

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****Member Governments**

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

**September 9, 2009
9:00 AM****Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

ACTION ITEMS**5. August 12, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the August 12, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 12, 2009 TAC meeting.

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

Mark Ahrendsen, TCC Chair

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 has held workshops on the new process. The next 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.

Attachment 6 is a memo on the 2012-2018 TIP Regional Priority List. Attachment 6A displays the TCC recommendation for the MPO's Regional Priority List. Attachment 6B is an excerpt from the 5-year let list showing the DCHC MPO area projects.

TCC Recommendation: That the TAC approve Attachment 6A as the DCHC MPO's FY 2012-2018 Regional Priority List.

TAC Action: Approve Attachment 6A as the DCHC MPO’s FY 2012-2018 Regional Priority List.

**7. 2035 Long Range Transportation Plan – Amendment #1
(Attachment 7, 7A)**

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 widening and NCR rail improvements project, which is project U-4716 in the FY 2009-2015 Transportation Improvement Plan (TIP). The Hopson Rd. project is listed as an unfunded future year project in the FY 2009-2015 TIP. 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 rail crossing between Church Street and NC 54. The NCDOT and their consultant are finishing the environmental analysis requirements, but the analysis cannot 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.” The Lead Planning Agency (LPA) staff consider the addition of U-4716 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 7 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 U-4716 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 U-4716 as well. Attachment 7A is an excerpt from the FY 2009-2015 State Transportation Improvement Program (STIP) showing the project listing, U-4716.

The needed documentation and process for amending the Air Quality Conformity Report will not be known until the air quality interagency consultation group meets on September 4th to discuss this issue. If the interagency consultation group makes a decision that impacts the amendment schedule, staff will inform the TAC at the TAC meeting.

TCC Recommendation: That the TAC release the 2035 LRTP and Air Quality Conformity amendments for a 42-day public comment period and conduct a public hearing at their meeting on October 14, 2009.

TAC Action: Release the 2035 LRTP and Air Quality Conformity amendments for a 42-day public comment period and conduct a public hearing at their meeting on October 14, 2009.

8. American Recovery and Reinvestment Act of 2009

(Attachment 8, 8A, 8B, 8C, 8D, 8E)

Mark Ahrendsen, TCC Chair

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 8 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 8A is a resolution to amend the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) to add one additional ARRA funded project. Attachment 8B is a set of tables displaying projects what 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 8C is a resolution endorsing ARRA TIGER applications. Attachment 8D is a short summary of NCDOT's TIGER application. Attachment 8E is a short summary of the City of Durham's TIGER application.

TCC Recommendation: That the TAC approve Attachment 8A, resolution to amend the FY 2009-2015 MTIP. That the TAC approve Attachment 8C, resolution endorsing ARRA TIGER applications.

TAC Action: Approve Attachment 8A, resolution to amend the FY 2009-2015 MTIP. Approve Attachment 8C, resolution endorsing ARRA TIGER applications.

9. Metropolitan Area Boundary Expansion

(Attachment 9, 9A)

Mark Ahrendsen, TCC Chair

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.

TCC Recommendation: That the DCHC MPO initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor (area #1) and in northeastern Chatham County to the Haw River and US 64 (area #5).

TAC Action: Receive TCC recommendation and direct LPA staff to initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor (area #1) and in northeastern Chatham County to the Haw River and US 64 (area #5).

REPORTS:

10. Report from the TAC Chair
Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

11. Report from Staff
(Attachment 11)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

13. NCDOT Report
(Attachment 13)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
(Attachment 14)
Adjourn

Next meeting: October 14, 2009

TAC Directives to Staff

06/11/03 – 12/31/07 (Pending/In Progress/On Going)

01/01/08 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
8/25/04	Metropolitan Area Boundary	<u>In Progress</u> – See Attachment 9 of 9/9/09 TAC Agenda.
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress</u> : TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress</u> : TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress</u> :
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress</u> : See 10/31/07 Joint TAC Agenda.
2/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress</u> :
3/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	<u>Completed</u> : Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress</u> :
4/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	<u>Completed</u> : See Attachment 6C of 5/14/08 TAC Agenda.
4/09/08	Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category	<u>Completed</u> : To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. See Attachment 7 of 10/8/08 TAC Agenda.
4/09/08	Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation.	<u>Completed</u> : See Attachment 10B of 5/14/08 TAC agenda.
5/14/08	Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA.	<u>Completed</u> : To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.
6/11/08	Send a letter to the NC Turnpike Authority expressing the TAC's concerns regarding Triangle Parkway.	<u>Completed</u> : See Attachment 18 and 18A of the 8/13/08 TAC agenda.

6/11/08	Send a letter to the MPO's state delegation stating the MPO's position on the Triangle Parkway.	<u>Completed:</u> See Attachment 17 of the 8/13/08 TAC Agenda.
8/13/08	Work with NCDOT to amend the 2009-2015 TIP to address transit project errors.	<u>Completed:</u> See Attachment 8 of 10/8/08 TAC Agenda.
11/12/08	Provide an accounting for the rental car taxes collected by Triangle Transit	<u>Completed:</u> See Attachment 17 of 12/10/08 TAC Agenda.
11/12/08	Develop a recommendation for the overlapping project issues for the final FY 2011-2017 TIP Regional Priority List	<u>Completed:</u> See Attachment 6 of 1/14/09 TAC Agenda.
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> NCDOT is currently reviewing the issue including meeting with stakeholders.
12/10/08	Respond to the issues raised by the TAC on the final 2035 LRTP	<u>Completed:</u> See Attachment 7 of 1/14/09 TAC Agenda and Attachment 6 of 2/11/09 TAC Agenda.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.

44 Mike Woodard, TAC Chair, called the meeting to order at 9:03 a.m. and the Roll Call was
45 conducted.

46 Mike Woodard introduced Chuck Watts, Jr. the new NCDOT representative for the TAC.

47 **PRELIMINARIES:**

48 **Adjustments to the Agenda**

49 Mike Woodard moved Agenda Item #7 after the approval of the May 13, 2009 Meeting Minutes
50 due to some TAC members needing to leave because of the ground-breaking for the Triangle
51 Expressway.

52 Mark Ahrendsen stated that a handout was distributed at the beginning of the meeting and it
53 will be discussed during the agenda item.

54 **Public Comments**

55 Four citizens from Hillsborough want to speak regarding the Hillsborough Bypass U-3808
56 (Elizabeth Brady Road).

57 Annette Jurgelski spoke in opposition to U-3808. She represents the Eno River Association and
58 the Sierra Club. Ms. Jurgelski provided a handout from Robin Jacobs, Executive Director of the Eno River
59 Association. They are concerned about the effects it will have on the river and the environmental cost
60 for the road is too high.

61 Eric Kewley, a resident of 1633 Poplar Lane, is not in favor of U-3808. There are four options
62 and Mr. Kewley is in favor of the fourth option, which is a no-build. Mr. Kewley questions the modeling
63 and the accuracy of the traffic patterns in the future.

64 Michael Carmichael, a resident of 1701 Riverside Drive, stated that local support for the project
65 has collapsed. There will be adverse effects on the landscape and natural resources; the project is
66 outdated; and the federal government has challenged the purpose and need of the project.

90 A motion was made by Lydia Lavelle and seconded by Alice Gordon to approve the May 13, 2009
91 TAC Meeting Minutes with the amendment submitted by Lydia Lavelle. The motion carried
92 unanimously.

93 **American Recovery and Reinvestment Act of 2009 (Attachments 6, 6A, 6B, 6C, 6D, and 6E)**

94 Ellen Beckmann provided an update on the American Recovery and Reinvestment Act of 2009,
95 along with the attachments.

96 A motion was made by Ellen Reckhow and seconded by Mike Gering to approve Attachment 6A,
97 Resolution to Amend the FY 2009-2015 MTIP, to authorize MPO and local staffs to work with NCDOT on
98 reassigning ARRA STPDA funds to resurfacing or transit projects if needed, and to approve Attachment
99 6D, resolution to support NCDOT's application for ARRA funding for high speed rail. The motion carried
100 unanimously.

101 Alice Gordon is grateful for the support of the rail projects and the Hillsborough train station.
102 Ellen Beckmann stated there are different levels of train service along the NCRR corridor through
103 Hillsborough. The ARRA application includes construction of the station. The Hillsborough station may
104 not be served by the high speed service.

105 Jonathan Parker with Triangle Transit stated he is pretty sure the service to Hillsborough would
106 just be the Amtrak Piedmont Service which is from Raleigh to Charlotte and back with a number of stops
107 along the way. The high speed rail service would not be stopping in Hillsborough to Mr. Parker's
108 knowledge. It would stop at the larger cities.

109 **FY 2013-2017 Congestion Mitigation Air Quality Call for Projects (Attachments 7, 7A, and 7B)**

110 Ellen Beckmann provided an introduction for the FY 2013-2017 Congestion Mitigation Air
111 Quality Call for Projects, along with the attachments.

112 The TCC received (14) fourteen applications requesting about \$15 million for the TCC's review.
113 The TCC looked at the emissions reduction and used a cost benefit factor to prioritize projects. The
114 TCC's recommendation is Attachment 7A.

115 There was a split vote at the TCC meeting. The TCC is providing the other option that the TCC
116 considered which is Attachment 7B.

117 Sally Kost asked if the ranking is totally based on the emissions and the cost benefit factor or are
118 there other factors taken into consideration. Ellen Beckmann stated the ranking started with the
119 emissions and the cost benefit factors but the TCC did make a few variations. In Attachment 7A, the TCC
120 recommendation, the Hillsborough project was moved up a couple of slots so they could receive some
121 funding. To accommodate this, the funding for the Town of Cary project in Chatham County received
122 half of the funding they requested. Sally Kost asked what the rationale was to cut a project that was
123 ranked number 3 with a project that was ranked 14. David Bonk stated the subcommittee met several
124 times discussing several projects at length. Concerns were raised about the Town of Cary/Chatham
125 County project with regards to the functioning of the park and ride lot as more of a recreation facility
126 rather than a commuter facility. The application was revised several times at the request of the
127 subcommittee because of concerns about the assumptions that generated the emission figures. Since
128 there were enough questions raised about the Cary/Chatham project and there was an interest in trying
129 to provide Hillsborough some funding for their project, the decision was made by the TCC to try to
130 provide some funding for the Hillsborough project.

131 Ed Harrison stated that the Duke-Southpoint route needs marketing. He is concerned about the
132 ridership. Pierre Osei-Owusu stated it is part of the short range plan. There are not enough funds to run
133 the buses, so this is a good way to get the funding. The route starts at the Southpoint Mall through
134 South Square to Duke and back. It is adding service to southern Durham.

135 Bill Bell stated he thinks a sidewalk on Alston Avenue north of Riddle Road needs to be on the
136 list. He stated there have been requests over and over again about the sidewalks from the railroad
137 going back to NC 55. Dale McKeel stated the sidewalks were drawn from the Durham Walks Plan. All
138 four of the sidewalks listed in the agenda item were priority A's in the plan. The section Mr. Bell is
139 referring to was a priority B. Mr. Bell wants to look at the plan because he really has a concern with the
140 project being low on the project list. The section being referenced is Riddle Road to Alston Avenue.

141 Ellen Reckhow stated the TDM program says the local cost is a little over \$5 million and we are
142 funding \$2.2 million. She asked where does the rest of the funding come from. David Bonk stated it
143 comes from grants given to local governments for "hot spots" which are funded at a 50/50 match at the
144 local level. There are three funding sources, CMAQ, State, and the local funding. John Hodges Copple
145 stated the \$5 million is the service provider matching funds. For the regional program managed by
146 Triangle Transit there is a 20 percent match; for the hot spots there is a 50 percent match. The two
147 together bring in the \$5 million over the period of FY 2013-2017.

