RPO (TARPO) or the Kerr-Tar RPO, the RPO funding would be reduced. NCDOT uses the following formula for determining RPO funding:

$Q = \$65,000 + (n - 3) * \$5,000 + (p - 50,000)/10,000 * \$1,000$
Add 4 years of 3% inflation to this amount.

Base Amount = \$65,000

n = number of counties in the RPO
 p = population of the RPO excluding the MPO
 Minimum DOT Rural Planning Funding = \$90,000
 Maximum DOT Rural Planning Funding = \$112,500

The NCDOT funding requires a 20% local match. This local match is provided by the RPO's county member governments proportional to their population in the RPO. If the MAB expansion included an entire county, such as Orange County, TARPO would have their NCDOT funding reduced and the other county member governments would need to make up for Orange County's share of the local match.

Air Quality Conformity

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area. Thus, the jurisdictions and the MPO are already tied together in terms of air quality planning and budgets. Currently, plan or budget lapses in the DCHC MPO or CAMPO affect transportation funding in the other MPO when federal approval is sought on a new TIP or LRTP. If Granville County joins the DCHC MPO, plan or budget lapses in either DCHC MPO or CAMPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government.

MPO Governance

The Memorandum of Understanding for the DCHC MPO and the bylaws of the TCC and TAC would need to be revised if the MPO expanded to include new member jurisdictions. The MOU and bylaws include the number of TAC and TCC members, rules for weighted voting for the TAC, and planning responsibilities for each MPO member jurisdiction. The MOU must be approved by the board of each member jurisdiction.

Current TAC membership and weighted voting:

Jurisdiction	Number of Members	Weighted Votes
City of Durham	2	6
Town of Chapel Hill	1	2
Town of Carrboro	1	1
Town of Hillsborough	1	1
Durham County	1	2
Orange County	1	1
Chatham County	1	1
NC BOT	1	1

Current TCC membership:

Member	Number of Members
City of Durham	5
Town of Chapel Hill	3
Town of Carrboro	2
Town of Hillsborough	1
Durham County	3

Orange County	2
Chatham County	1
NCDOT	5
Triangle J COG	1
Duke University	1
North Carolina Central University	1
University of North Carolina	1
Raleigh-Durham Airport Authority	1
Triangle Transit	1
Research Triangle Park Foundation	1
Carolina Trailways (now Greyhound)	1

If the MPO expanded its MAB but did not expand to include any new members, the MOU and bylaws may not need to be revised. However, due to the additional population in the MPO area of Orange or Chatham County, the MPO may elect to revise the weighted voting procedures.

Timing

The timing of expansion must be coordinated with the MPO's planning activities. By law, the LRTP must include the MPO's entire MAB at the time of adoption of the LRTP. For that reason, in 2007 a decision on expansion was deferred until after the 2035 LRTP was adopted. The MPO is now in a position to evaluate expansion before work on the 2040 LRTP begins. Collection of socio-economic data for the 2040 LRTP is preliminarily scheduled to commence in early 2010.

The 2010 Census may result in an adjustment of the MPO's UZA. This may necessitate an expansion of the MPO's MAB. Unfortunately, the 2010 Census data will likely not be released until 2012-2013.

MAB Expansion Process

Requirements if New Members Are Added:

1. Approval of new MAB
2. New Memorandum of Understanding – including revisions to the definition of a quorum, weighted voting
3. Update TAC and TCC Bylaws

Requirements for Boundary Expansion with No New Members:

1. Approval of new MAB

Other Options

1. The DCHC MPO could decide not to expand and establish a more formal process for coordination between the DCHC MPO and the candidate jurisdictions.
2. The DCHC MPO could elect to not take any action on MAB expansion and instead wait until the 2010 Census when the UZA will be adjusted.

TCC Administrative Subcommittee Recommendation

The TCC Administrative Subcommittee last met on May 31, 2007 to discuss expansion. The subcommittee recommended that the DCHC MPO expand to include all of the areas highlighted and labeled on the map (Attachment 9A) including, southwest Granville County (including Butner and Stem), southern Person County (including Roxboro), all of Orange County outside of the BGMPO, and northeast Chatham County. The subcommittee also recommended encouraging Pittsboro to reconsider joining the MPO. Pittsboro received a presentation in 2006 and communicated to LPA staff that they were not interested in joining.

