

**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

**October 14, 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. September 9, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the September 9, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the September 9, 2009 TAC meeting.

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

The DCHC MPO approved its FY 2011-2017 Transportation Improvement Program (TIP) Regional Priority List on February 11, 2009. This list consisted of three separate top priority lists by county/division. NCDOT recently announced a revised process for submitting MPO and RPO regional priority lists and 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 that addresses questions raised by the TAC in September. Attachment 6A displays the revised TCC recommendation for the MPO's Regional Priority List. Attachment 6B is a NCDOT report on the proposed urban loop pilot prioritization process.

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. U-4716 (Hopson Road Widening, Grade Separation and Church Street Extension)
2035 Long Range Transportation Plan – Amendment #1
2009-2015 Metropolitan Transportation Improvement Program – Amendment #9
 (Attachment 7, 7A, 7B, 7C to be handed out at the TAC meeting)
 Andy Henry, LPA Staff**

The TCC reviewed this item and recommended that the TAC release the 2035 LRTP amendment for public review. At their September meeting, the TAC referred this item back to the TCC because the interagency consultation group, in the interim, had determined that a TIP amendment is required. In addition, the TAC requested information on the roadway construction commitments of developers in the vicinity of the Hopson Rd. project.

The following attachments provide more detailed information:

- Attachment 7 is a memorandum that presents information on the project, developer commitments and the public involvement policy.
- Attachment 7A is a copy of the public review map for the Hopson Road project.
- Attachment 7B shows the proposed amendment to the 2035 LRTP.
- Attachment 7C shows the proposed amendment to the FY 2009-2015 State Transportation Improvement Program (STIP). *LPA staff is waiting to receive the STIP amendment from NCDOT. If available, it will be handed out at the TAC meeting.*

The following table presents the proposed process for these amendments:

Action	Completion
1. TCC recommends amendment to TAC	09/23/09
2. TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period	10/14/09
3. LPA advertises amendment on MPO Web site and local government media communications	10/21/09
4. TAC holds public hearing	11/11/09
5. Public comment period ends	12/02/09
6. TAC approves 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments	12/09/09

TCC Action: Recommend that the TAC release Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #9 to the FY 2009-2015 MTIP for a 42-day public comment period.

TAC Action: Release Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #9 to the FY 2009-2015 MTIP for a 42-day public comment period.

**8. Metropolitan Area Boundary Expansion
 (Attachment 8, 8A)
 Ellen Beckmann, LPA Staff**

In 2006-2007, LPA staff began to investigate options for expansion of the DCHC MPO's Metropolitan Area Boundary (MAB). The TCC reviewed information on expansion at several meetings. Ultimately, LPA staff decided not to pursue expansion at the time due to the development of the 2035 Long Range Transportation Plan. Since the 2035 LRTP was adopted, LPA staff has begun to reexamine the opportunities for expansion. Attachment 8 is a memo on MAB expansion. Attachment 8A is a set of maps 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 and in northeastern Chatham County to the Haw River and US 64.

TAC Action: Request feedback from Orange County and Chatham County on expanding the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor and in northeastern Chatham County to the Haw River and US 64.

9. Federal Rescission

(Attachments 9, 9A)

Mark Ahrendsen, LPA Staff

The Federal Highway Administration is rescinding \$8.7 billion of unobligated contract authority as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). North Carolina will have approximately \$249.80 million rescinded, including \$47.5 million of Surface Transportation Program Direct Attributable (STPDA), \$55.1 million of Congestion Mitigation Air Quality (CMAQ), and \$5.4 million of Metropolitan Planning. Attachment 9 is a letter the MPO sent to our federal legislative delegation regarding the rescission. Attachment 9A is a memo on the rescission.

TAC Action: Receive the update on the federal rescission.

10. NC 54/I-40 Corridor Study

Leta Huntsinger, LPA Staff

The DCHC MPO has initiated the NC 54/I-40 Corridor Study to analyze the issues within the corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. The consultant, Renaissance Planning Group, will be present at the TAC meeting to provide an overview of the study including progress to date.

TAC Action: Receive presentation on the NC 54/I-40 Corridor Study.

11. American Recovery and Reinvestment Act of 2009 - Update

(Attachment 11, 11A)

Ellen Beckmann, LPA Staff

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including

highways, transit, rail, airports, enhancements, etc. The funding is up to 100 percent federal with no local match requirements. Attachment 11 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. Attachment 11A is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section 5307 ARRA funds. This table also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects.

TAC Action: Receive the update on the American Recovery and Reinvestment Act of 2009.

REPORTS:

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

TAC Action: Receive Report from TAC Chair

13. Report from Staff
(Attachment 13)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

15. NCDOT Report
(Attachment 15)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT
Bill Barlow, PTD – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates
(Attachment 16)

Adjourn

Next meeting: November 11, 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.

41 **Adjustments to the Agenda**

42 There were no adjustments to the agenda.

43 **Public Comments**

44 There were no public comments.

45 **Directives to Staff (Attachment 4)**

46 The Directives to Staff are attached for review.

47 **ACTION ITEMS:**

48 **August 12, 2009 TAC Meeting Minutes (Attachment 5)**

49 A motion was made by Lydia Lavelle and seconded by Sally Kost to approved the August 12,
50 2009 TAC Meeting Minutes. The motion carried unanimously.

51 **2012-2018 Transportation Improvement Program – Regional Priority List (Attachments 6, 6A, and 6B)**

52 Mark Ahrendsen provided an introduction for the 2012-2018 Transportation Improvement
53 Program – Regional Priority List, along with the attachments.

54 The TAC approved the priority list for the 2011-2017 TIP in February 2009. Subsequent to that
55 time, NCDOT developed a revised process to follow. NCDOT is looking to create a highway list that is
56 based on the entire metropolitan area. Instead of being separated by division, it will be one list. They
57 are looking at developing more quantitative measures that will be used.

58 Sally Kost asked if it is not in the LRTP, can it be on this list, and Mark Ahrendsen stated no. Mr.
59 Ahrendsen stated that is in the case of Chatham's NC-751 widening. In addition, the list does not
60 include projects that were on a jurisdiction's list that were outside the jurisdiction of the planning
61 boundary of the MPO. That includes Hamlet's Chapel Road. NCDOT asked that we not include in our
62 priority list projects that are already in the five-year let list. There were two of those in Durham, the
63 Hillandale Road project and the Alston Avenue project. Those were previously in our list, but because
64 they are already programmed, they are not to be on the priority list.

65 Lydia Lavelle asked what is a safety “W” project and Mark Ahrendsen stated it is typically a
66 lower cost project which focuses primarily on safety, generally not a capacity improvement unless the
67 lack of capacity is creating safety problems. Joey Hopkins stated “W” is a notation that NCDOT uses for
68 a project ID number which means safety funds are used.