148 Mike Woodard stated the recommendation from the TCC is that the TAC adopt the resolution
149 and approve Attachment 7A.

150 Sally Kost supports option 7B and reviewed a few things about the American Tobacco Trail. This
151 has been developed as part of a regional partnership, and Ms. Kost has been an advocate for the
152 trailhead. Ms. Kost raised a concern with the percentages. It seems to Ms. Kost that Cary is asking for
153 53% of the project be paid for using CMAQ funds, yet the recommendation in 7A is for it to be 26%, and
154 as she looks at the other projects on the list they are requesting 80% funding. On the Cary project, the
155 funding is almost reversed and it makes no sense. The last point is dealing with emissions. All emissions
156 are estimates and she is concerned that Hillsborough was given extra consideration because they were
157 "brutally honest" with their estimate. That statement disturbs her very much because, as staff has said,

158 all provided their best estimates on emissions. When we are talking about emissions, the Cary project
159 should be fully funded.

160 Mike Gering made points in favor of 7A. The total cost of the Riverwalk project is \$1.5 million
161 and the Town of Hillsborough is only asking for a fraction of the funding. Even though it serves as a
162 recreational project mainly, it also serves as a major connectivity element. Since it is within a mile of
163 most people that live in Hillsborough, it will serve a large portion of Hillsborough. Mr. Gering stated the
164 TCC recommendation doesn't eliminate the Cary project and it is a fair distribution of funding.

165 Mike Woodard stated he doesn't agree with the TCC recommendation at all. Sally Kost's points
166 are well taken. Based on emissions and cost factor, it is a slam dunk for full support of the
167 Cary/Chatham project. Mr. Woodard intends to support 7B because 7A would be violating the intent
168 and spirit of the CMAQ money.

169 David Bonk stated all projects are based on assumptions. Ellen Reckhow asked if the TCC looked
170 at any existing park and rides along the American Tobacco Trail to develop usage estimates, and David
171 Bonk stated no. However, the TCC communicated only by conference calls with Cary so there was a
172 limited opportunity to go into detail with them. Mr. Bonk doesn't remember them mentioning that they
173 based their assumption on any existing use on an existing park and ride lot. Ellen Reckhow asked if
174 there are any existing park and ride lots along the American Tobacco Trail, and Ellen Beckmann stated
175 there are parking lots. Ellen Reckhow asked if the TCC could look to see how many people come in, park
176 their cars, and use the American Tobacco Trail to get to work. Ellen Beckmann stated staff could do
177 that, and Ellen Reckhow stated it seems better information would help make a better determination.

178 Ed Harrison stated he is leaning towards the TCC recommendation because Attachment 7A
179 accelerates the schedules of the other bike/pedestrian projects .

180 Lydia Lavelle stated that the American Tobacco Trail is used a lot and she anticipates it to grow
181 even though it may not be used to get to work as much; there is a lot of recreational use. Ms. Lavelle
182 supports Attachment 7B.

183 Sally Kost addressed Ellen Reckhow's question about trailheads. It was decided to make this a
184 dual surface trail starting at New Hope Church Road to accommodate commuting. South of New Hope
185 Church Road it is a soft pavement more for bikers, walkers, and horseback. Ms. Kost is in support of 7B.

186 Ellen Reckhow stated without better information, she supports 7A. However, she wants more
187 information on the evaluation of uses of the trail.

188 A motion was made by Sally Kost and seconded by Lydia Lavelle to adopt the resolution and
189 support 7B.

190 Ed Harrison stated that 7B delays the construction of the bike/pedestrian projects by almost a
191 year. Ellen Reckhow stated the sidewalks are desperately needed on Campus Walk. The motion failed
192 by a 4/5 opposed vote.

193 A motion was made by Ellen Reckhow and seconded by Mike Gering to adopt the resolution and
194 support 7A.

195 Sally Kost reminded everyone this is CMAQ (Congestion Mitigation Air Quality) funds and should
196 go to improve air quality. The motion passed with a 6/3 vote.

197 **Comprehensive Transportation Plan (Attachment 8)**

198 Andy Henry provided an update on the Comprehensive Transportation Plan. There is more
199 detail on the website.

200 Mike Woodard stated that the TAC would receive a draft in November and asked if that will be
201 distributed in advance of the November meeting and Andy Henry state yes.

202 Ellen Reckhow asked if we will adopt cross-sections. Andy Henry stated the Comprehensive
203 Transportation Plan includes facility types. We want to look at how to incorporate the complete streets
204 policy in the plan.

205 Alice Gordon wants to see the draft MPO Collector Street Plan by November and Andy Henry
206 stated it will be available.

207 **REPORTS:**

208 **Report from the TAC Chair**

209 Mike Woodard stated today the Triangle Expressway had its ground-breaking ceremony today
210 and Mayor Bell attended.

211 Mike Woodard provided an update on the Transit Leadership Team. The Congestion Relief
212 Intermodal Transport bill was approved and the team will need to discuss the next steps. The next
213 meeting will be September 25, 2009 at 8:30 a.m.

214 Ellen Reckhow stated the vehicle registration fees could be enacted before the sales tax
215 referendum. The total estimated additional revenue region-wide would be \$10 million a year. There is
216 concern over sales tax revenue estimates being incorrect. Mike Woodard stated that Mike Ruffin has
217 made the correction. Ellen Reckhow stated the point-of-sale numbers are most accurate. Jonathan
218 Parker hopes to have the FY 2009 figures by the next meeting.

219 **Report from Staff (Attachment 10)**

220 Felix Nwoko stated the report from staff is attached for review. There has been a kick-off
221 meeting for the NC 54 study. The consultant is preparing a public involvement plan. There will be an
222 overview of the study at a future meeting. Alice Gordon wants a copy of the study area and Felix Nwoko
223 will make sure Ms. Gordon receives the map.

224 **Report from the TCC Chair**

225 Mark Ahrendsen stated things we need to work on in regards to the transit sales tax are the
226 affordable housing element and we need to educate the Board of County Commissioners and provide
227 them an opportunity to provide feedback. There are a few study bills that were approved that
228 addressed transportation matters. They are a study of the equity formula, a study of bicycle laws, and a
229 study of transfer of development rights.

230 Mark Ahrendsen stated staff is continuing to work with NCDOT on the Alston Avenue widening
231 project. It will require additional public involvement due to the proposed change in the alignment.

232 **NCDOT Report (Attachment 12)**

233 Patrick Wilson, NCDOT Division 7 Engineer, provided an update on projects. The DCHC MPO and
234 Greensboro Urban Area MPO received a direct ARRA allocation. All the MPOs are on the same schedule
235 for submitting information on these projects to NCDOT. The 5-year let list was released. The Signal
236 System is still on schedule; the Weaver Dairy Road and the Columbia Street projects are still in the 5-
237 year let list. Mike Mills is adding Columbia Street to the resurfacing list for next year. The funds have to
238 be spent by September 30, 2010. It will be let under contract this fall. Ed Harrison stated the Town of
239 Chapel Hill wanted it completed this summer. They will be installing solar flashers at Mt. Carmel Road
240 and Bennett Road. It could be four to six weeks before they will begin installing the equipment.

241 Lydia Lavelle asked the let date for two projects. Patrick Wilson stated the Signal System will be
242 let for contract on September 15, 2009 and Old Fayetteville will be let November 17, 2009. Typically the
243 projects are under construction in six weeks.

244 Alice Gordon asked about the Nash Street sidewalk project. Ellen Beckmann stated it is part of
245 the ARRA projects.

246 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. Mr. Hopkins stated
247 that the Governor signed a law on July 16th that the North Carolina Turnpike Authority (NCTA) is now
248 part of NCDOT. NCDOT Board of Transportation members can serve on the NCTA Board.

249 There are three ARRA projects under construction in the Durham area. Resurfacing work has
250 begun on Duke Street. The manholes have been lowered and covered up but it is temporary. The road
251 will be milled, the manholes will be raised, and the road resurfaced. We are working with Durham staff
252 to change the manhole types out for a smoother ride.

253 Work should begin any day on NC 55 and Riddle Road. They are adding turn lanes on Riddle
254 Road and revising the traffic signal on the Riddle Road, but not NC 55.

255 Later this month, work will begin on resurfacing I-540 from I-40 to US 70 which is the oldest
256 piece of I-540.

257 Joey Hopkins stated that the I-40 widening Wake County may impact traffic commutes.

258 Joey Hopkins stated the East End Connector is not on the 5-year let list. We need to clarify what
259 date the list ends.

260 Ellen Reckhow wants the manholes fixed on the resurfacing projects. Ms. Reckhow stated
261 individuals will swerve to miss the manholes because there is such a dip in the road. Joey Hopkins
262 stated it is difficult to get the height just right where it is even with the road.

263 Sally Kost stated the Chatham County budget has included a Transportation Planner and has also
264 hired a Sustainability Manager. The Town of Cary and Chatham County have been working closely
265 together on the joint land use plan and we have multiple issues in addition the land use plan. Sally Kost
266 asked members if we want to make a place at the table for the Town of Cary.

267 **INFORMATIONAL ITEMS:**

268 **Recent News Articles and Updates (Attachment 13)**

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

270 **Legislative Updates on FY 2010 Appropriations Bill (Attachment 14)**

271 The legislative updates on the FY 2010 appropriations bill are attached for review.

272 **Letters to Town of Cary and Chatham County re American Tobacco Trail (Attachment 15)**

273 A copy of the letters to the Town of Cary and Chatham County re the American Tobacco Trail are
274 attached for review.

275 **Adjournment**

276 There being no further business before the Transportation Advisory Committee, the meeting
277 adjourned at 11:33 a.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: September 9, 2009

SUBJECT: FY 2012-2018 Transportation Improvement Program – Regional Priority List

Background

NCDOT and the DCHC MPO have begun the process for developing the next Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. In fall 2008, NCDOT provided a schedule for the next TIP that requested Regional Priority Lists by March 28, 2009. In response, the DCHC MPO approved the MPO's 2011-2017 Regional Priority List on February 11, 2009.

This list was developed by soliciting local priority lists from each MPO member jurisdiction and applying a quantitative ranking methodology to the projects on these lists. The quantitative ranking methodology was applied by primary mode of transportation for each project to create a draft Regional Priority List for each mode. A public hearing and comment period was held on the draft Regional Priority List. The TAC made adjustments to the modal lists and directed the TCC to develop combined-mode final Regional Priority Lists by division with eligible funding sources listed for each project. This was presented to the TAC and approved in February 2009. The list that the TAC approved in February consisted of three multi-modal lists separated by county corresponding with the NCDOT Highway Divisions.

NCDOT TIP Prioritization Process

NCDOT has begun to institute several reforms in response to Executive Order #2 issued by Governor Beverly Perdue in January 2009. Among other reforms, Executive Order #2 called for the creation of a professional approval process for all highway construction programs, contracts, and plans. In late spring 2009, NCDOT announced the creation of a quantitative ranking methodology for highway projects for the next TIP. This methodology was presented at several workshops in spring and summer of 2009 by the new Strategic Planning Office of Transportation (SPOT). NCDOT requested feedback from MPO, RPO, and local government staff. Some adjustments were made in response to this feedback. The ranking methodology uses a combination of quantitative data (pavement condition, safety, and congestion) and qualitative data (MPO/RPO ranking and NCDOT Highway Division ranking) to prioritize projects.

In August, SPOT presented the final highway project ranking methodology to MPO and RPO staff. NCDOT's new process requires that each MPO submit one MPO-wide highway priority list. Bicycle/pedestrian, transit, and other projects do not need to be ranked and can be submitted by division. In response to this revised process, the DCHC MPO needs to modify its approved Regional Priority List to be separated by mode and to create a MPO-wide prioritized list of highway projects.