The following table describes some of the issues of expansion that the subcommittee considered.

Expansion Area	Growth	RPO Issues	MPO Funding	Planning Issues
1) I-85/I-40 Corridor in Orange County	Orange County's industrial and economic development corridor;	Separates the northern part of Orange County from the rest of the Triangle Area RPO	No additional planning funds to serve a greater geographic area; Additional CMAQ funds	Better regional planning (AQ, commuters); this industrial corridor may be urbanized in 20 years.
2) Southern Orange County	Orange County rural buffer.	Currently in Triangle Area RPO	No additional planning funds to serve a greater geographic area; Additional CMAQ funds	Better regional planning (AQ, commuters);
3) Northern Orange County	Orange County rural buffer.	Currently in Triangle Area RPO	No additional planning funds to serve a greater geographic area; Additional CMAQ funds	Better regional planning (AQ, commuters);
4) Northeast Chatham County outside of Pittsboro ETJ	Many new developments have been approved in northeast Chatham County recently	Currently in Triangle Area RPO	No additional planning funds to serve a greater geographic area; Additional CMAQ funds	Better regional planning (AQ, commuters); Little area between current MAB and Pittsboro ETJ; Some common interests (commuters to Chapel Hill, RTP, environmental issues, development)
5) Southwest	Employment growth in	Currently in Kerr Tar	No additional planning funds	Some common interests (Northern Durham

Expansion Area	Growth	RPO Issues	MPO Funding	Planning Issues
Granville County including Butner and Stem	Butner; Butner was recently incorporated	RPO	to serve a greater geographic area; Additional CMAQ funds	Parkway, EEC); Better regional planning (AQ, commuters); Included in the TRM; AQ implications for expanding into Granville County; Stem did not want to join the DCHC MPO
6) Southern Person County including Roxboro	Adjacent to rural tier in Durham County	Currently in Kerr Tar RPO	Additional CMAQ funds; No additional planning funds to serve a greater geographic area.	Some common interests (Northern Durham Parkway, EEC); Better regional planning (AQ, commuters); Not included in the TRM;
7) Town of Pittsboro	Many new developments have been approved in northeast Chatham County recently	Currently in Triangle Area RPO	Additional CMAQ funds; No additional planning funds to serve a greater geographic area	Pittsboro does not want to join the DCHC MPO; Some common interests (commuters to Chapel Hill, RTP, transit service); Better regional planning (AQ, commuters);

Next Steps

During the previous outreach to the potential expansion areas, the MPO first asked these areas if they were interested in joining the MPO before bringing it to the TAC. The order is proposed to be reversed this time. The TAC will be asked to decide what is in the best interest of the MPO before approaching the local boards. The data collection for the 2040 LRTP will begin in early 2010. The schedule below would allow the MPO to be aware of expansion by the time that the data collection begins.