69 Lydia Lavelle stated that staff, at some point, looked at projects which are in two or three
70 different jurisdictions. One project in particular was Homestead Road. It was on the Town of Carrboro,
71 Chapel Hill, and Orange County’s list, and for the Town of Carrboro it is high on their list. It is a project
72 that did not make the list. It is not funded and she wonders if the multi-jurisdictional calculation kept it
73 lower. Mark Ahrendsen stated he is not sure he can answer that question because he is not sure where
74 it was on the previous list. Ms. Lavelle stated that Homestead has been discussed more than the
75 Eubanks project and the Eubanks project is on the next list, page 6. It is hard for Ms. Lavelle to believe
76 that the Homestead project would be prioritized beyond 2017 by all three jurisdictions. Mark
77 Ahrendsen stated he doesn’t recall where it was on the original local jurisdiction list, but his
78 understanding is the TCC applied the quantitative methodology and that is where it didn’t make the cut.
79 Mark Ahrendsen stated as a policy body the TAC could move it up.

80 Diane Catotti asked when the Hopson Road project was added as a priority for the MPO. Ms.
81 Catotti’s recollection was it was a developer request. Mark Ahrendsen stated there are some developer
82 related implications with that project, but it is also part of the North Carolina Railroad realignment
83 project and is also part of the regional rail project. It also is related to a closing of another crossing at
84 Church Street for safety reasons so there truly was a public interest as well as a private interest in the
85 project. There is a private developer requirement associated with Triangle Metro Center to provide
86 additional capacity at Hopson Road. Basically, they will be unable to do it without grade separation of
87 Hopson. The grade separation is beyond the financial needs of the private sector so that is where the
88 public/private partnership will come in. In addition, part of the regional rail project is to build a grade

89 separation to improve safety. Ms. Catotti asked if the MPO was going to absorb the \$6.5 million cost.
90 Andy Henry stated it is proposed to be stimulus funding and Diane Catotti stated that is still public
91 money. Ms. Catotti has concerns, developers make promises when rezoning and ultimately the
92 responsibility gets shifted and the public incurs the costs. Mark Ahrendsen stated that at a certain level
93 of development, the developer is required to add capacity on Hopson Road. The developer will still be
94 required to make roadway improvements, just not the grade separation.

95 Joey Hopkins stated there are a couple of different issues. There is development on the south
96 side of Hopson Road and development on the north side. The south side, which is Keystone, has
97 committed to NCDOT to either help build the connection from Church Street over to Hopson Road or to
98 provide the right-of-way. When the Church Street crossing is closed and the Hopson Road grade
99 separation is built, Church Street will extend all the way to Hopson Road. However, Mr. Hopkins is not
100 sure how it lines up with what Ms. Catotti is asking. U-4716 is not widening Hopson Road it is just a
101 grade separation project. Mr. Hopkins does not think there is funding in the project to do the widening
102 of Hopson Road. So, if there is a development requirement, they would still be responsible. Andy Henry
103 stated he thinks there is widening in the stimulus project. Mark Ahrendsen stated the project was
104 programmed in the TIP for a grade separation and to provide the opportunity for four lanes on Hopson
105 Road.

106 Ellen Reckhow asked if there should be conversation with the developer to help with the
107 widening project. Mark Ahrendsen stated staff can follow up with the private sector to see if it is
108 possible.

109 Mark Ahrendsen stated the TAC could go ahead with the priority list, but Andy Henry was going
110 to recommend deferring action on the plan amendment associated with that specific project until the
111 issues can be explored. Mark Ahrendsen stated that the priority list states it as a priority but doesn't
112 provide funding since it will need a TIP amendment.

113 Diane Catotti had a question on number 4, which is on page 4 under bicycle/pedestrian projects.

114 Ms. Catotti stated there has been a request to adjust the scope of the project where they will look at

115 just the bicycle/pedestrian portion of the project. In regards to the other streetscapes, if we are going

116 to commit bicycle/pedestrian funds, we should use the bicycle/pedestrian scope, not the entire

117 streetscape project. Ms. Catotti would prefer to see a reduced cost that includes only the

118 bicycle/pedestrian element. Ms. Catotti is also concerned with where the project rated. Mark

119 Ahrendsen stated that based on the quantitative methodology, it was not part of the TCC

120 recommendation but was put on the list at the request of a TAC member. Ms. Catotti wants to narrow

121 the description, reduce the cost, and rank just the bicycle/pedestrian elements of the other projects.

122 Ms. Catotti asked how this ranks in comparison with all the sidewalk priorities. When do we get to all

123 the other priority sidewalk projects in the City of Durham? Some of them are fifteen to twenty years out

124 and she would rather see sidewalks on our city streets by the schools rather than streetscape projects.

125 Dale McKeel asked for clarification in regards to breaking out the bicycle/pedestrian elements.

126 The streetscape projects included some changes to the power lines, decorative brick and other things.

127 Ms. Catotti stated that bicycle/pedestrian funds should be used for bicycle/pedestrian projects, not a

128 streetscape project.

129 Ellen Reckhow asked if there are other grants funds that can be applied for to help fund

130 streetscape projects. Diane Catotti stated we have applied for the grant funds. Ms. Catotti's concern is

131 this streetscape project was added to the list, ranked and has a high cost. We need to get our other

132 sidewalk projects funded.

133 Dale McKeel stated that the Durham Walks Plan ranked sidewalk projects as priority A, B, and C.

134 Right now we are focusing on priority A's. Some stimulus funds have been spent on these projects and

135 other projects are reflected in the priority list. Ms. Catotti asked when do we get to the priority B's.

136 Again, if we put the streetscape projects in this list, will we ever get to the other projects?

137 Lydia Lavelle asked what the big increase in costs on the streetscape projects is. Dale McKeel
138 stated he is not sure where the \$30 million figure came from. However, the figure did include estimates
139 for underground power lines, street furniture, and street lighting. Mark Ahrendsen stated it came from
140 a study that looked at several streetscape projects. Dale McKeel stated there may be some refined cost
141 estimates that look at different options for these projects.

142 Ed Harrison and Lydia Lavelle want an answer as to how the Homestead Road project vanished
143 from the priority list.

144 Alice Gordon asked if additional projects were added and Mark Ahrendsen stated yes to make
145 sure there are at least 25 projects in the NCDOT highway list.

146 A motion was made by Alice Gordon that the MPO use guiding principles for the use of bicycle
147 and pedestrian funds. Mike Woodard asked if we already have guiding principles. Ellen Reckhow stated
148 lets defer the motion until we check if there is an existing provision. Mike Woodard stated this is the
149 first time TAC has seen this project with the \$30 million figure. Mike Woodard stated we need to send
150 this back to the TCC with three questions: the funding scheme for Hopson Road; to refine the
151 Fayetteville Streetscape; and to resolve why the Homestead Road project disappeared. Alice Gordon
152 asked that TCC bring a recommendation back at the next meeting to resolve this type of issue.

153 Sally Kost asked if there are other projects that streetscaping is embedded in. Diane Catotti
154 stated we have four other streetscape projects. All five need to be evaluated the same. Joey Hopkins
155 stated the deadline is October 30th for entering into the TIP system. Mark Ahrendsen stated the TAC can
156 delay approval until the October meeting.

157 Mark Ahrendsen stated staff will look into how the Hopson Road project ranked in the
158 quantitative methodology as well as the developer contribution; a more focused discussion on the
159 guiding principles for the streetscape projects; a narrow scope focusing on the bicycle/pedestrian

160 element of the streetscape project; and how did the Homestead Road improvements not make the
161 priority list?

162 Lydia Lavelle stated if the local jurisdiction's next priority for sidewalk and bicycle happens to be
163 part of a streetscape project, she doesn't have a problem with the description saying "bike lanes and
164 sidewalks" and funding the bicycle/pedestrian element if the local jurisdiction figures out how to fund
165 the balance.