The MPO's highway priority list is not supposed to include any projects that are in NCDOT's 5-year let list which was released on August 6, 2009 (Attachment 6B). As a result, U-3804 (Hillandale Road widening) and U-3308 (Alston Avenue widening) were deleted from the Regional Priority List.

In addition, NCDOT will be creating a ranking methodology for Highway Trust Fund Urban Loop projects. This is to be presented to the Board of Transportation on September 3, 2009. As a result, Urban Loop projects are not supposed to be submitted in the MPO's list of highway projects. This new process for Urban Loops was not communicated to LPA staff until after the August TCC meeting.

NCDOT staff have said that they will create similar ranking methodologies for bicycle/pedestrian and transit projects for the next TIP. For future Regional Priority Lists, the MPO will probably be requested to create an MPO-wide prioritization for these projects as well.

The development of this reformed process for developing the next TIP has delayed the TIP by one year. The Final TIP will not be adopted until June 2011. As a result, the first year of the TIP will be FY 2012 – not FY 2011 as previously planned, and the last year of the TIP will be FY 2018 – not FY 2017.

TCC Recommendation for MPO Regional Priority List

The TCC recommendation for the MPO Regional Priority List is provided as Attachment 6A. To develop this list, LPA staff first separated the highway projects from the other projects for each county/division, deleted projects in the 5-year let list, deleted projects not in the 2035 LRTP, and deleted projects not in the MPO. LPA staff took an expansive view of what was considered to be a highway project. Any project that included curb, safety, or shoulder improvements was included. The DCHC MPO has consistently requested that traditional highway funding be used on non-traditional highway projects.

These three lists of highway projects were combined into one list by alternating by county in the following order: Durham County, Orange County, Chatham County. Adjustments were made to reflect the population sizes of each county. The respective orders of projects in each county were not changed from what was approved by the TAC in February.

The TCC recommendation includes Urban Loops. LPA staff recommends keeping the Urban Loop projects on the Regional Priority List until we receive further information about the prioritization of Urban Loops from NCDOT. If the Urban Loop projects must be omitted, the

LPA staff recommends that the Durham County projects be shifted up to fill the places of the Urban Loop projects. This would result in:

- Fayetteville Road widening would shift from #5 to #1
- NC 54 widening would shift from #8 to #5
- U-4716 Hopson Road/Church St. would shift from #10 to #8

The Orange County and Chatham County projects below #10 would shift up one slot keeping the respective order shown in Attachment X. This would result in a list that is consistent with the methodology the TCC used to develop their recommendation.

The bicycle/pedestrian, transit, and other project lists in Attachment 6A were separated by mode. In addition, more detailed project descriptions were substituted for the light rail transit project that was on the previously approved list. This substitution was made to match the descriptions of these projects in the 2035 LRTP. Otherwise, the orders of projects on these lists are unchanged from what the TAC approved in February. Since the TIP has been delayed a year, the transit systems will need to revise their requested projects to shift some projects from FY 2011 to FY 2012, if appropriate, and to add projects scheduled in FY 2018. LPA staff will work with the transit agencies to make these adjustments pending further information from NCDOT.

Schedule

Action	Date
NC BOT releases 60-month let list	8/6/09
TCC develops recommendation	8/26/09
TAC approves priority list	9/9/09
TCC responds to TAC requests (if needed)	9/23/09
TAC approves priority list (if needed)	10/14/09
LPA submits projects to NCDOT through SPOT prioritization tool	10/05/09 – 10/30/09
NCDOT deadline for submittal of projects	10/30/09
Draft FY 2012-2018 STIP/MTIP Released	September 2010
Final FY 2012-2018 STIP/MTIP Adopted	June 2011

TCC Recommendation: That the TAC approve Attachment 6A as the DCHC MPO's FY 2012-2018 Regional Priority List.

TAC Action: Approve Attachment 6A as the DCHC MPO's FY 2012-2018 Regional Priority List.

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 is 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 TCC recommendation is based off of the top priority lists approved by the TAC in February. These three lists were combined by alternating between Division 5, 7, and 8, maintaining the respective order of projects within each division, with a few modifications. The following modifications were made:

- Urban Loop projects may not be considered by NCDOT in their highway prioritization process. These projects were kept in the list pending more information from NCDOT on their proposed Urban Loop prioritization process.
- 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 Urban Loop project	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 transit accommodations, 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, Safety and 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	Safety and Highway Sources	\$250,000

MPO-wide Rank	Division Rank	Name (limits)	Multi-modal in LRTP	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	Safety and Highway Sources	\$100,000
		The following projects were not on the top priority lists approved in February, but are recommended to 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: <ul style="list-style-type: none"> 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 Urban Loop project	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 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

If the Urban Loop projects must be omitted from the above table, the LPA staff recommends that the Durham County projects be shifted up to fill the place of the Urban Loop projects. This would result in:

- Fayetteville Road widening would shift from #5 to #1
- NC 54 widening would shift from #8 to #5
- U-4716 Hopson Road/Church St. would shift from #10 to #8

The Orange County and Chatham County projects below #10 would shift up one slot keeping the respective order shown in the table.

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 Safe Routes to School 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
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

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
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
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

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
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

Since the TIP has been delayed by one year, LPA Staff and the transit agencies may make adjustments to the approved transit priority lists displayed below to shift some projects from FY 2011 to FY 2012, if appropriate, and to add projects in FY 2018 to the lists.

Division 5 – DATA and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	2011 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Triangle Transit - \$7,000,000 ○ DATA - \$3,500,000 • Replacement buses <ul style="list-style-type: none"> ○ Triangle Transit – 28 buses - \$8,900,000 • Replacement vans <ul style="list-style-type: none"> ○ Triangle Transit – 58 vanpool vans - \$1,300,000 ○ Triangle Transit – 6 paratransit vans - \$320,000 ○ DATA – 15 ADA vans - \$570,000 • Service vehicles <ul style="list-style-type: none"> ○ DATA - 6 replacement service vehicles - \$180,000 • Expansion service <ul style="list-style-type: none"> ○ 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) ○ Triangle Transit – 23 expansion buses - \$9,100,000 ○ Triangle Transit – 80 vanpool vans - \$1,700,000 ○ Triangle Transit – Planning Assistance - \$7,000,000 ○ Triangle Transit – 9 paratransit vans - \$357,000 ○ DATA – 8 40’ expansion buses - \$5,760,000 ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$3,850,000 • Service vehicles <ul style="list-style-type: none"> ○ DATA - 4 replacement service vehicles - \$140,000 • Expansion service <ul style="list-style-type: none"> ○ 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) ○ NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) ○ DATA - 18 40' hybrid expansion buses - \$13,500,000 	D, TT	STP, CMAQ, Public Transit Sources	\$17,490,000
3	FY 2013 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$4,250,000 • Replacement vehicles <ul style="list-style-type: none"> ○ DATA – 30 40' hybrid buses - \$24,000,000 • Expansion service <ul style="list-style-type: none"> ○ 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) ○ NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) ○ DATA – 4 40' hybrid buses - \$3,400,000 ○ DATA – passenger amenities (15 shelters +90 benches) - \$380,000 ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$4,660,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$5,120,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$5,640,000 • Replacement vehicles <ul style="list-style-type: none"> ○ DATA – 18 ADA vans - \$900,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$6,200,000 • Replacement vehicles <ul style="list-style-type: none"> ○ DATA – 7 40’ hybrid buses - \$8,400,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) ○ Light Rail Service – Raleigh-RTP-Durham – construction - \$286,800,000 (FY 2017-2019) ○ NCR and Light Rail Service – Raleigh-RTP-Durham – NCR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) ○ DATA – passenger amenities (25 shelters +115 benches) - \$675,000 	D, TT	STP, CMAQ, Public Transit Sources	
8	FY 2018 Transit Projects <ul style="list-style-type: none"> • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) ○ Light Rail Service – Raleigh-RTP-Durham – construction - \$286,80,000 (FY 2017-2019) ○ 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	

Division 7 – Chapel Hill Transit and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	FY 2011 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Triangle Transit - \$7,000,000 ○ Chapel Hill Transit - \$2,982,000 • Replacement buses <ul style="list-style-type: none"> ○ Triangle Transit – 28 buses - \$8,900,000 ○ Chapel Hill Transit – 8 buses - \$2,800,000 • Replacement vans <ul style="list-style-type: none"> ○ Triangle Transit – 58 vanpool vans - \$1,300,000 ○ Triangle Transit – 6 paratransit vans - \$320,000 ○ Chapel Hill Transit – 5 EZ-rider vans - \$384,000 ○ Chapel Hill Transit – 7 Safe-Ride vans - \$210,000 • Service vehicles <ul style="list-style-type: none"> ○ Chapel Hill Transit – 8 - \$240,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) ○ Chapel Hill Transit - Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces - \$2,000,000 ○ Triangle Transit – 23 expansion buses - \$9,100,000 ○ Triangle Transit – 80 vanpool vans - \$1,700,000 ○ Triangle Transit – Planning Assistance - \$7,000,000 ○ Triangle Transit – 9 paratransit vans - \$357,000 ○ Chapel Hill Transit – 5 buses - \$1,800,000 ○ Hillsborough In Town Transit Circulator - \$198,000 ○ Hillsborough Train Station/Multi-modal Center - \$1,500,000 	CH, C, H, OC, TT	STP, CMAQ, Public Transit Sources	\$50,541,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	FY 2012 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$3,190,000 • Replacement buses <ul style="list-style-type: none"> ○ Chapel Hill Transit – 9 buses - \$3,250,000 • Expansion service <ul style="list-style-type: none"> ○ Chapel Hill Transit - Park & Ride Lot Expansion - Construction - 1000 spaces - \$5,000,000 ○ Chapel Hill Transit – 5 buses - \$1,800,000 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$11,440,000
3	FY 2013 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$3,400,000 • Replacement buses <ul style="list-style-type: none"> ○ Chapel Hill Transit – 17 buses - \$6,300,000 • Replacement vans <ul style="list-style-type: none"> ○ Chapel Hill Transit – 5 EZ-rider vans - \$423,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$3,007,000 • Replacement buses <ul style="list-style-type: none"> ○ Chapel Hill Transit – 10 buses - \$3,900,000 • Replacement vans <ul style="list-style-type: none"> ○ Chapel Hill Transit – 5 EZ-rider vans - \$444,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$3,900,000 • Replacement vans <ul style="list-style-type: none"> ○ Chapel Hill Transit – 5 EZ-rider vans - \$467,000 ○ Chapel Hill Transit – 7 Safe-Ride vans - \$217,000 • Service vehicles <ul style="list-style-type: none"> ○ Chapel Hill Transit – 4 - \$196,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$4,200,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Chapel Hill Transit - \$4,500,000 • Replacement vans <ul style="list-style-type: none"> ○ Chapel Hill Transit – 5 EZ-rider vans - \$515,000 • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Expansion service <ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> • Triangle Transit – Real Time Passenger Information - \$700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update. 	MPO-wide	Highway and Public Transit Sources	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 will be submitted 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

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

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							
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

○ = Projects added to amendment #1. These projects are funded by the American Recovery and Reinvestment Act, and therefore do not impact the 2035 LRTP Financial Plan.

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 Pkway)	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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 9/9/09 Attachment 7A

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"			FISCAL YEARS					"UNFUNDED" FUTURE YEARS	
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015			
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		C	7766	
					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										

* INDICATES INTRASTATE PROJECT

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: September 9, 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.