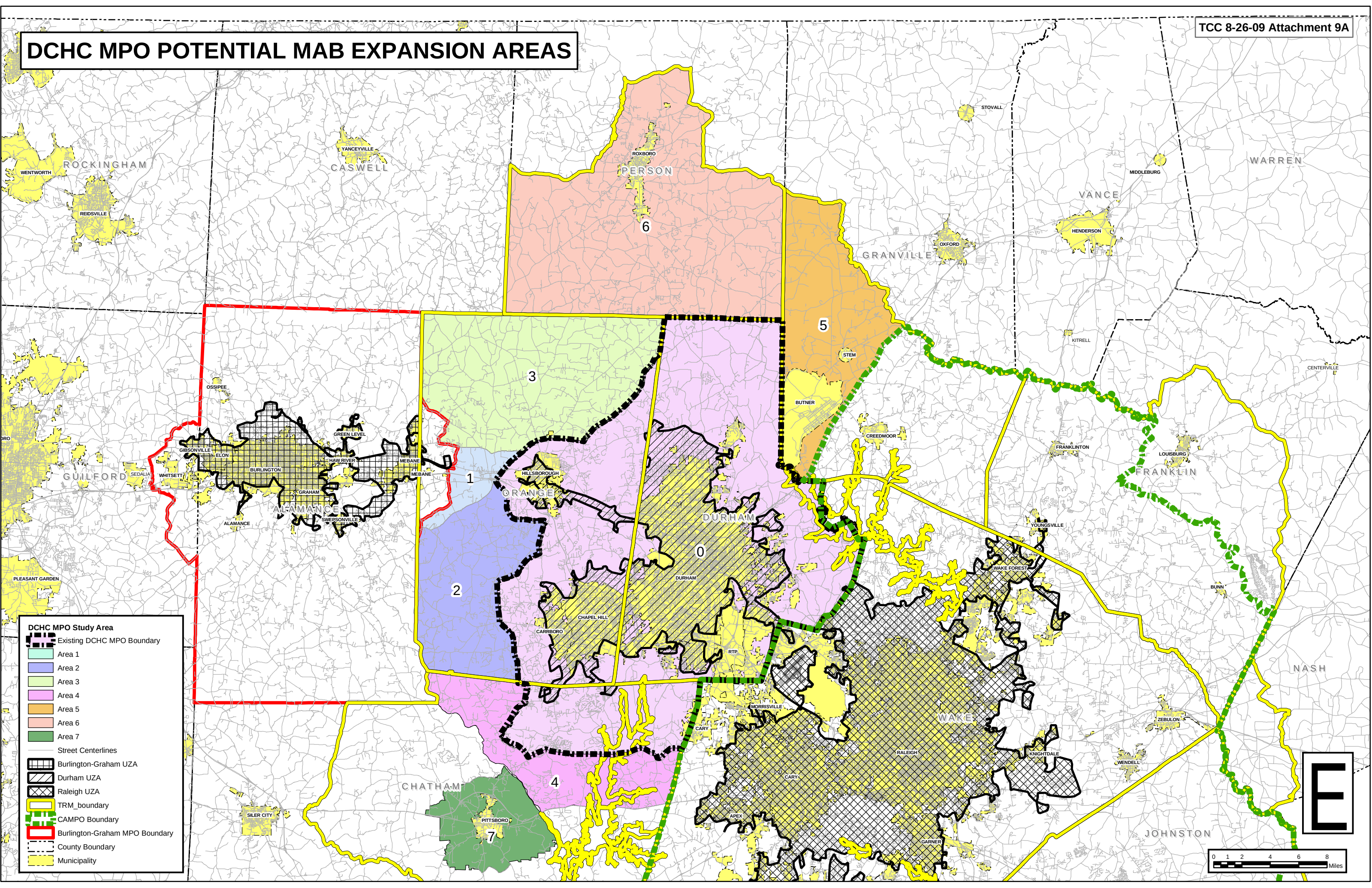
	Action	Start Date	End Date
1	TCC and TAC consider MAB expansion	Aug 2009	Nov 2009
2	TAC sends a request to the boards of the expansion areas requesting membership or new boundaries	Nov 2009	

3	Boards respond to MPO's request.	Dec 2009	Jan 2010
4	LPA negotiates new MAB, MOU, by-laws	Jan 2010	Feb 2010
5	TCC Recommends new MOU etc.	Feb 2010	
6	TAC Adopts new MOU etc.	Mar 2010	Apr 2010
7	Jurisdictions Sign new MOU etc.	Apr 2010	May 2010

The TCC is asked to review the information that has been collected regarding MAB expansion and identify any further research that is needed. LPA staff and/or the TCC Administrative Subcommittee will provide any requested information before bringing this back to the TCC for a recommendation to the TAC.

TCC Action: Review the information on MAB expansion. Consider if additional information is needed before making a recommendation to the TAC.

DCHC MPO POTENTIAL MAB EXPANSION AREAS



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 12, 2009

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

This memorandum provides a summary status of tasks for projects in the FY 2009-2010 Unified Planning Work Program.

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

2009-2010 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

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 selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- Notice to Proceed – June 2009 (complete)
- Kickoff Meeting – July 2009
- Public Outreach Plan – August 2009
- Prepare Corridor / Subarea Community Profile – Dec 2009
 - Public Workshop #1 – Fall 2009
- Development and Evaluation of Scenarios – Apr 2010
 - Public Workshop #2 – Feb/Mar 2010
- Transportation/Land Use Master Plan – June 2010

- Public Workshop #3 – Spring 2010
- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey

- ✓ Project underway

GIS/Data Integration and Automation

- ✓ Phase I in progress
- ✓ Initial Kick off meeting and scan completed
- ✓ Initiation Workshop report completed
- ✓ Draft Requirement Assessment & Application Development Report - October 2008
- ✓ Needs Assessment Workshop
- ✓ Final Draft Needs Assessment Report
- Application Development Plan – Sept 09
- Application Plan/Algorithm for CMP – complete
- Application Plan/Algorithm for LRTP Tool – Oct 2009
- Application Plan/Algorithm for SE Data Tool – Oct 2009
- Supporting Hardware/Software Recommendation – complete
- Functional capability for TELUDE – Nov 2009
- Database Design – Nov 2009
- Database Design Document – Nov 2009
- Strategic Planning Document – Nov 2009
- TELUDE User's Handbook v1 – Dec 2009
- Hands-on Training – January 2010
- TELUDE Test and Evaluation Manual – Mar 2010
- Project Completion – Apr 2010

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
- Zone level model for Triangle Region v1
- Database completion – Aug 09
- Initial model estimation – Sept 09
- Initial calibration – Oct 09
- 2035 model run – Nov 09
- Installation and documentation – Dec 09
- Parcel level model for DCHC
- Initial database – Jan 2010
- Initial model estimation – Jan 2010
- Initial calibration – Feb 2010
- 2035 model run – Mar 2010

- Installation and documentation – Mar 2010

Non-Motorized Model development

- ✓ Phase 1 completed.
- ✓ Phase 2 underway
- Update and enhancement of Generation Choice Models – Sept 2009
- Revision and revalidation of Destination choice models – Mar 2010
- Development of improved Model Choice model – Dec 2009
- Prepare and implement new TransCAD routines to implement new models – Apr 2010
- Documentation, User's manual, and training – Jun 2010
- Project completion date anticipated in July 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.

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Coordination with partner agencies to classify roads and identify collector streets
- Public review (possibly with Comprehensive Transportation Plan)
- Completion of study and integration with related plans and review processes

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 after 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 - fall 2009

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 to TAC – fall 2009

MPO Parking Survey and Study (postponed to FY 2011)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

NC 54 Corridor Study Update

August 2009

Activities Performed this Month:

- Project kickoff meeting July 16
- Project Base Map developed
- Public Participation Plan Finalized, key components include:
 - Plan Information Network – list of community contacts and their organizations' regular meeting times that will be used as a central element of the outreach effort. Examples include area residents, business/developer interests, business owners/managers, university community, bicycle/pedestrian/transit advocacy groups, environmental advocacy groups, TCC and TAC members
 - Focus Groups – focus groups will comprise 6 targeted interest groups covering the following topic areas: policy, university, bicycle/pedestrian, transit, business, development, and environmental. The groups will range from 8 – 12 people and will be by personal invitation.
 - Public Workshops – 3 public workshops focusing on 1) issues, opportunities, and goals, 2) trend and alternative scenarios, and 3) focus on Master Plan for the preferred scenario. The purpose of the meetings is to explain issues and solicit feedback from the public.
- Existing data and supporting materials collected
- Data Collection Plan Finalized
- Field reconnaissance

Activities Planned for Next Month:

- Turning movement counts will be collected at key intersections
- Daily traffic counts will be collected at key locations
- Focus group meetings tentatively scheduled for September 16 and 17
- Prepare corridor/subarea profile
- Synchro base model for existing conditions will be constructed and populated with traffic data
- Regional travel model will be examined in preparation for future year scenario analysis
- Data analysis for traffic related data