166 Ellen Reckhow asked if the funds that Merck was supposed to get from the State for economic
167 development for local transportation improvements on Old Oxford Road were ever received and when
168 was it to begin. Mark Ahrendsen stated it was further north on northern Roxboro. It was for shoulder
169 widening and turn lanes at the facility and in the general vicinity. Joey Hopkins stated that when Merck
170 first came in, there were state economic funds to widen the shoulders on Old Oxford Road and
171 construct turn lanes at the entrance. They are expanding and so there may be some additional funding
172 for the Red Mill Road extension. In addition, NCDOT is currently resurfacing Old Oxford Road along with
173 shoulder widening further out.

174 Diane Catotti stated to follow-up and get clarity on the Fayetteville Road project. Staff will
175 narrow the scope to include only the bicycle/pedestrian element and add the other five projects. Re-
176 evaluate all five bicycle/pedestrian projects against all other projects on the list so we really do have an
177 idea of where the projects rank on the bicycle/pedestrian list.

178 Maricia Brown stated we are submitting a grant application for federal funds for the Streetscape
179 projects. The total cost is up to \$80 million which includes the streetscape projects as well as LED
180 lighting and burying underground power lines. The listed cost of \$30 million is small compared to the
181 entire streetscape project. Diana Catotti asked if the \$30 million is the bicycle/pedestrian element of
182 the \$80 million cost and Maricia Brown stated no she is not confirming the figure, just that the \$30
183 million is small in comparison to the total project cost. The project manager will have to confirm the

184 exact figure. Mark Ahrendsen stated staff will bring back a greater breakdown of the components of the
185 five different streetscape projects.

186 Mike Woodard re-iterated the TAC recommendation to refer the list back to the TCC
187 concentrating on the Homestead Road project, refining the Fayetteville Streetscape scope, including the
188 four other streetscape projects' bicycle/pedestrian elements, and refining the funding for the Hopson
189 Road project.

190 **2035 Long Range Transportation Plan – Amendment #1 (Attachment 7 and 7A)**

191 Andy Henry provided an introduction for the 2035 Long Range Transportation Plan, Amendment
192 #1, along with the attachments.

193 Andy Henry originally was going to ask that the TAC release the 2035 LRTP and Air Quality
194 Conformity amendments for a 42-day public comment period and conduct a public hearing at the
195 October 14, 2009 TAC meeting. However, last Friday there was a meeting with Inter-Agency
196 Consultation Group. The consensus at that meeting was that we need to also do a TIP amendment. Mr.
197 Henry asked that TAC defer action at least one month. This will give staff time to do a TIP amendment
198 and give John Hodges-Copple, with Triangle J COG, a little more time to write up the air quality
199 component.

200 Andy Henry stated that he wants to take this item back to the TCC and then bring it back to the
201 TAC with an amendment for the TIP and the LRTP in addition to answering some questions regarding the
202 timing and development of projects.

203 Sally Kost stated that since the LRTP has to be balanced, where will the money come from for
204 this change and Andy Henry stated it is stimulus funding. It has been added in since we did the LRTP.
205 Andy Henry stated we aren't going to redo the financial plan. Sally Kost stated she thought that we had
206 projects that were stimulus funding and they didn't have to be in the LRTP. Andy Henry stated that
207 highway projects are listed individually in the LRTP. Some of the other types of projects, such as

208 bicycle/pedestrian are in the LRTP as general categories of projects. Jill Stark with FHWA stated that all
209 projects in the TIP or STIP must be in the LRTP to move forward. This plan has to be fiscally-constrained.
210 Jill Stark stated if we have a private partnership, we need to have an agreement.

211 Alice Gordon asked why the Hopson Road project was not in the LRTP and Andy Henry stated it
212 was an oversight. It was in the TIP as an unfunded project and the description in the TIP did not include
213 the road widening.

214 Mike Woodard stated the action today for the TAC is to refer agenda item #7 back to the TCC for
215 clarification and then bring back to the TAC.

216 **American Recovery and Reinvestment Act of 2009 (Attachments 8, 8A, 8B, 8C, 8D, and 8E)**

217 Mark Ahrendsen provided an introduction for the American Recovery and Reinvestment Act of
218 2009, along with the attachments.

219 Mark Ahrendsen stated Amendment #8 is to include a shoulder widening project on NC-86 in
220 Orange County from Whitfield Road to Railroad Bridge south of SR 1710. It would widen to add two foot
221 paved shoulders on both sides.

222 A motion was made by Lydia Lavelle and seconded by Alice Gordon to approve Attachment 8A
223 which is a resolution to amend the 2009-2015 Metropolitan Transportation Improvement Program
224 (MTIP) to add one additional ARRA funded project. The motion carried unanimously.

225 Mark Ahrendsen provided an introduction for the TIGER grant applications. Mark Ahrendsen
226 stated it is a very competitive process, so we don't expect funds to come to our MPO. Mark Ahrendsen
227 stated Attachment 8C is a resolution supporting the applications by the NCDOT and the City of Durham
228 TIGER grant funds.

229 Michael Page asked if this will fund all five of the streetscape projects and Mark Ahrendsen
230 stated yes. Michael Page asked what the timeline is on getting approval for these projects. Maricia

231 Brown stated it is February 2010. Jill Stark stated they could award a subset of the projects depending
232 on the funds. Mike Woodard stated we will have to piece together funding for the streetscape projects.

233 Sally Kost asked why the TAC has to weigh in on the Yadkin River Bridge. Mike Woodard stated
234 NCDOT is looking for support from each MPO and it is an important interstate.

235 Diane Catotti asked that the Garrett Road sidewalk project which was formerly a stimulus
236 project be added to the NCDOT Division 5 bicycle/pedestrian priority list. School sidewalks should be
237 our top priority. Dale McKeel stated it was originally to be built with bond funds so perhaps it can be
238 built with bond funds now.

239 A motion was made by Michael Page and seconded by Lydia Lavelle to approve Attachment 8C
240 which is a resolution to endorse ARRA TIGER Grant Applications. The motion carried unanimously.

241 **Metropolitan Area Boundary Expansion (Attachment 9 and 9A)**

242 Mark Ahrendsen provided an introduction for the Metropolitan Area Boundary Expansion, along
243 with the attachments.

244 Mark Ahrendsen stated the TCC recommends waiting until the 2010 Census results to see if
245 there will be some newly urbanized areas for most of the potential expansion areas. The TCC
246 recommended that we explore adding areas #1 and #5 since they are already jurisdictions in the MPO.

247 Sally Kost stated that Chatham County has had discussions of leaving the MPO. Ms. Kost needs
248 to know the process. Does the Board of County Commissioners for the jurisdiction looking to expand
249 have a say or does the MPO make the decision. Jill Stark stated there are two issues: (1) voting rights,
250 and (2) the funding. Jill Stark stated Census designates the urbanized area so there wouldn't be any
251 additional funding if the MPO expands. The other thing is the TAC has a Memorandum of Agreement
252 (MOA) between all of the participating municipalities that they would have to sign to change voting
253 privileges according to the bylaws. Felix Nwoko stated that Chatham County is already part of the MPO

254 and the MPO is trying to expand the area within the county. Approval from the Chatham County Board
255 of Commissioners is not needed.