An additional MTIP Amendment must be approved in order to add an additional project. FY 2009-2015 MTIP Amendment #8 is included as Attachment 8A. This amendment adds R-5200, widen NC 86 between SR 1730 (Whitfield Road) to railroad bridge south of SR 1710 (Old NC 10) for two-foot paved shoulders on both sides, \$950,000. NCDOT Division 7 staff will consider this project a contingency project for any unused ARRA funds in Orange County. The project is not yet confirmed for funding, but must be added to the MTIP and STIP to be eligible if funding becomes available. Orange County has previously requested wide shoulders on NC 86 to improve motorist and bicyclist safety.

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 8B. 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
	Step 3 – Scoping Meeting
	Step 4 – Procuring Professional Services
	Step 5 – Environmental Documentation
	Step 6 – Design
	Step 7 – Right-Of-Way Certification
September 1, 2009	Submit all above documentation to NCDOT
October 1, 2009	Step 8 – Construction Authorization
January 1, 2010	Step 9 – Procuring Construction Services
	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 environmental documentations, design packages, and right-of-way certifications had to be submitted to NCDOT by the September 1, 2009. All documentation has been submitted for the STPDA projects. Many of the documents have been approved by NCDOT. The table displays "sub" if the document has been submitted but not yet approved. A date is provided if NCDOT has approved it.

As explained at the August TAC meeting, 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.

One STPDA project programmed by the City of Durham, the construction of sidewalks on SR 1116 (Garrett Road), has been withdrawn because the plans were not able to be developed by the deadline. The City of Durham has asked that NCDOT use the \$438,840 programmed for this

project on resurfacing state-maintained roads in and around downtown Durham. City staff are working with NCDOT staff to identify priorities for the use of these funds.

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. 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, the reporting must be submitted on schedule each month “to preserve transparency and provide real time reporting information” the FHWA.

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 Build-out – 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 8C is a resolution endorsing NCDOT and the City of Durham's applications for ARRA TIGER Funds. A summary of the NCDOT application is provided as Attachment 8D. A summary of the City of Durham's application is provided as Attachment 8E.

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 TIGGER 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

Action	Date
TAC approval of 2009-2015 MTIP amendment #7 for ARRA projects. TAC endorsement of ARRA High Speed Rail applications	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
TAC approval of 2009-2015 MTIP amendment #8 for ARRA projects. TAC endorsement of ARRA TIGER Grant applications	September 9, 2009
ARRA TIGER applications due	September 15, 2009
Highway/Bicycle/Pedestrian projects – construction authorization from FHWA	October 1, 2009
Transit projects - grant awarded in FTA system Highway/Bicycle/Pedestrian projects – contract awarded	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 Recommendation:

- That the TAC approve Attachment 8A, Resolution to Adopt Amendment #8 to the FY 2009-2015 MTIP.
- That the TAC approve Attachment 8C, Resolution to Endorse ARRA TIGER Grant Applications.

TAC Action:

- Approve Attachment 8A, Resolution to Adopt Amendment #8 to the FY 2009-2015 MTIP.
- Approve Attachment 8C, Resolution to Endorse ARRA TIGER Grant Applications.

**RESOLUTION TO MODIFY THE
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #8
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 Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

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

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

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

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

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

WHEREAS, exempt projects as identified in 40 CFR part 93 can be funded with Economic Recovery Funds and are too small to warrant inclusion in the LRTP, but are by this resolution being included in as part of this TIP amendment; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the “Attachment to Resolution for Amendment #8 to DCHC 2009-2015 MTIP” 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)

DCHC MPO 2009-2015 MTIP Amendment #8 - September 9, 2009

TABLE 1

Add

I. D. No.	County	Location/ Description	Funding		FY 2010
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.	ARRA (STP)	C	950
			TOTAL		950

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) (3.80 miles) Mill, Resurface	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
		DIVISION 5						
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	\$128,847	\$433,797
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		
		DIVISION 7						
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		
		DIVISION 8						
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		
	US 70 Business (Main Street)	Milling and Resurfacing, Erwin/9th Street to Morgan St.				\$215,000		
	NC 55 (Avondale Drive)	Resurfacing, I-85 to Geer Street				\$150,000		
	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 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOTAL AVAILABLE			Type date that step was completed or n/a										\$ 7,889,430		
CITY OF DURHAM													\$4,309,579		
ER-5100EA	Durham	Duke and Gregson Urban Forestry and Landscaping	6/15/2009	7/27/2009	n/a	n/a	n/a	8/11/2009	sub.	8/20/2009			\$75,900		\$75,900
U-4726HA	SR 1666 (Dearborn Drive)	Sidewalk Construction (Old Oxford to Ruth)	6/15/2009	7/16/2009	n/a	n/a	n/a	sub.	sub.	sub.			\$388,755		\$388,755
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	sub.	sub.	8/28/2009			\$77,274		\$77,274
U-4726HC	SR 1146 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a	sub.	sub.				\$438,849		\$438,849
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	sub.	sub.	8/28/2009			\$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	sub.	sub.	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	sub.	sub.	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	sub.	sub.	sub.			\$505,000		\$505,000
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	8/28/2009	sub.	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	8/28/2009	sub.	8/27/2009			\$55,230		\$55,230
U-4726HK	Durham - American Tobacco Trail	Resurfacing from Morehead to Southpoint Crossing	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	sub.	8/27/2009			\$228,450		\$228,450
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.		8/26/2009			\$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	sub.	8/26/2009			\$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	sub.	8/26/2009			\$200,000		\$200,000
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	sub.	8/26/2009			\$100,000		\$100,000
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	sub.	8/26/2009			\$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.	sub.	8/26/2009			\$80,000		\$80,000
City of Durham Uncommitted Balance													(\$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 1/1/2010	Total	Other	Total Project
													ARRA STPDA	Funding	Funds
TOWN OF CHAPEL HILL													\$1,171,563		
EL-4601	Chapel Hill	Morgan Creek Greenway, Phase I	6/22/2009	7/21/2009	4/10/2003	n/a	2003	5/6/2009	sub.	6/8/2009			\$300,000	\$800,000	\$1,100,000
		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-4704	Signal System	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/25/2009	sub.	8/28/2009			\$50,000		\$50,000
U-4726A	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/25/2009	sub.	8/28/2009			\$50,000		\$50,000
U-4726B	Chapel Hill	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/25/2009	sub.	8/28/2009			\$350,000		\$350,000
U-4726C	NC 86	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	sub.	8/28/2009			\$61,563		\$61,563
U-4726D	Chapel Hill	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	sub.	sub.	8/28/2009			\$185,000		\$185,000
U-4726E	US 15-501, NC 54														
<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.	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.	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	n/a	8/20/2009	sub.	8/28/2009			\$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.	sub.	sub.			\$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 1/1/2010	Total	Other	Total Project
													ARRA STPDA	Funding	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.	sub.	sub.			\$827,000		\$827,000
Durham County Uncommitted Balance													\$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	Carboro-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.	sub.	8/12/2009			\$429,457	\$470,543	\$900,000
Orange County Uncommitted Balance													(\$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	9/1/2009	9/1/2009			\$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	9/1/2009	9/1/2009			\$25,255		\$25,255
Chatham County Uncommitted Balance													\$0		
Uncommitted Balance													\$320		

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

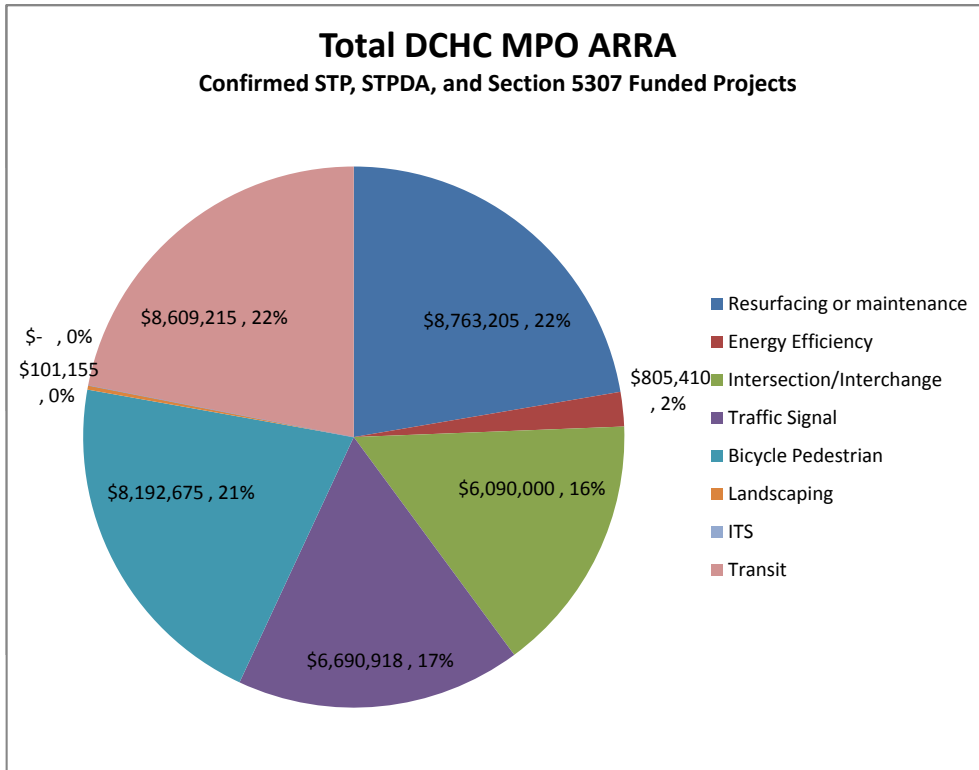
TIP #	Location	Description	Grant filed in TEAM 7/1/2009	Grant approved	Total Federal	Other Funding	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$ 8,377,719		
		<u>DATA</u>			\$4,257,465		
TG-4738	Durham	FY 2009 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	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
TT-4911	Durham	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
		<i>DATA Uncommitted Balance</i>			\$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
		<i>CHT Uncommitted Balance</i>			\$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
		<i>TT Uncommitted Balance</i>			\$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



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

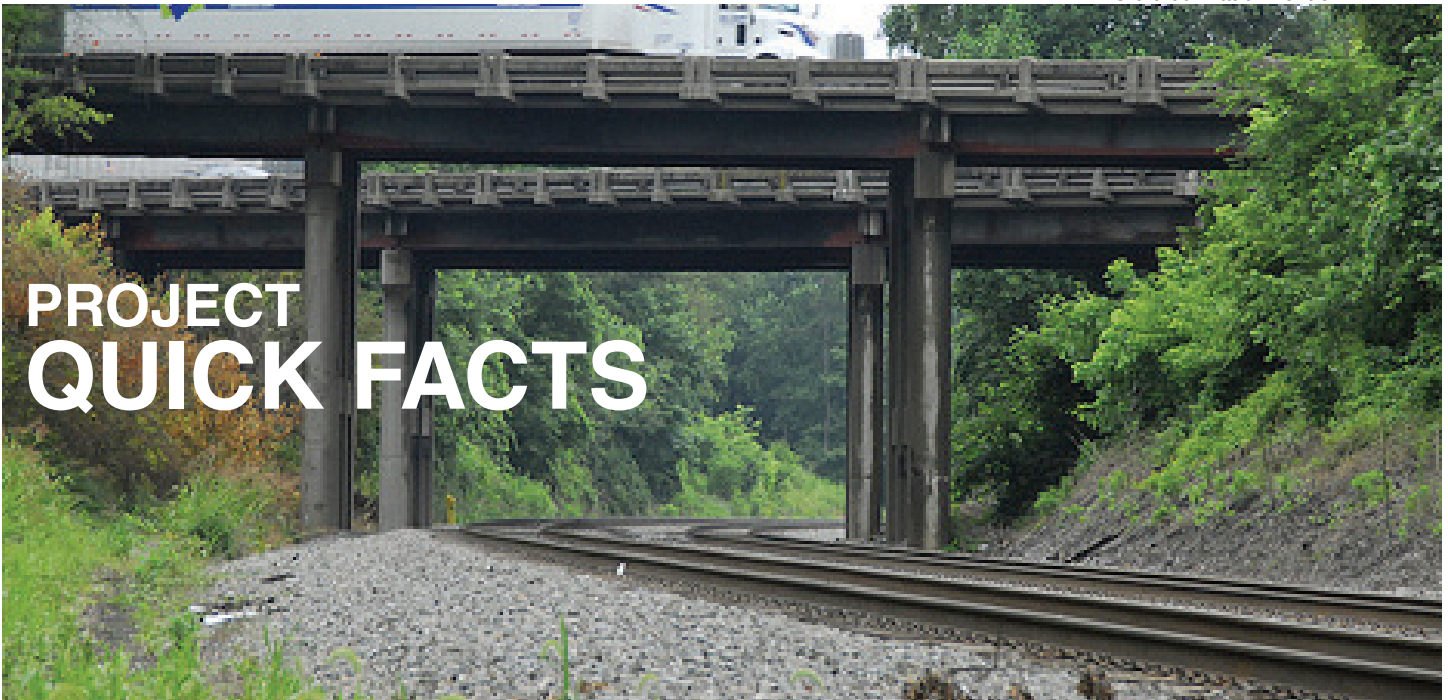
COUNTY of: _____

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)