TCC 8/26/2009 Attachment 13

Contract Number: C200840 Physical Division: 5 Administrative Division: 5 Length: 6.363 miles Resident Engineer: Jeffrey D. Allen, PE Location Description: NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO. Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS. Contractor Name: C C MANGUM COMPANY LLC Contract Amount: \$35,467,891.08 Availability Date: 2/5/2007 Completion Date: 11/1/2009 Revised Completion Date: 11/22/2009 Last Estimate Thru: 6/30/2009 Last Estimate Paid: 7/10/2009	Route: NC-54 County: Durham TIP Number: R-2904, U-4026 Federal Aid Number: STP-54(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: 8.65% Letting Date: 12/19/2006 Work Began: 2/19/2007 Estimated Completion: 11/1/2009 Scheduled Progress: 78.5% Actual Progress: 82.17%
Contract Number: C201487 Physical Division: 5 Administrative Division: 5 Length: 1.769 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD. Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES. Contractor Name: DLB, INC DBA DLB INC (OF VA) Contract Amount: \$18,810,912.36 Availability Date: 10/1/2007 Completion Date: 8/1/2010 Revised Completion Date: 8/3/2010 Last Estimate Thru: 6/30/2009 Last Estimate Paid: 7/13/2009	Route: US-15 County: Durham TIP Number: B-3450, U-4009, U-4012 Federal Aid Number: BRSTP-1116(6) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 1.76% Letting Date: 8/21/2007 Work Began: 10/1/2007 Estimated Completion: 8/3/2010 Scheduled Progress: 43.2% Actual Progress: 42.78%
Contract Number: C202313 Physical Division: 5 Administrative Division: 5 Length: 16.62 miles Resident Engineer: Chad D. Hinnant Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$3,611,898.13 Availability Date: 7/27/2009 Completion Date: 5/14/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: US-501 County: Durham TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127 Federal Aid Number: STM-1004(39) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 6/16/2009 Work Began: 7/28/2009 Estimated Completion: Scheduled Progress: Actual Progress:

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	39276 MA07120R	SR 1942 (Jones Ferry Rd.) from SR 1140 (Wilson Rd.) to Chatham Co.	Widen existing pavement to 22' with a 1' paved shoulder on each side and resurface. Finished pavement width will be 24'.	\$800,000	Combine NCMA funds with resurfacing funding; Spending Authority for '09- '10
Orange	41593 U-4726 JA	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 STP-DA ARRA sidewalk project ; design, R/W/U underway- M.A. pending
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; given Spending Authority '09-'10
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. given Spending Authority '09-'10; equipment ordered
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. given Spending Authority '09-'10
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	7B.206814.10	SR 1902 (Manning Dr.) 0.3 mi. north of US 15/501	Reline ex. 84" CMP w/ 72" "Ultra Flo" aluminum pipe		Emergency PO req. for materials; compl. by 8/14/09
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$750,000.00	Dane Const., Inc. = 72.84% complete

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Sanford Contractors, Inc. = 72.76 % complete
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 underway; minor R/W & utility relocation
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 underway
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.; CBS & KLJ met w/ B.Thomas & property owner on site
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$875,000	Jan. 19, 2010
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	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$2.0 million	Sept. 15, 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	Oct. 20, 2009
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	Nov. 17, 2009
Orange	U-3306	SR 1733 (Weaver Dairy Rd.) from NC 86 to SR 1734 (Erwin Rd.)	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010
Orange	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.0 million	Sept. 15, 2009

**TARPO TCC/TAC Meeting
Division 8 Project Report**

TCC 8/26/2009 Attachment 13
8/5/2009

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS
Chatham	B-4063 33427.3.1	NC 902	Replacement of bridge # 20 over Sandy Creek and approaches	PE: \$150,000.00 ROW: \$75,000.00 CONST: \$1,390,181.00	\$1,205,102.89	Dellinger, Inc began work on 9/18/08 and is currently at 70.1% complete; Structure & roadway complete, open to traffic; working on signs, guardrail, etc.; Scheduled completion is 12/31/09
Divisionwide	38913.3.1 R-4425	US 421, US 15-501, US 1	Guardrail rehabilitation to upgrade sub-standard guardrail, end treatments and bridge anchor units	PE \$210,000.00 Const \$2,622,565.00	\$2,280,491.45	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Complete, accepted 6/17/09
Chatham	8CR.20191.1 1	4 sections of secondary roads	Contract resurfacing let as purchase order	\$1,040,350.00	\$697,376.00	Awarded to S. T. Wooten Corp.; Available 7/20/09; Scheduled completion is 12/16/09
Chatham	41700 SF-4908J	NC 751	Install protected permitted traffic signal and left turn lane at intersection of NC 751 and SR 1731 (O'Kelly Church Road)	PE: \$10,000 ROW: \$58,214.50		Design is complete; ROW being acquired; Utilities being relocated; Anticipated letting September 2009; Economic Stimulus Project
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00		Anticipated letting in January 2010; Economic Stimulus Project
Chatham	36268 U-4726FA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities	PE: \$22,000.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Streetscaping/Landscaping	PE: \$2,525.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available