256 Sally Kost questioned the RPO funding. It looks like funds will be pulled from the RPO and put
257 into the MPO. Jill Stark stated the RPO funding is state funds which are allocated to the RPOs. Mark
258 Ahrendsen stated that the Triangle RPO will have fewer funds since the population will be reduced.
259 However, it will not be until the next allocation.

260 David Bonk stated that for the action that is being considered is expansion of the boundary with
261 no inclusion of new members so it doesn't require a reaffirmation of the MOU. David Bonk stated that
262 in terms of Chatham County, they are already a voting member. Potentially, all that is happening now is
263 the line is being moved. There are no new members and there are no new jurisdictions. Sally Kost
264 stated that it is inconceivable that Chatham County would support that, especially since there is a
265 weighted vote. Durham could decide how transportation planning is going to be done in Chatham
266 County. Mike Woodard stated this is not a move to take over. It is just to get the discussion moving. It
267 is to do what best serves the citizens in the region. Sally Kost asked why not consider expansion only
268 when the Census data is released. Mike Woodard stated it needs to be done as part of the 2040 LRTP.
269 Sally Kost stated they need to have a staff member come to present this issue to the Board of County
270 Commissioners.

271 Alice Gordon stated if the MOU is changed the parties have to sign and there could be some
272 implications. If the MOU does not have to be changed, then the Board of Commissioners would not
273 have any say other than a vote. Jill Stark stated she would recommend an updated MOU, but even if
274 that is not done, the bylaws could need to be revisited including the voting structure. Everyone would
275 need to sign off on that. Jill Stark stated it wouldn't make sense to use your MPO funds outside of your
276 boundary. There would be separate funding systems for the MPO and RPO. The RPO would still be

277 making decisions for the RPO boundary. Mark Ahrendsen stated staff will follow-up and answer the
278 following questions: What are the population figures, funding, and voting weights.

279 Alice Gordon asked what the TRM boundary is and Felix Nwoko stated it is the Triangle Regional
280 Model. Alice Gordon asked the impact on the air quality conformity and Mark Ahrendsen stated if one
281 area falls out of conformity, the other will fall when the next action is taken. If we share a jurisdiction
282 with the Capital Area MPO, we share a common timeline. The map needs to be modified because there
283 is some confusion about the use of the yellow lines to indicate county lines, lake contours, and the TRM
284 boundary.

285 Sally Kost stated she needs to understand the funding before she can vote on this issue. Ms.
286 Kost sees the merit in doing this, e.g., not splitting the NC-751 corridor.

287 Diane Catotti asked if there is a reason we can't stipulate the intention of this body that we
288 won't go forward without a letter of commitment from the Board of County Commissioners of Orange
289 County and Chatham County. Mark Ahrendsen stated the MPO is regional and we don't want the
290 minority to dictate our action. Ms. Catotti stated the Census will determine the boundaries anyway.

291 Alice Gordon didn't have time to go to the Board of County Commissioners and therefore is a
292 little concerned about voting on this process without having discussed it. Ms. Gordon asked if we can
293 instruct staff to provide answers to questions.

294 A motion was made by Alice Gordon and seconded by Sally Kost to instruct staff to gather
295 information and bring it back at the October TAC meeting so they have time to consult with the Board of
296 County Commissioners. The motion carried unanimously. Mike Woodard suggested receiving monthly
297 reports and setting a date either in January or February.

298 Lydia Lavelle stated she is not sure if this Board has the unilateral authority to vote-in another
299 jurisdiction because it still requires a new MOU approved by all the jurisdictions. Mark Ahrendsen

300 stated the two areas that are being considered for expansion are already members and would not
301 require a new MOU.

302 Diane Catotti asked if there is a staff concern about gathering information and Mark Ahrendsen
303 stated no, but they don't want to get information if the jurisdictions have no intention to expand the
304 boundaries.

305 **REPORTS:**

306 **Report from the TAC Chair**

307 Mike Woodard stated there has not been another meeting of the regional transit leadership
308 group, but there is one for September 25, 2009. Mr. Woodard attended the bill signing for the multi-
309 modal bill.

310 **Report from Staff (Attachment 11)**

311 The Report from Staff is attached for review.

312 **Report from the TCC Chair**

313 Mark Ahrendsen stated the NCRR is to do a market and ridership study. Ellen Reckhow asked
314 what the implications are of adding commuter rail to the 2035 LRTP in the currently proposed
315 amendment (i.e., with Hopson Road). Mark Ahrendsen stated we can provide an answer, but it might
316 be best to wait for the NCRR market study results.

317 RTA convened a large partnership kickoff meeting for the I-40 corridor and NCDOT is to take the
318 lead on the initiative.

319 There was a Metro Mayors Coalition meeting week before last in Concord. There was a
320 representative from President Obama's administration and he relayed there is a real commitment to
321 work with local municipalities. There will be a brief presentation after the meeting of the link for TAC
322 members on "State of Things."

323 **NCDOT Report (Attachment 13)**

324 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. All of the stimulus
325 projects met the September 1, 2009 deadline with the exception of the Garrett Road project. NCDOT
326 will be working with the City of Durham to use those funds for resurfacing projects. The projects need
327 to be let and awarded by the end of the year, so a lot of work still remains to be done.

328 RTA is looking at a Transportation Solutions Forum. They have a meeting set for September 18,
329 2009 and they have asked NCDOT and local officials in the Raleigh-Durham area to look for potential
330 intersection type improvements. They have some companies on board to donate time to look at some
331 innovative type of solutions for these intersections. Mr. Hopkins doesn't have the list with him, but he
332 believes Roxboro/Latta/Infinity made the list. Ed Harrison asked Mr. Hopkins to forward the list of
333 intersections to TAC members. Diane Catotti thanked NCDOT for their work on Garrett Road and US 15-
334 501 making it a safer road.

335 Ellen Reckhow raised a concern that there are no reflectors to mark lanes on I-40 in Wake
336 County and then randomly on NC-147. Ms. Reckhow stated this needs to be looked at by NCDOT. There
337 is some resurfacing to be done in Wake County and they will have reflectors.

338 Diane Catotti asked who manages the cameras on the NCDOT webcam for the interstates. Joey
339 Hopkins stated it is handled by the Division. Mr. Hopkins stated individuals can call 511 for an update
340 and Ellen Reckhow, Diane Catotti, and Lydia Lavelle stated they had done that and it provided no
341 information. Lydia Lavelle suggested putting a message on the 511 for holiday traffic.

342 Joey Hopkins stated that last month U-71 (East End Connector) came up for it not being included
343 in the 60-month let list. They were told the cutoff date was June 2014. There is still funding and it is still
344 being shown for November 2014. However, in addition to that there is a new loop project prioritization
345 process. The process was unveiled at the NCDOT Board Meeting last week. There will be a comment
346 period and the MPOs are supposed to get information and have an opportunity to comment. In
347 addition, the public will have the same opportunity through our website.

348 Patrick Wilson, NCDOT Division 7 Engineer, provided an update on projects. The Town of Chapel
349 Hill signal system and resurfacing on NC-57 in Orange County is scheduled to be let next week. Ed
350 Harrison asked if we are locked into a two year delay on the Columbia Street widening and Mr. Wilson
351 stated he will check with Mike Mills and get back to Mr. Harrison. The stimulus projects are on track.