PROJECT QUICK FACTS

Project Details

* Will upgrade 6.8 miles of I-85 in Davidson and Rowan counties, including widening from four to eight lanes, realigning the roadway to eliminate sharp curves and improving interchanges.

Will replace three major deteriorating bridges over the Yadkin River, including the one on I-85, to improve mobility and safety.

* Will also complete rail improvements in vicinity of I-85 to increase track speed by 45 percent and accommodate future rail needs, including the implementation of high-speed rail and the addition of new freight tracks.

* Estimated project cost is more than \$300 million. Expected to take three years to complete under two design-build contracts.

* Has potential to create or sustain more than 7,000 jobs. Both Rowan and Davidson counties qualify as economically distressed areas under the Public Works and Economic Development Act of 1965.

I-85

I-85 is the most direct and heavily traveled route between Richmond and Atlanta.

* The 6.8-mile stretch of I-85 included in the project currently carries nearly 70,000 vehicles per day.

* Daily traffic counts are projected to increase to 144,000 by 2030.

* Commercial trucks represent about 26 percent of the traffic along this stretch.

* The total crash rate for this stretch of I-85 is about 77 percent higher than the average crash rate for comparable roadways across the state while the fatal crash rate is 80 percent higher. The goal of this project is to reduce both crash rates by 75 percent.

* I-85 has already been widened north and south of the proposed improvement project. Widening and improving this stretch will alleviate bottlenecks that occur between adjoining sections and improve traffic flow along the entire corridor.

Yadkin River Bridge

* Constructed in 1955 on I-85 at the Rowan/Davidson County line.

* Only interstate crossing of Yadkin River between Charlotte and Greensboro.

* Has sufficiency rating of 33.9 on a 100-point scale.

* Rated in poor condition and classified as structurally deficient (having elements that need to be monitored and/or repaired) and functionally obsolete (outdated in design).

Has remained in operation due to ongoing maintenance work, but if not replaced in the near future, a multi-million dollar rehabilitation would be required to keep it open to traffic.

* Closing the bridge would impact mobility, disrupt interstate commerce, impair emergency response and inhibit regional economic development.

http://www.durhamnc.gov/departments/eed/streetscape_project_overview.cfm

City of Durham - Office of Economic and Workforce Development Targeted Neighborhood Commercial Areas Streetscapes Project Overview

Economic revitalization and improved quality of life for both residents and visitors are the basis for this project. Each selected corridor will be redesigned to take into consideration the historic tradition of its business enterprises and community needs. The following issues will be addressed in redesigning the commercial corridors:

- Traffic signal installation
- Street and pedestrian lights
- Traffic calming techniques, such as bump-outs to help pedestrian crossing
- Crosswalks
- Street furniture
- Bus stop amenities
- Placement of appropriate street trees and other landscape improvements
- Redesigned sidewalks and streets



Five Targeted Neighborhood Commercial Corridors have been selected as sites for commercial streetscape improvements:

- Angier Avenue and Driver Street Intersection (1,000 LF)
- East Main Street between Hood Street and Alston Avenue (1,900 LF)
- Fayetteville Street between Highway 147 and E. Cornwallis Road (11,000 LF)
- North Mangum Street and Corporation Street Intersection (1,100 LF)
- West Chapel Hill Street from Kent Street to Buchanan Boulevard (1,240 LF)



http://www.durhamnc.gov/departments/eed/streetscape_project_overview.cfm



Contractors were chosen by the City of Durham in September 2007. These include E.G. & G. Inc., an award-winning landscape architecture, planning, and engineering firm, along with SEPI Engineering Group, Inc., and Asoka & Company, local surveying/traffic engineering and sustainable land planning firms. A Streetscape Advisory Board, consisting of community and business leaders along all five corridors, was also created to strengthen neighborhood involvement.



The City of Durham and E.G.&G. are utilizing a step-by-step approach for the streetscape design project in an effort to build neighborhood support and "ownership" of the project and encourage further private sector investment. This 8-10 month process, detailed below, involves working with appropriate city departments and state agencies, and extensive participation from targeted neighborhood commercial area business, residential, and institutional stakeholders.

Streetscape Design Approach

- Step 1 – Input, inventory, and evaluation
- Step 2 – Alternative streetscape concept development
- Step 3 – Preferred streetscape design plan report
- Step 4 – Engineering drawings for construction of streetscape improvements



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 9, 2009

RE: Metropolitan Area Boundary Expansion

Background

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 each board in September 2006. Triangle Area RPO and Kerr-Tar RPO staff were also present at each meeting. 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.

This information was discussed at TCC meetings in 2007, but the TCC did not make a recommendation. 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	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 map on 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 6 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. According to NCDOT staff, the funding levels are only adjusted after each U.S. Census.

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
Greyhound Lines, Inc.	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 Recommendation

The TCC considered expansion to the eight areas shown on the map (Attachment 9A). The TCC recommends that the DCHC MPO expand to include areas #1 (I-85/I-40 Corridor in Orange County) and #5 (northeast Chatham County bordered by US 64 and the Haw River). The TCC recommends that the MPO consider expansion to the other six areas after the 2010 Census data is released. The exact boundaries may be adjusted slightly from what is shown on the map pending further MPO, RPO, and local staff review and comparison to the Census boundaries.

The following table describes some of the issues of expansion that the TCC considered. The shaded rows are the expansion areas included in the TCC recommendation. Area #4 (north-central Chatham County) was not included in the TCC recommendation because area #2 (southern Orange County) was not included.

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) North-central Chatham County	Many new developments have been approved in north-central 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); Some common interests (commuters to Chapel Hill, RTP, environmental issues, development)
5) 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); Some common interests (commuters to Chapel Hill, RTP, environmental issues, development)

Expansion Area	Growth	RPO Issues	MPO Funding	Planning Issues
6) 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 did not want to join the DCHC MPO in 2006; Some common interests (commuters to Chapel Hill, RTP, transit service); Better regional planning (AQ, commuters);
7) Southwest Granville County including Butner and Stem	Employment growth in Butner; Butner was recently incorporated	Currently in Kerr Tar RPO	No additional planning funds to serve a greater geographic area; Additional CMAQ funds	Some common interests (Northern Durham 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
8) 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;

Next Steps

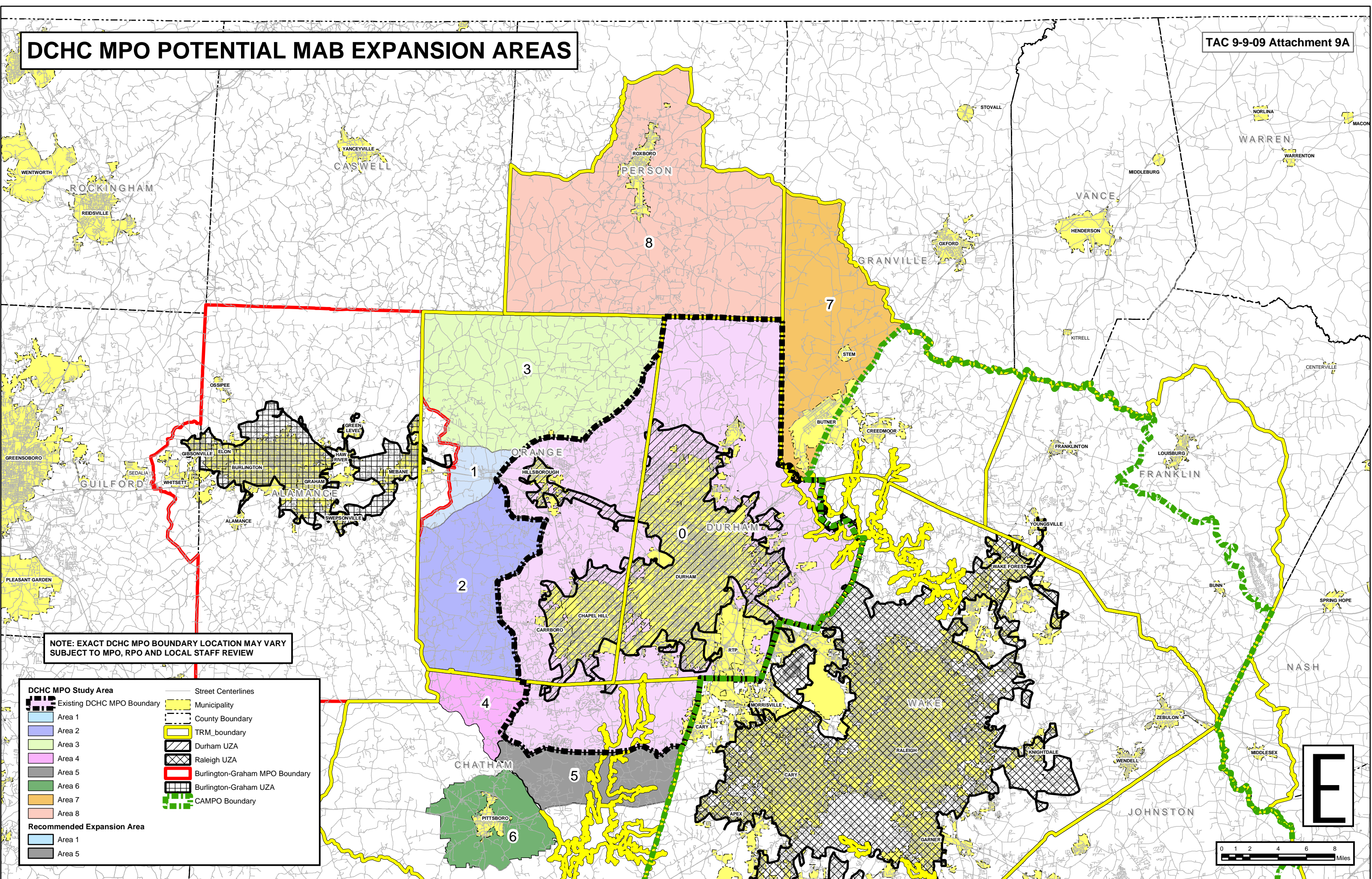
The data collection for the 2040 LRTP will begin in early 2010. The schedule below would allow the MPO to be aware of expansion by the time that the data collection begins.