352 Alice Gordon stated that on the NCDOT report, project U-4726 GA – Twin Parks Greenway needs
353 to be Twin Creeks Parks Greenway.

354 **INFORMATIONAL ITEMS:**

355 **Recent News Articles and Updates (Attachment 14)**

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

357 **Adjournment**

358 There being no further business before the Transportation Advisory Committee, the meeting
359 adjourned at 11:42 a.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: October 14, 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 uses various measures of project need and benefit, safety, environmental impacts, community impacts, and environmental justice impacts. It 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. 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 was to be presented to the Board of Transportation on September 3, 2009 (Attachment 6B). As a result, Urban Loop projects are not supposed to be submitted in the MPO's list of highway projects.

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. LPA Staff have edited these tables to respond to the TAC's questions at their September meeting. 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. The recommended top priority, the East End Connector, is partially funded in the FY 2009-2015 TIP with a combination of Urban Loop

funding and traditional highway funding. 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 6A. 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.

TAC Questions and LPA Staff Responses

Q: Why are Homestead Road improvements not on the priority list?

A: Homestead Road was included in the Division 7 bicycle and pedestrian project list as “NC 86 to Old NC 86, bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).” Although primarily a bicycle and pedestrian project, LPA staff recommends adding this to the highway list because it does include safety improvements. This project and another similar project (Seawell School Road) have been added to Attachment 6A as projects #26 and #27. Projects ranked below #25 will not receive points for NCDOT’s ranking methodology. However, if the Urban Loops are removed, these projects would shift up to #24 and #25.

Q: Regarding the Fayetteville Streetscape Project, the TAC requested the following:

- Add and rank the four other streetscape projects.
- Break out the cost of the bicycle and pedestrian elements from the other elements of the streetscape projects.

A: The Fayetteville Streetscape project was in the list because the TAC requested that it be added in January 2009. At the time, the cost was estimated to be \$30 million for this one streetscape project. In response to the TAC request at the September meeting, this project was modified to only include the bicycle and pedestrian portion of the project. In addition, the bicycle and pedestrian portion of the other four streetscape projects were added to the bicycle and pedestrian list. Attachment 6A includes the five projects as sidewalk-only projects under the bicycle and pedestrian Division 5 list and as streetscape projects under a new enhancements list. There has been no information from NCDOT on if any enhancement funding is expected to be available in the next TIP and these are very high cost projects.

Q: Refine the Hopson Road Project in the priority list.

A: Hopson Road grade separation and Church Street closure was included in the City of Durham and Durham County local priority lists. This project was evaluated using the description in the current TIP that does not include road widening on Hopson Road. Including this project in the TIP Priority List and in the TIP does not preclude private funding being used on a portion of this project. Further information about this project is included in agenda item #7.

Schedule

Action	Date
NC BOT releases 60-month let list	8/6/09
TCC develops recommendation	8/26/09
TAC reviews priority list	9/9/09
TCC responds to TAC requests	9/23/09
TAC approves priority list	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.

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 Highway Projects – page 1-4
- Bicycle and Pedestrian Projects – by Division – page 5-7
- Transit Projects – by Division – page 8-14
- Other Projects, Enhancement Projects – page 15
- MPO-wide List of Prioritized CMAQ Projects – page 15

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. TCC recommended edits are underlined.

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 in Chatham County
- 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 at least 25 highway projects.

- Seawell School Road and Homestead Road projects were classified as primarily bicycle and pedestrian projects on the MPO's previously approved Regional Priority List include highway improvement elements. The TCC recommends adding them as projects #26 and #27. If the Urban Loop projects must be omitted, these projects will move in to the #24 and #25 spots.

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

MPO-wide Rank	Division Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
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
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 were not on the top priority lists approved in February, but are recommended to be submitted to provide at least 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
<u>26</u>	<u>23 (b/p)</u>	<u>Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)</u>	<u>Yes</u>	<u>CH, C</u>	<u>3.8</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$3,525,000</u>

MPO-wide Rank	Division Rank	Name (limits)	Multi-modal in L RTP	Jurisdiction	Miles	Funding Sources	Cost
27	25 (b/p)	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Yes	C, OC	4.7	STP, CMAQ, State Highway Sources	\$5,505,000

Summary:

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

Orange County: 14 projects, \$ 76,477,000 (2 projects, \$6,127,000 shared with Durham County)

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

If the Urban Loop projects must be omitted from the above table, the TCC 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.

Deleted:

Division Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
5	NC 751 (US 64 to Durham County Line) widening Not in 2035 L RTP	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

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) <u>sidewalks</u>	D	2.2	STP, CMAQ, State Highway Sources	<u>\$683,000</u>
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	<u>West Chapel Hill Street (Kent St. to Buchanan Blvd.) sidewalks</u>	<u>D</u>	<u>0.2</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$62,000</u>
9	Cheek Rd. (Geer St. to Hardee St.) sidewalks STPDA Project	D, DC	0.5	STP, CMAQ, State Highway Sources	\$695,000
10	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:					
<u>11</u>	<u>Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus) sidewalks and bicycle lanes</u> Portion is CMAQ Project	<u>D, DC</u>	<u>3.4</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$4,916,000</u>
<u>12</u>	<u>East Main Street (Hood St. to Alston Ave.) sidewalks</u>	<u>D</u>	<u>0.4</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$124,000</u>
13	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	D, DC	2.6	STP, CMAQ, State Highway Sources	\$3,204,000
<u>14</u>	<u>Angier-Driver Intersection sidewalks</u>	<u>D</u>	<u>0.2</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$62,000</u>
<u>15</u>	<u>North Mangum-Corporation Intersection sidewalks</u>	<u>D</u>	<u>0.2</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$62,000</u>

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
16	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
17	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
18	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
19	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk and wide outside lanes	D, DC	0.7	STP, CMAQ, State Highway Sources	\$736,000
20	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
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

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
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:					
<u>15</u>	<u>Old NC 86 (Hillsborough to Homestead) (design may vary along length) sidewalks and bicycle lanes</u>	<u>OC, C</u>	<u>1.1</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$1,320,000</u>
<u>16</u>	<u>Mount Carmel Church Road (US 15-501 to Bennett) sidewalks and bicycle lanes</u>	<u>OC, CH</u>	<u>0.4</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$275,000</u>
<u>17</u>	<u>Old Mason Farm/Finley Golf Course Road sidewalks and bicycle lanes</u>	<u>CH</u>	<u>1.4</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$1,800,000</u>
<u>18</u>	<u>Old NC 86 (Homestead to Eubanks) (design may vary along length) sidewalks and bicycle lanes</u>	<u>OC, C</u>	<u>3.4</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$4,233,000</u>
<u>19</u>	<u>Eubanks Road (Rogers Rd to NC 86) bicycle lanes</u>	<u>OC</u>	<u>1.7</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$824,000</u>
<u>20</u>	<u>Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))</u>	<u>CH</u>	<u>1.7</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$370,000</u>
<u>21</u>	<u>NC 86 (US 70A to I-40) wide outside lanes</u> Portion may get 2' shoulders as possible ARRA project	<u>H, OC</u>	<u>7.1</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$933,340</u>
<u>22</u>	<u>S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side</u>	<u>C</u>	<u>0.5</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$247,500</u>
<u>23</u>	<u>Cleland Drive/Burning Tree Drive (Cleland Drive and Burning Tree Drive.) sidewalks</u>	<u>OC, H</u>	<u>1.5</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$233,000</u>
<u>24</u>	<u>Eubanks (Old NC 86 to Rogers Rd) (design may vary along length) sidewalks and bicycle lanes</u>	<u>OC, C</u>	<u>1.6</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$1,992,000</u>
<u>25</u>	<u>Mount Carmel Church Road (Bennett to Chatham County Line) bicycle lanes</u>	<u>OC, CH</u>	<u>2.5</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$940,000</u>
<u>26</u>	<u>Old NC 86 (I-40 to Homestead Road) wide outside lanes</u>	<u>OC</u>	<u>5.0</u>	<u>STP, CMAQ, State Highway Sources</u>	<u>\$1,598,000</u>