	Action	Start Date	End Date
1	TCC and TAC consider MAB expansion	Aug 2009	Oct 2009
2	TAC sends a request to the boards of the expansion areas requesting new boundaries	Oct 2009	
3	Boards respond to MPO's request.	Nov 2009	Dec 2010
4	TCC Recommends new MAB	Dec 2010	
5	TAC Adopts new MAB	Jan 2010	Feb 2010

TCC Recommendation: That the DCHC MPO initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor (area #1) and in northeastern Chatham County to the Haw River and US 64 (area #5).

TAC Action: Receive TCC recommendation and direct LPA staff to initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor (area #1) and in northeastern Chatham County to the Haw River and US 64 (area #5).

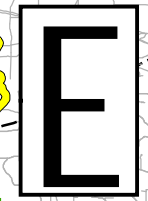
DCHC MPO POTENTIAL MAB EXPANSION AREAS



NOTE: EXACT DCHC MPO BOUNDARY LOCATION MAY VARY SUBJECT TO MPO, RPO AND LOCAL STAFF REVIEW

DCHC MPO Study Area	
	Existing DCHC MPO Boundary
	Area 1
	Area 2
	Area 3
	Area 4
	Area 5
	Area 6
	Area 7
	Area 8
Recommended Expansion Area	
	Area 1
	Area 5

	Street Centerlines
	Municipality
	County Boundary
	TRM boundary
	Durham UZA
	Raleigh UZA
	Burlington-Graham MPO Boundary
	Burlington-Graham UZA
	CAMPO Boundary



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 9, 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
- ✓ 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 of 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

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 (Statewide Contingency) ; Total project = +/- \$1,000,000	Town to include as part of STP-DA ARRA sidewalk project ; review of plans and proposal underway-M.A. complete
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 by 10/3/09 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. = 88.15% 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. = 77.02 % complete
Orange	B-5191A	Various	Repairs to Bridge expansion joints	\$40,000	Bids opened Aug. 31, 2009
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	\$800,000	Feb. 16, 2010
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA Letting by Division
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$300,000	ARRA Letting by Town
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA Letting by Town
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Scope may be revised)	\$5.0 million	Aug. 2011
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	Oct. 20, 2009
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	Sept. 15, 2009
Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Nov. 17, 2009
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 2011
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	\$5.175 million	Sept. 15, 2009
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$155,200.00	ARRA Letting by Town
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	\$200,100.00	ARRA Letting by Town
Orange	U-4726 GA	Twin Parks Greenway	Linear park-10' multiuse asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA Letting by County
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$50,000.00	ARRA Letting by Town
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$50,000.00	ARRA Letting by Town
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$350,000.00	ARRA Letting by Town
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$61,563.00	ARRA Letting by Town
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$185,000.00	ARRA Letting by Town
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA Letting by Town

Contract Number: C200840	Route: NC-54
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2904, U-4026
Length: 6.363 miles	Federal Aid Number: STP-54(5)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
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	Cost Overrun/Underrun: 9.86%
Availability Date: 2/5/2007	Letting Date: 12/19/2006
Completion Date: 11/1/2009	Work Began: 2/19/2007
Revised Completion Date: 11/22/2009	Estimated Completion: 11/1/2009
Last Estimate Thru: 7/31/2009	Scheduled Progress: 84.4%
Last Estimate Paid: 8/13/2009	Actual Progress: 83.93%

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
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	Cost Overrun/Underrun: 2.03%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 8/3/2010	Estimated Completion: 8/3/2010
Last Estimate Thru: 7/31/2009	Scheduled Progress: 48.4%
Last Estimate Paid: 9/2/2009	Actual Progress: 48.14%

Contract Number: C201994	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number:
Resident Engineer: Jason R. Peterson, PE	RE Phone Number: (919)571-3000
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
Contractor Name: S. T. WOOTEN CORPORATION	
Contract Amount: \$137,446,000.00	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began:
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202313	Route: US-501
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127
Length: 16.62 miles	Federal Aid Number: STM-1004(39)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
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	Cost Overrun/Underrun: 0%
Availability Date: 7/27/2009	Letting Date: 6/16/2009
Completion Date: 5/14/2010	Work Began: 7/28/2009
Revised Completion Date:	Estimated Completion: 5/14/2010
Last Estimate Thru: 8/7/2009	Scheduled Progress: 4.1%
Last Estimate Paid: 8/25/2009	Actual Progress: 7.85%

Contract Number: C202405	Route: NC-55
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-5143
Length: 0.2 miles	Federal Aid Number: STM-0055(42)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680

Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55.

Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS.

Contractor Name: C C MANGUM COMPANY LLC

Contract Amount: \$176,802.75

Cost Overrun/Underrun:

Availability Date: 8/3/2009

Letting Date: 7/7/2009

Completion Date: 10/30/2009

Work Began: 8/3/2009

Revised Completion Date:

Estimated Completion:

Last Estimate Thru:

Scheduled Progress:

Last Estimate Paid:

Actual Progress:

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	20090414_STATUS	20090602_STATUS	20090727_STATUS
Chatham	B-4063 33427.3.1	NC 902	Replacement of bridge # 20 over Sandy Creek and approaches	\$1,615,181	\$1,205,103	Dellinger, Inc. began work Sept. 15, 2008; Girders, deck, barrier rails, approach slabs complete; Working on grading, pipe installation; Currently at 42.5% complete; Scheduled completion is December 31, 2009	Dellinger, Inc. began work Sept. 15, 2008; Bridge complete except for deck grooving; Beginning asphalt paving; Currently at 50.0% complete; Scheduled completion is December 31, 2009	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	\$2,622,565	\$2,280,491	Reynold's Fence & Guardrail began work October 27, 2008; Contractor currently at 64.6% complete; Randolph, Chatham Co. complete; Working in Lee Co. and moving to Hoke Co.; Scheduled completion is April 24, 2009	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Revised completion date is May 28, 2009. Awaiting barrier rail in Scotland County. All other counties complete, awaiting final inspection & punch list.	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Complete, accepted 6/17/09
Moore		NC 22 at Moore Co. Airport	Relocation of NC 22			New roadway open to traffic; Currently installing final surface layer; pvmnt markings, and entrance to Airport to be completed this spring.	Project complete; Awaiting final inspection and punch list.	Project complete.
Moore & Richmond	34438.3.3 R-2502A & 2502B	US-1 From SR-1001 to North of Moore County Line	Widening to 4 Lanes, Richmond/Moore Counties	\$12,832,430.43	\$26,633,346.18	R.E. Goodson began work on 12/08/08 and is at 9.3% complete; Currently clearing & grubbing, relocating utilities, installing waterline; Scheduled completion is November 20, 2011	R.E. Goodson began work on 12/08/08 and is at 10.3% complete; Currently relocating utilities, installing waterline, bridge approach fills, MSC walls; Scheduled completion is November 20, 2011	R.E. Goodson began work on 12/08/08 and is at 11.6% complete; Beginning grading, beginning bridge const, relocating utilities, installing waterline; Scheduled completion is 11/20/11
Moore	33554.3.1 B-4207	NC 22-24-27	Replacement of bridge # 43 over Mclendons Creek and approaches	\$268,000.00	\$1,797,803.68	Tentative Letting: 5/19/09	Project was let on 5/19/09; Awarded to Dane Construction, Inc.	Project was let on 5/19/09; Awarded to Dane Construction, Inc.
Lee	45039.3.ST1 R-5139 F.A. STM-0001(123)	US-1 from US-1 Bus. To SR 1423	Resurfacing, Rehabilitation	\$3,000,000.00	\$2,148,224.52	Tentative Letting: 6/16/09 Proposed Stimulus Project	Letting scheduled for 6/16/09 Economic Stimulus Project	Project was let on 6/16/09; Awarded to S. T. Wooten Corp. Economic Stimulus Project
Lee	45041.3.ST1 R-5141 F.A. STM-0078(4)	NC 78 from US-1 to SR 1001	Widening to three lanes	\$7,000,000.00	\$1,179,044.45	Tentative Letting: 6/16/09 Proposed Stimulus Project	Letting scheduled for 6/16/09 Economic Stimulus Project	Project was let on 6/16/09; Awarded to S. T. Wooten Corp. Economic Stimulus Project
Moore	45040.3.ST1 R-5140 F.A. STM-0001(124)	US-1 From SR 1309 to SR 2175	Paved Shoulders, Resurfacing	\$3,000,000.00	\$1,383,886.65	Tentative Letting: 6/16/09 Proposed Stimulus Project	Letting scheduled for 6/16/09 Economic Stimulus Project	Project was let on 6/16/09; Awarded to S. T. Wooten Corp. Economic Stimulus Project
Moore	45042.3.ST1 R-5142 F.A. STM-0024(37)	NC 24/27 From NC 705 to Montgomery County Line	Widening at multiple intersections, Resurfacing	\$5,000,000.00	\$2,837,762.50	Tentative Letting: 6/16/09 Proposed Stimulus Project	Letting scheduled for 6/16/09 Economic Stimulus Project	Project was let on 6/16/09; Awarded to Riley Paving, Inc. Economic Stimulus Project
Chatham	8CR.20191.11	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
Moore	8CR.20631.11	7 sections of secondary roads	Contract resurfacing let as purchase order	\$1,130,150.00	\$663,673.55			Awarded to Riley Paving, Inc. Available 7/20/09; Scheduled completion is 12/16/09
Lee	8CR.20531.11	3 sections of secondary roads	Contract resurfacing let as purchase order	\$720,530.00	\$467,389.62			Awarded to Riley Paving, Inc. Available 8/03/09; 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: \$6,000		Design is complete; ROW being acquired; Anticipated letting in 2009	Design is complete; ROW being acquired; Anticipated letting 7/23/09; Economic Stimulus Project	Design is complete; ROW being acquired; Utilities being relocated; Anticipated letting September 2009; Economic Stimulus Project
Chatham	R-5181, 42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro				Anticipated letting in August 2009; Economic Stimulus Project	Anticipated letting in January 2010; Economic Stimulus Project
Lee	EB-4981	Endor Iron Furnace Greenway from Kiwanis Family Park to Boone Drive	Construct Greenway	PE: \$45,000			Anticipated Letting October 2009; Economic Stimulus Project	Anticipated Letting October 2009; Economic Stimulus Project
Lee	R-2417C	US 421/NC 87 from NC 42 to NC 87	Freeway on new location	PE: \$148,257.25 ROW: \$11,008,207.75			Tentative Letting December 2009; Economic Stimulus Project	Tentative Letting December 2009; Economic Stimulus Project
Chatham	U-4726FA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities				Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project	Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Streetscaping/Landscaping				Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project	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	\$19,000.00			Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available	Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available
Lee	42112	US 1 NB & SB	Construct right turn lanes at SR 1182 (Cedar Lane) and SR 1173 (Pine Forest Road)	\$140,000			Anticipated letting in 2009	Anticipated letting in May 2010
Lee	41702	SR 1001 & SR 1146	Revise existing flasher to a four way stop flasher with advance Stop Ahead flashers and stop sign flashers on Lemon Springs Road at Saint Andrews Road	PE: \$2,000 ROW: \$1,000 CONST: \$10,000		Construction is on hold until further investigations can be completed	Construction is on hold until further investigations can be completed	Construction is on hold until further investigations can be completed
Moore	40539	NC 24/27 at SR 1809/SR 1814	Lower west leg of NC 24/27 to improve sight distance	\$233,000.00			Has been submitted as a W project. Preliminary cost estimate complete. Preliminary plans complete. Insufficient funds available.	Has been submitted as a W project. Preliminary cost estimate complete. Preliminary plans complete. Insufficient funds available.