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	\$55,787,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	<p>2012 Transit Projects</p> <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) Will also be submitted as a Rail Project ○ DATA - 18 40' hybrid expansion buses - \$13,500,000 	D, TT	STP, CMAQ, Public Transit Sources	\$107,430,000
3	<p>FY 2013 Transit Projects</p> <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) Will also be submitted as a Rail Project ○ 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	\$124,170,000

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) Will also be submitted as a Rail Project ○ DATA – 2 40’ hybrid buses - \$1,800,000 	D, TT	STP, CMAQ, Public Transit Sources	\$138,800,000
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) Will also be submitted as a Rail Project ○ DATA – 2 40’ hybrid buses - \$1,800,000 	D, TT	STP, CMAQ, Public Transit Sources	\$139,260,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
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) Will also be submitted as a Rail Project 	D, TT	STP, CMAQ, Public Transit Sources	\$201,680,000
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) Will also be submitted as a Rail Project ○ DATA – passenger amenities (25 shelters +115 benches) - \$675,000 	D, TT	STP, CMAQ, Public Transit Sources	\$454,815,000
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 - \$286,800,000 (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) Will also be submitted as a Rail Project 	D, TT	STP, CMAQ, Public Transit Sources	\$439,540,000

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 Will also be submitted as a Rail Project 	CH, C, H, OC, TT	STP, CMAQ, Public Transit Sources	\$53,391,000

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	\$13,240,000
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	\$15,723,000
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	\$12,951,000

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	\$12,351,000
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	\$76,600,000
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	\$77,415,000
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	\$72,400,000

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

Enhancement Projects

<u>Name (limits)</u>	<u>Jurisdiction</u>	<u>Miles</u>	<u>Funding Sources</u>	<u>Cost</u>
<u>Angier-Driver Intersection streetscape</u>	<u>D</u>	<u>0.2</u>	<u>Enhancements</u>	<u>\$6,753,000</u>
<u>North Mangum-Corporation intersection streetscape</u>	<u>D</u>	<u>0.2</u>	<u>Enhancements</u>	<u>\$6,022,000</u>
<u>East Main Street corridor (Hood St. to Alston Ave.) streetscape</u>	<u>D</u>	<u>0.4</u>	<u>Enhancements</u>	<u>\$5,276,000</u>
<u>Fayetteville Rd. (Cornwallis Rd. to NC 147) corridor streetscape</u>	<u>D</u>	<u>2.2</u>	<u>Enhancements</u>	<u>\$32,751,000</u>
<u>West Chapel Hill Street corridor (Kent St. to Buchanan Blvd.) streetscape</u>	<u>D</u>	<u>0.2</u>	<u>Enhancements</u>	<u>\$4,686,000</u>

CMAQ Projects will be submitted as approved by the TAC on August 12, 2009

As of 9.25.09

Proposed Urban Loop Prioritization Process

The purpose of this effort is to create an Urban Loop prioritization process. This document is a draft proposal. Comments and suggestions for improvements are welcomed pertaining to any part of the proposed process. However, the Department is particularly interested in receiving comments on whether the “factors” described herein are relevant and whether the proposed “scoring” methodology is appropriate. **Comments should be received no later than close of business, Monday, November 30, 2009 and sent to the following website:** <http://www.ncdot.org/performance/reports/> under Strategic Prioritization.

Objective

Create an Urban Loop prioritization process that supports statewide growth, economic development and enhances mobility.

Background

The Urban Loops program designation and funding was established by the 1989 Highway Trust Fund as part of the Intrastate Highway System. The Trust Fund legislation stated the Intrastate System was “designed to support statewide growth and development objectives and to connect to major highways of adjoining states.” There were 7 loops established at that time (Asheville, Charlotte, Winston-Salem, Greensboro, Durham, Raleigh and Wilmington). Three additional loops were later added: Fayetteville and Greenville in 2003 and Gastonia in 2004.

Furthermore, G.S. 136-180 states that a new Interstate or freeway as the revised termini of an urban loop may be accepted if “The Board of Transportation finds that the purposes of the urban loop facility, specifically including reduced congestion and high-speed, safe, regional through-travel service, would be enhanced by the action.”

The Urban Loop Program currently totals 353 miles, 140 of which are open to traffic. The estimated cost to complete the program is now around \$5.5 Billion. At the current funding rate and the expected increases in construction costs, it will take more than 50 years to complete the program. The challenges in constructing these projects have been many and can be expected to grow in difficulty. Urban loop projects are new location projects that are large, complex and costly and can be very time-consuming to move through the project development process. Ever rising costs of engineering, right-of-way, construction and environmental impacts ensure that further delays in completing the Urban Loop program translate to additional funding needs. Economic development opportunities are lost when the urban loops are not completed. At the same time, revenues to the Department have declined. A prioritization process to help ensure the most cost-effective use of resources to complete the urban loop program is needed.

The 21st Century Transportation Committee report dated December 2008 included the following “policy objective”: “Enhance mobility and reduce congestion by accelerated

investment and completion of all planned urban loops with priorities established based on measurable transparent criteria.”

Purpose

The purpose of the loop prioritization process is to prioritize the remaining TIP projects that comprise the uncompleted sections of the 10 Loops.

Proposed Principles of an Urban Loop Prioritization Process

The following principles outline what an urban loop process should achieve. When the priorities are established, one should be able to say the priorities meet the test of following principles:

- Projects will support statewide growth and foster economic development
- Selection criteria will be data driven and transparent
- Selection criteria will be consistent with overall Strategic Prioritization Process
- Pilot effort will include a Benefit-Cost Type Methodology
- Pilot effort will be subject to public review and comment
- Secretary of NCDOT will have ability to move projects in final rankings

Proposed Methodology

A urban loop prioritization process would include both “needs” and “benefits” factors. This is based on research of various State’s highway prioritization processes. The most mature State prioritization processes have some form of a “benefit-cost” methodology that provides project rankings based on identifying not just the needs for projects but also incorporating the benefits and costs of the projects to meet those needs. Proposed “needs” factors and “benefits” factors are outlined below:

“Needs” Factors

The Strategic Planning Office of Transportation (SPOT) highway prioritization model is currently a needs-based only approach to prioritizing TIP projects but is limited to analyzing current conditions not future conditions. Therefore, the SPOT highway prioritization model is a starting point for establishing priorities for planned urban loops. Since urban loops are Mobility projects on the Statewide Tier, it is appropriate to use the highway prioritization matrix for scoring needs. This also shows consistency with one of the guiding principles. These “needs factors” are briefly described below but are more fully explained in the Attachment.