N.C. House passes transit legislation

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Aug 11, 2009

DURHAM -- Completing legislative action, the N.C. House on Monday night passed and sent to the governor a bill that would allow Triangle counties to levy a local-option, half-cent sales tax to fund transit service.

The vote, announced as 74-39 in favor, accepted a small change state senators made to the bill last week. The change affects provisions requiring local government to plan for low-cost housing near transit stations.

The next move on the bill is up to Gov. Beverly Perdue.

Her signature, however, is widely considered a formality because she said during the 2008 gubernatorial campaign that local governments should be able to raise money on their own. A report prepared by transition advisers before she took office also endorsed the idea.

General Assembly fiscal-policy analysts have estimated that the half-cent option in the Triangle would, if approved by voters, raise almost \$73 million a year for transit.

About 71 percent of that would likely come from Wake County, their report says. Durham County would collect another 22 percent and Orange County the remaining 7 percent.

The bill also authorizes the counties to raise vehicle registration fees, a move fiscal analysts say could raise a bit more than \$10 million a year.

Legislators further gave permission for businesses in RTP to raise their own property taxes by up to 10 cents per \$100 of assessed value. Analysts believe that would raise \$4.3 million a year.

The bill specifies that the County Commissioners in each county has the sole authority to put the sales tax on the ballot in its jurisdiction.

Commissioners and the two planning groups that oversee transportation projects in the western and eastern halves of the Triangle also have to sign off on the financial planning for a regional transit system.

A citizens group has recommended that the three counties start by expanding bus service and move on to building rail connections that would stretch from North Raleigh to Chapel Hill.

Administrators and political leaders from all three counties are holding talks that are likely to shape the debate. An informal working group -- which includes the chairs of the Wake, Durham and Orange commissioners, the mayors of Raleigh, Durham, Cary and Chapel Hill, and the chairs of the transportation-planning groups -- has already met several times.

Durham City Councilman Mike Woodard, who chairs the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, said participants in the talks "are all going to be working very closely" with the three county boards.

They also would like to mobilize a "stakeholders group" that includes representation from business and environment groups, among others, to help make the case for an expanded transit network, he said.

A key question is how much effect a lingering recession would have on revenue projections, especially for the sales tax. Depending on what an analysis of that says, officials may have to "look at some

reprioritizing, either in terms of scope of service, or timeline," Woodard said.

Durham County Commissioners Chairman Michael Page said Monday that his board so far this year hasn't discussed transit issues. He said he'd likely add it to one of the board's upcoming agendas so commissioners can start "to come together" on questions like the timing of a referendum.

Monday night's House decision drew opposition mainly from the chamber's Republicans.

House Minority Leader Paul Stam, R-Wake, said they voted against the bill Monday and previously in April because the bill allows local governments to fund what should be "a user-fee function" with a tax that hits the poor harder than others.

House Speaker Joe Hackney, D-Orange, announced the 74-39 result. It was not clear whether that report was accurate because Rep. Nelson Dollar, R-Wake, indicated that his vote might not have been counted correctly as a no.

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Transit tax vote may come in 2010

Leaders say they'll wait until the economy revives and the state sales-tax shock subsides.

BY BRUCE SICELOFF, Staff Writer

Because of the statewide sales-tax increase, Triangle transit advocates are likely to wait until late 2010 or 2011 to ask local voters for a similar hike that would generate \$73 million a year for buses and light-rail trains.

"It will not be any time soon, in my humble opinion," said Joe Bryan of Knightdale, a Wake County commissioner and chairman of CAMPO, the Raleigh-area transportation planning board.

The General Assembly authorized Wake, Durham and Orange counties to levy a half-cent sales tax that could be spent only for transit if local voters give their approval in a referendum. The action came days after legislators passed a budget that raised the state sales tax a full penny.

Local governments also won the power, without voter approval, to generate another \$13 million a year for transit with a \$10 increase in car registration fees for all three counties and a property-tax increase of 10 cents per \$100 valuation in Research Triangle Park. Those measures create the possibility of \$86 million in new local fees and taxes for transit. None of the increases are expected to be adopted until at least next year.

Triangle Transit, a transportation agency owned by local governments in the three counties, is working with county officials on details of an ambitious transit plan developed by civic and business leaders during the past three years.

Local money would pay most of the start-up cost to put 300 more buses on the roads in the next decade and lay more than 50 miles of tracks for electric-powered light-rail trains by 2035. Some state and federal money is expected, too.

Under the local-option sales tax legislation enacted this week, , the commissioners of each county must approve a detailed plan for how the transit money would be spent before they can call a referendum on the half-cent sales tax.

The law allows for the possibility of one or two Triangle counties acting alone, but transit advocates have agreed that a unified, three-county vote is essential to the success of a regional plan.

David King, general manager of Triangle Transit, said the timing of a sales-tax referendum will also depend on how soon the nation recovers from a deep, stubborn recession.

"If we want to have a referendum on November 2 of next year, then by late spring the economy had better look a whole lot better," King said.

Mike Woodard, a Durham City Council member who heads the Durham-Orange transportation planning board, hopes a vote can be scheduled for November 2010.

"We have to recognize that our citizens are going to be reluctant to tax themselves another half cent on the things they buy," Woodard said. "I think we can overcome that. I think we can sell them on the value, and I would say the necessity, of a transit system."

But some leaders say a vote in 2011 is more likely.

"People are very excited, and we feel like this is a huge step forward to get this legislation passed," said Karen Rindge of Raleigh, who heads Capital Area Friends of Transit, an advocacy group.

"We will be working to get the county commissioners to do it when we think it can pass, when the voters will be ready for it," Rindge said. "I have a hard time thinking that's going to happen next year."

Lindy Brown, a Wake County commissioner, said public support for transit has grown since she was elected in 2006. But she said it will take time for the economy to recover and for voters to agree that an improved transit system would justify a sales tax increase.

"Timing is everything," Brown said. "It will work out within, say, a year and a half or further down the road -- maybe by late 2011."

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What new law allows

- New authority for local transit fees and taxes.
- A new law awaiting the signature of Gov. Beverly Perdue authorizes a quarter-cent sales tax increase in rural counties, and a half-cent increase in five urban counties including Wake, Durham and Orange.

If voters approve it in a referendum, the local sales tax would generate an estimated \$4.8 million in Orange, \$16.2 million in Durham and \$51.7 million in Wake each year for transit, a combined \$72.7 million.

- The new law also authorizes a \$7 car registration fee in each county - plus a \$3 increase in the \$5 car fee now levied in the three counties by Triangle Transit, a public transportation agency, a combined \$9.1 million a year in new fees.
- Also allowed under the law is an added 10 cents tax on every \$100 in property value in Research Triangle Park, worth \$4.3 million a year for transit.

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Future rides on toll roads

TriEx is among several projects

BY BRUCE SICELOFF, Staff Writer

North Carolina began building its first modern toll road Wednesday. It won't be the last.

The \$1.01 billion Triangle Expressway will serve Research Triangle Park commuters and other drivers who are so fed up with rush-hour congestion on N.C. 55 and Interstate 40 that they're ready to pay for a quicker ride to work.

Because gas tax collections have dwindled as road costs and traffic counts rise, North Carolina is turning to tolls to finance high-dollar, high-demand bridge and expressway projects that can draw paying customers.

State and local planners say tolls will be needed to finish building the southern half of Raleigh's 540 Outer Loop -- and, eventually, to widen the Loop's northern arc.

A dozen dignitaries tossed red-dirt clumps from gold-painted shovels Wednesday in the TriEx groundbreaking on the grassy west end of the 540 Outer Loop. The six-lane expressway will be extended north through RTP to I-40 and south to Holly Springs.

Elected officials agreed to make the TriEx a toll road in 2005, after the state Department of Transportation squelched hopes for a tax-paid, toll-free Outer Loop extension through western Wake County.

"This toll-road option was not our first choice here," U.S. Rep. David Price of Chapel Hill told about 150 people at Wednesday's ceremony.

Local leaders concluded, Price said, that "we're not going to wait another 15 years to build this road -- that this is our best option, and we need to make it work."

TriEx travelers will start paying tolls electronically -- there will be no cash collected -- in late 2011, when the first 6.2-mile section opens for business in RTP. The remaining stretch from RTP to Holly Springs is expected to open in late 2012.

The N.C. Turnpike Authority borrowed \$1.01 billion in bonds and a federal loan to build and operate the TriEx. State law says that when the debt is paid off, somewhere around 2043, TriEx will become toll-free.

The turnpike agency is moving ahead with other toll road and bridge projects across the state. Construction is expected to start in 2010 for a toll alternative to U.S. 74 east of Charlotte, and a toll bridge that could cut two hours from weekend beach trips for visitors to the Currituck County Outer Banks.

"We're not going to implement toll roads all over North Carolina in the next five years," said Gene Conti, the state transportation secretary. "But we do think it makes a lot of sense in areas where we have high congestion or we have folks with the ability to pay, like out on the Mid-Currituck Bridge."

For whom the road tolls

Allen Phillips, who commutes from eastern Chatham County to his Wake County business, said the TriEx should have been built without tolls.

"I will not be riding the toll road," said Phillips, 51. "It is unfair that southwestern Wake needs to pay a toll and the North Raleigh crowd got a free ride. It should all be a toll road or none at all."

Taxes built the northern, toll-free half of the 540 Outer Loop, but tax funds are petering out. North Carolina has only \$160 million budgeted this year for all urban loop construction across the state, a fraction of the cost for TriEx alone.

So state and local leaders say tolls are the only likely funding source to finish the southern half of the Outer Loop. Turnpike authority officials want to start planning soon for the loop extension from Holly Springs to Garner.

And when Raleigh's relentless growth clogs the northern loop and more travel lanes have to be added -- sometime before 2035, local planners say -- the state is expected to turn it into a toll road, too.

Shannon Hultz of Smithfield says he won't mind paying a toll when he drives through the Triangle to Chapel Hill and other points. He says the turnpike will have more paying customers after it is extended east from Holly Springs to Garner, providing relief for rush-hour congestion on I-40.

"It's not going to help too many people until it gets around to Garner and the southern half gets done," said Hultz, 48.

The TriEx project is the most expensive public works job in state history.

The agency will pay landowners an estimated \$230 million, most of it in the next six months, to buy the remaining 525 acres needed for right of way. In the next two weeks, turnpike officials expect to start making offers to landowners and to start building the first TriEx bridge over Burden's Creek in RTP.

The project will support an estimated 13,800 construction-related jobs over the next 42 months. After it is open for business, the TriEx will employ about 55 people to collect the tolls and maintain the road.

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Tolls without tollbooths

Triangle Expressway drivers will pay tolls electronically, without stopping or slowing down. Cars and trucks will pass beneath sensors and video cameras over the expressway.

Frequent users who get transponders for their dashboards will pay the lowest rates. Occasional users will register their cars with the N.C. Turnpike Authority, which will send them bills when their license numbers are captured on camera. Video also will be used to bill drivers who do not open accounts; they'll pay the highest toll rates.

Toll rates have not been set. Initial estimates put the rates at roughly 14 cents a mile.

Next on the to-do list

The N.C. Turnpike Authority hopes to start construction next year on two more toll projects that could be open for traffic by 2013:

The Monroe Connector/Bypass. Twenty-one miles from U.S. 74 near I-485 in Mecklenburg County to U.S. 74 between Wingate and Marshville in Union County.

The Mid-Currituck Bridge. Seven miles across Currituck Sound and Maple Swamp, linking N.C. 158 on Currituck County mainland to N.C. 12 on the Outer Banks. Private companies would finance and build it.

More tolls to come?

FINISHING THE SOUTHERN 540 OUTER LOOP: Toll financing is tentatively planned for the southern part of the Loop, extending east from Holly Springs to I-40 near Garner. That would complete a Raleigh bypass for I-40 traffic. No funding or scheduling commitments have been made.

The Capital Area Metropolitan Planning Organization, or CAMPO, wants the Turnpike Authority to build this southern section and to finish the Outer Loop's eastern arc -- a six-lane link from Garner to Knightdale -- by 2025.

WIDENING THE NORTHERN 540 OUTER LOOP: CAMPO planners say the original northern part of the 540 Outer Loop will need to be widened by 2035. They say it will have to be converted to a toll road to raise the money for improving it.

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Perdue signs transit tax power into law

By Ray Gronberg

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DURHAM — Gov. Beverly Perdue on Thursday signed into law a bill that gives county governments in the Triangle authority to call referenda on levying a half-percent local-option sales tax to support public transit.

The increase would be tacked on to existing sales taxes.

Perdue's decision had been widely expected, as she'd said during last year's gubernatorial campaign the region merited the opportunity to raise money for bus and rail service locally.

The new law puts the Triangle and the Greensboro/Winston-Salem area on the same footing as Charlotte, which has used a voter-approved sales-tax surcharge to build a new commuter-rail line.

The governor acknowledged the precedent.

"In the Triangle area, if I were a voter here, I would vote to do it simply because I've spent much of my time on [Interstate] 40 every day between Chapel Hill and Raleigh," she said Thursday. "I would have done anything not to have to some days wait an hour each way."

But even as Perdue was signing the authorization bill, the potential levy was shaping up in Durham as a major issue in this year's mayoral and City Council elections.

And it sets up as one that mostly divides incumbents from challengers, judging by the candidates' responses to pre-endorsement questionnaires from the People's Alliance political action committee and the Independent Weekly newspaper, self-described "progressive" entities.

Mayor Bill Bill, Ward 1 Councilwoman Cora Cole-McFadden, Ward 2 Councilman Howard Clement and Ward 3 Councilman Mike Woodard all signaled support for moving ahead with a sales surcharge.

Cole-McFadden said she initially had reservations about the idea because of the sales tax's "regressive nature," but now considers the alternatives for the poor worse.

"If we are to keep pace with other cities in this region, we must get on board," she told the People's Alliance. "If you look at the soaring gasoline prices, it could be a more affordable transit alternative for those who want and need an alternative mode of transportation."

Bell offered strong backing for the levy to the Independent, saying he “would support the referendum” provided County Commissioners comply with state-dictated planning mandates. To the People’s Alliance, he said only that he’d supported the transit bill as it passed the N.C. House.

The only challenger favoring the levy is Ward 2 candidate Sandra Howell. She told the People’s Alliance it “will improve mobility while preserving infrastructure,” offering transportation choices and promoting economic growth.

Outright opposition came from Ward 1 challengers Donald Hughes and John Tarantino, and Ward 2 challenger Matt Drew.

Hughes said he favors “adequately funding” regional transit by other means, but believes the sales tax, despite its exemption of food, would be “severely regressive” and thus likely to harm Durham’s poor.

Tarantino said he opposes any increase in the sales tax rate, as it would deter consumer spending. Drew said that because transit already “can’t support itself,” giving it additional funding would “simply put us further into the red both financially and ecologically.”

Two other Ward 2 challengers, Darius Little and Sylvester Williams, indicated that they think the sour economy makes this a bad time to be considering the idea.

“Durham’s unemployment rate has doubled over the past year, and I am not in favor of raising taxes in a recession while so many of our residents are losing their jobs and their homes,” Williams told the People’s Alliance.

“At the current moment, I would not support a tax increase, of any sort,” Little added.

The remaining candidates, Ward 3 challenger Allan Polak and mayoral challenger Steven Williams, seemed to straddle the issue.

Polak told the Independent he wouldn’t favor increasing property or sales taxes except for projects “deemed absolutely vital to the city’s operations.” He added that he supports “finding innovative solutions to Durham’s transportation issues.”

Steven Williams told the Independent he’d favor a tax increase “for a ‘greener’ means of transit,” but on his People’s Alliance questionnaire he said the city should first recalculate or redirect existing taxes.

The decision about whether and when to call a referendum on the levy is solely up to the County Commissioners, though City Council members would participate in transit planning and likely would be expected to campaign for the measure.

Commissioners Chairman Michael Page said Thursday his board has yet to discuss the matter.

Woodard on his People’s Alliance questionnaire said he’s expecting a referendum next year.

Voters are scheduled to narrow the Ward 1 and Ward 2 fields in an Oct. 6 primary. The general election for all city races will follow on Nov. 3.

Officials: No hurry on transit tax referendum

By Ray Gronberg

gronberg@heraldsun.com; 419-6648

DURHAM — Transit advocates say it’s far from a sure thing that they’ll press County Commissioners to call a referendum next year on a local-option sales tax to support new bus and rail service.

The timing of the vote is likely to turn on people’s perceptions of the economy and the local political climate, said

David King, general manager of Triangle Transit.

“There’s an old cliché in the sports world that success is when preparation meets opportunity,” King said. “We’re going to forge ahead with the preparation part. The opportunity piece, we’ll know it when we see it, I think.”

King added that while a referendum in the fall of 2010 “would be great,” it “might not work out.”

Another advocate, Regional Transportation Alliance Executive Director Joe Milazzo, also said he can see a referendum slipping into 2011.

“I don’t know fall 2010 would be the highest probability, based on the conversations I am hearing,” he said.

King, Milazzo and other transit advocates were pleased last week that Gov. Beverly Perdue signed into law a measure giving Wake, Durham and Orange counties the authority to add a half cent to the sales tax rate to support transit, provided voters approve.

Fiscal analysts for the N.C. General Assembly estimate that the levy would, if passed in all three counties, bring in \$73 million a year.

King and Milazzo identified several factors that could contribute to delaying referenda past the fall of 2010.

First, the bill itself requires county governments to develop and distribute to cities a plan for spending the money that outlines an “equitable distribution” of funds that meets the “identified needs of local public transportation systems,” be they for expansion or just to make sure people can get to social services.

Thanks to a citizens’ group, officials in the three counties already have the outline of an expanded transit system, but a lot of work still has to occur before a plan is ready.

King said he’s “optimistic” about the chances of finishing the necessary prep work by spring, but he conceded that it “might not be there.”

“We’re just going to tend our own garden and try to work with local officials to get plans everybody can get excited about, and let the rest take care of itself,” he added.

Political factors could also prompt a delay. Advocates are worried that if the economy is still lagging, voters won’t be in any mood to support a tax increase.

Milazzo noted that the state General Assembly complicated matters by approving a temporary, penny increase in the sales-tax rate to balance the state government’s budget.

The increase takes effect Tuesday and will push the sales tax in this area to 7.75 percent on many retail purchases, at least until its scheduled expiration on July 1, 2011.

That “will make it a challenge [to get support] for additional transit investment,” Milazzo said, adding that his group intends to poll public sentiment at some point to gauge a referendum’s chances.

Polling by other organizations has hinted that Republicans — generally skeptical of both taxes and transit services — are more motivated to turn out in the 2010 election cycle than Democrats.

King said he’s worried that even an on-paper improvement in the economy won’t be enough to prepare the ground.

“If the economy recovers as some have predicted but it’s a jobless recovery, there will still be a sour mood hanging over people,” he said.

Eno trail gets grant

By Gregory Childress

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CHAPEL HILL -- The Town of Hillsborough has been awarded a \$392,000 grant to purchase about 19 acres on Faribault Lane needed to complete Phase 2 of the Riverwalk designed to connect Gold Park to the downtown.

The matching grant was a gift from the N.C. Parks and Recreation Trust Fund (PARTF), an organization that provides dollar-for-dollar matching grants to local governments for parks and recreation projects to serve the public. The organization made the award to the town on Aug. 21.

Town officials said the completion of the Riverwalk trail will likely take three years. After the land is purchased, the project will move to the design phase, which will take about a year, before construction starts a year later.

"That's our best effort, and sort of our hopeful estimate," said Stephanie Trueblood, a town planner for Hillsborough.

Design work on the project is expected to begin this year. The town will apply for a second grant to pay for construction of the trail.

When completed, Trueblood said the 1.5-mile trail along the Eno River will have enormous health, social and environmental and social benefits for the residents of Hillsborough.

Trueblood said the trail will allow residents to park their cars and walk and bike from one side of Hillsborough to the other. She said the trail also will allow citizens to enjoy one of the region's most beautiful areas.

"It opens up community access to the Eno River corridor, which is one of our greatest natural treasures," Trueblood said

Bryant Kelly Warren Jr., chairman of the Hillsborough Parks and Recreation Board and Planning Board, said town residents are anxious to see the project completed.

"We're working on a Connectivity Plan through town where people can travel around without getting into their cars," Warren said. "The Riverwalk plan is an important part of that."

Warren said the large number of citizens who have used Gold Park, the first phase of the Riverwalk project, which opened in April, is a good indication that residents are eager to see the project completed.

When the Riverwalk is finished, it will connect Oconeechee Mountain State Natural Area to downtown and become part of North Carolina's Mountains-to-Sea Trail linking the western part of the state to the coastal area.

The Trust Fund grant, which was awarded by the N.C. Parks and Recreation Authority, was one of 21 handed down from an available \$8.4 million to local governments for parks and recreation projects. Eighty-five applications were considered.

Orange County also received \$500,000 for continued development of Fairview Park in Hillsborough. The park, a joint venture between the county and town, will feature active and low-impact recreational facilities, including basketball courts, baseball field, volleyball court, horseshoes, picnic shelter, walking track, playground and hiking trails.

Phase I construction of Fairview Park will cost an estimated \$1.2 million. The PARTF grant will be matched with county bond funds budgeted specifically for Fairview Park development.

Bus route gets warm reception

By Gregory Childress

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CHAPEL HILL — Chapel Hill Transit officials don't have hard numbers yet, but say the new public bus route from Pittsboro to Chapel Hill has been well-received.

The "Chatham County Express," as the new route has been dubbed, began Aug. 24 and was created to reduce the need for residents of Pittsboro and other parts of Chatham County to have to drive their cars into parking-challenged Chapel Hill.

"The response we've received from folks who've used the service has been great," said Brian Litchfield, assistant director of Chapel Hill Transit. "The early indication is that it's been well-received."

Litchfield said he will continue to monitor the ridership numbers and hopes to have a clear picture of how the new route is being used after a full month of service.

Officials estimate that the new service will generate 10,200 rides a year on a regular 40-passenger bus.

Transit representatives and elected officials from Chapel Hill, Chatham County and the town of Pittsboro, all partners in bringing the service on line, have been invited to ride the route this morning.

"It's kind of a celebration of that partnership," Litchfield said of this morning's event.

The bus carrying elected officials will leave the Lowe's home improvement store park and ride lots at 7:17 a.m. and arrive at UNC at 7:45 a.m. It will return to Pittsboro around 8:30 a.m.

Chatham residents who work at UNC and UNC Hospitals are expected to be the primary beneficiaries of the new services. About 30 percent of the university's and hospital's employees live in Chatham and Alamance counties.

The new service provides weekday express service between Pittsboro and Chapel Hill, along U.S. 15-501, with stops in downtown Pittsboro and Fearington Village.

Passengers can park for free and then board the express bus at the Lowe's park and ride lot, 121 Lowe's Drive, Pittsboro.

The cost for the service is \$3 one-way or \$65 per month, with the purchase of a CHT monthly pass that is good for unlimited rides during the month of issue.

For more information about the Chatham County Express, go to www.chtransit.org.