- 1. Congestion Score:** A measure of recurring congestion on the parallel routes. The higher the congestion score, the more points to the project.
- 2. Safety Score:** A measure of the past crash history indicating whether the crashes on the parallel routes are greater than comparable routes elsewhere in the State. The higher the crash rates, the more points.
- 3. Infrastructure Health Score:** A measure of pavement conditions on the parallel routes. The worse the pavement ratings, the higher the points.

The highway prioritization model also has a qualitative scoring part which gives points based on project rankings of Divisions and local MPO's/RPO's. However, the loop program is a legislatively required program and thus it is not necessary for MPO's/RPO's and Division offices to rank loop projects. Assigning points based on priority rankings would essentially result in a ranking in one area canceling out a ranking in another area. Therefore, it is recommended there is no need to use qualitative ranking data.

“Benefits” Factors

The current highway prioritization model does not account for the “benefits” factors of how projects meet identified deficiencies because the data is not readily available for all TIP projects. A review of various other State's highway prioritization models generated a list of factors that are believed to be applicable to North Carolina for prioritization. With some effort, this data can be obtained or calculated from State databases. The “benefits” factors below are more fully explained in the Attachment.

- 1. Travel time savings.** This is the key measure of whether the urban loop will reduce congestion and provide greater mobility. The benefits are based on travel time savings the loop project would provide to the region. The travel time savings could be calculated using the travel demand model for the area. The higher the travel time savings, the more points.
- 2. Environmental Readiness Factor.** A measure of whether the project could be delayed due to environmental issues. The closer the project is to environmental completion, the higher the points. The project's status in the Merger Process would be used as the readiness factor.
- 3. Air Quality Conformity.** This is another environmental measure. If the project is required to be constructed to meet an air quality conformity determination, it gets points and the closer the horizon year for construction, the higher the points.
- 4. Economic Development.** A measure of the economic impact the project brings to the region. The NC Department of Commerce would provide this information. The measure is the number of direct, indirect and induced employment opportunities created by the urban loop investment. The greater the employment opportunities, the more points.
- 5. Freight Mobility Factor.** Domestic movement of freight will increase dramatically and the urban loops can assist in diverting truck traffic from central business districts, thus increasing mobility and safety and delaying pavement deterioration. The higher the truck volumes in the design year, the higher the points.
- 6. Multi-Modal.** A measure of the Department's commitment to promoting multi-modal options which boost the ability to move people and goods more efficiently on the transportation network. Multi-modal projects receive additional points.
- 7. Land Use.** A measure of whether transportation planning and land use planning are in concert with one another. Where local adopted land use plans show consideration for a future corridor and/or interchanges, projects receive additional points.

Scoring System For Loop Projects: Each project would have a Priority Ratio. The highest Priority Ratio project would be the highest ranked project, the next highest priority ratio project would be the next highest rank project, etc. The Priority Ratio would consist of the numerator being the sum of the points from the “needs” factors plus the

points from the “benefits” factors. The denominator of the Priority Ratio would be the project costs to complete the project using loop funds. This amount includes the preliminary engineering, right-of-way and construction phases of work. It does not include operational or maintenance costs since loop funds are not used for those purposes. The higher the priority ratio, the higher the rank. The details of this scoring system are shown in the Attachment.

Other Considerations:

It is important to remember the remaining TIP Loop projects are already in various stages of planning or project development. Once the rankings are determined, there will still need to be a check on the status of each loop project to help determine the most cost-effective method of scheduling these ranked loop projects. For example, there are other factors that could be considered such as: avoiding lapse of planning documents or permits, building usable segments, applying funds to areas based on construction costs, inflation, volumes of work and capacity of the industry, and whether non-loop (non-NCDOT) funds can be used to minimize the amount of loop funds to complete the project. Examples of non-loop funding contributions might be innovative financing options like TIFIA, tolling, public-private partnerships or local areas making protective purchases of right-of-way. At this time, no additional scoring is contemplated for these factors but they should be a part of the decision on when to schedule projects for funding.

Proposed Approach To Implementing This Urban Loop Prioritization Program

1. September 2, 2009 - Draft process presented to NCDOT Board of Transportation.
2. (October-November) – Solicit input from MPO’s in Urban Loop Areas
3. (October-November) - Post on NCDOT website for public comment for a minimum of 30 days.
4. (December- February 2010) - Review the comments, make appropriate adjustments and provide to BOT in the Spring of 2010.
5. By June 1, 2010, the top priority urban loop projects would be added to the NCDOT 5-year Work Program and 10-year Work Plan as appropriate and projects scheduled for funding.

POTENTIAL DETAILED SCORING MATRIX –DRAFT ONLY**Attachment****“Needs” Factors:****General Theme on “Needs”: The higher the deficiencies, the more points.**

The highway prioritization model scoring matrix for Statewide Tier Mobility Projects. This data resides in the Department’s databases. The data is the most current Volume to capacity and AADT data available – currently this data is 2008 data or newer. The “needs“ factor data is derived from the existing parallel routes that carry traffic now that would be expected to travel the new urban loop project. The scoring matrix uses the following quantitative scoring for mobility projects on the Statewide Tier:

1. Congestion score (80% of total needs score): The congestion score is a combination of Volume/Capacity (V/C) ratio and Average Daily Traffic (ADT). Sixty percent of this score is the volume/capacity ratio and 40% is AADT. It is recommended to use current NCDOT data.

2. Safety score (10% of total needs score): This is a combination of three equally weighted safety-related factors: Crash Density (The crash density of the study area versus the average crash density of similar facilities) plus Severity Index (measure of the mix of accident severity in a group of accidents at a location) plus Critical Crash Rate (the actual crash rate versus the critical crash rate for the study area). It is recommended to use current “3-year moving average” data.

3. Infrastructure Health score (10% of total needs score): Pavement Condition Rating on parallel routes. It is recommended to use current NCDOT data.

“Benefits” Factors**General Theme on” Benefit-Cost”: The greater the benefits, the more points.**

1. Travel Time savings. This is a key measure of whether an urban loop is reducing congestion and thus improving mobility. The greater the travel time savings, the better for mobility, the greater the points. The Department’s Transportation Planning Branch (TPB) and various Metropolitan Planning Organizations (MPOs) traffic demand models have data which can provide travel time savings for urban loop projects, i.e. time savings in the area with and without the loop project. The greater the travel time savings, the more points. The Department envisions creating a table to outline the “travel time” savings and points to be awarded based on the travel time savings. To date, this table is not yet defined but proposed points would be between 0-50.

2, Environmental Readiness Factor. This factor shows that for projects already along in the process, more points are given. It encourages early completion of environmental documents. It also is an indicator of whether an urban loop project will successfully complete the Merger Process and obtain the necessary permits. For example, a project where there is an inordinate delay in reaching the next concurrence point, may be an indicator of additional delay to the project. Points are given according to stage of MERGER ’01 process. Use this table:

Concurrence Point 1 = 2 points (purpose and need)

Concurrence Point 2 = 4 points (list of alternatives)

Concurrence Point 2A = 6 points (bridging and alignment review)

Concurrence Point 3 = 8 points (LEDPA) Least Environmentally Damaging Project

Alternative

Concurrence Point 4A = 10 points (Avoidance and mitigation)

Concurrence Point 4B = 12 points (30 percent hydraulic review)

Concurrence Point 4C = 14 points (permit drawing review)

3. Air quality conformity. This is another environmental measure. Review which horizon year the project is to be constructed, if any. If it is not required as part of an air quality conformity determination, it gets 0 points. If it is to be constructed within 5 year horizon, it gets 20 points, if ten year horizon it gets 10 points and if it is at 15 year horizon or higher, it gets no points. Notes of caution:1.) Urban areas should not be adding loop projects to air quality conformity determinations just to receive more points and 2.) not all urban loop areas are located in non-attainment areas..

4. Economic Development. This is a measure of the economic impact the project brings to the region. The Department of Commerce has economic analysis models which provide the economic impacts to the surrounding region. NCDOT would provide the inputs as investment schedule and identify the region to be analyzed. It is proposed that the IMPLAN model be used. Details of the plan can be found at <http://www.implan.com>. The Dept. of Commerce would provide as an output the total economic impacts of direct, indirect, and induced effects, i.e. employment created. Direct effects used here would be the employment opportunities that an initial investment would have upon the region. Indirect effects are employment opportunities that regional suppliers and others will experience due to the initial project investment. Induced effects are employment opportunities due to the change in household purchasing due to change in compensation in the region. A table will be needed that provides points based on the expected total number of employment opportunities created by the urban loop project. Proposed points would range from 0-30.

5. Freight Factor. The State is expected to experience a 67% increase in domestic freight tonnage over the next 20 years (21st Century Report, 2008)- an explosive growth rate. The Department needs to accommodate the increase. Urban loop projects provide the opportunity to divert through truck traffic from central business district areas, thus increasing safety, reducing congestion and helping extend the pavement life. Projects that carry high truck volumes receive more points. Use projected 20-year forecasted traffic. If truck volumes >1000 = 1 point. If truck volumes >10,000 = 10 points (max) and similarly in-between. See Table:

Truck volume > 1,000 = 1 point

Truck volume >2,000 = 2 points

Continue volume to number ratio up to 10,000 and points assigned

Truck volume >10,000 = 10 points (max)

6. Multi-Modal. This factor is used in the Department's overall strategic prioritization process. The Department is committed to multi-modal projects. The definition of "multi-modal" is a project which encourages the use of 2 or more modes (highway, bicycling, walking, rail, ferry, aviation, transit) to achieve enhanced mobility in a travel corridor." Loop Projects must meet the definition of "multi-modal" and then will receive points based on the following scoring:

1. HOV/HOT or Light Rail or Bus Rapid Transit within the highway right-of-way = 9 points.
2. Connection to another transportation terminal (airport, seaport, rail depot, ferry terminal, inter-modal terminal, transit terminal) = 7 points. Connections to another transportation terminal are defined as a Loop Project providing access within one-half mile of the terminal right-of-way. One mile is chosen as a reasonable distance to whether the new loop truly would provide ready access to the terminal. Points can be received for either or both of these criteria.

7. Land Use. The Department recognizes there needs to be more coordination between land use planning and transportation projects. These issues are not mutually exclusive. Local governments establish land use plans. The Department does transportation planning. When these are coordinated, a better project will result. Where local land use plans have been adopted which show consideration for an urban loop corridor or urban loop interchanges, 10 points will be awarded to the respective loop project.

SUMMARY TABLE OF POINTS

“Needs” Factors

Points based on actual congestion, pavement and safety scores from NCDOT data bases but generally a score of near 100 would likely be high score.

“Benefits” Factors:

	Point Range
1. Travel Time savings	0-50
2. Environmental Readiness Factor	0-14
3. Air quality conformity	0-20
4. Economic Development	0-30
5. Freight Factor.	0-10
6. Multi-Modal	0-16
7. Land Use	0-10
Total Potential “Benefits” Points	0-150

Scoring System

Priority Ratio = $\frac{\text{Needs factor points plus Benefits factor points}}{\text{Project Costs (Loop Expenditures)}}$

Priority Ratio: “Needs” factor points plus “Benefits” factor points in the numerator. Project Costs (representing preliminary engineering, right-of-way and construction) in the denominator.

A Priority Ratio which is a benefit-cost type ratio can be computed. The numerator in the ratio would be the simple addition of “needs” plus “benefits” factors. The denominator would be the sum of the expected project costs for preliminary engineering, right-of-way and construction. These costs would not include operations and maintenance costs that one could expect to see in a traditional benefit-cost methodology because loop funds are only used for the capital expenditure. These project costs would typically be in the millions of dollars which would result in a ratio having multiple decimal places. The

total project costs, therefore, should be shown in “millions” of dollars in order to make the final “priority ratio” a more easily understood number. The higher the priority ratio, the higher the rank.



TO: Technical Advisory Committee (TCC)
Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)

FROM: Lead Planning Agency

SUBJECT: Hopson Road Project (U-4716)
Amendment 1 to 2035 LRTP
Amendment 10 to 2009-2015 TIP

Background

The TCC reviewed this item and recommended that the TAC release the 2035 Long Range Transportation Plan (2035 LRTP) amendment for public review. At their September meeting, the TAC referred this item back to the TCC because the interagency consultation group, in the interim, had determined that a Transportation Improvement Program (TIP) amendment was required. In addition, the TAC requested information on the roadway construction commitments of developers in the vicinity of the Hopson Rd. project.

Hopson Road Project

The Hopson Road 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.

Need for Amendments

The Hopson Road project (U-4716) requires an amendment to the 2035 LRTP, the 2009-2015 TIP and the corresponding Air Quality Analysis and Determination Reports (AQ Report) for those two documents. This project is not in the 2035 LRTP and is listed as an unfunded future year project in the FY 2009-2015 TIP. The Rail Division of the North Carolina Department of Transportation (NCDOT) has made an application for American Recovery and Reinvestment Act (ARRA -- stimulus funding) for High Speed Rail funds to pay for the project, including the road widening. These funds are administered by the Federal Railroad Administration (FRA). The Hopson Road project is not regionally significant, and therefore a new air quality emissions model analysis will not be required.

Public Involvement Policy

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 considers the addition of U-4716 to the 2035 LRTP to be a minor revision because it is a single project and the interagency consultation group has determined that the Hopson Rd. project is not "regionally significant." The LPA recommends the following amendment schedule:

Action	Completion
TCC recommends amendment to TAC	09/23/09
TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period	10/14/09
LPA advertises amendment on MPO Web site and local government media communications	10/21/09
TAC holds public hearing	11/11/09
Public comment period ends	12/02/09
TAC approves 2035 LRTP Amendment	12/09/09

Developer Commitments

Developers with projects that are adjacent to the Hopson Road project are committed through the development approval process to make roadway improvements.

Triangle Metro Center South

This development is to be built north of Hopson Road, between Davis Drive and the railroad tracks to the east. The 2006 “Development Plan – Rezoning Application” commits the developer to widen Hopson Rd. to a four-lane divided facility from Hopson Road to Miami Boulevard (NC 54). The timing of this widening will be determined when the developer submits additional development plan(s) as the project is built in stages. The widening commitment will likely be enforced when the developer is required to build an additional driveway access that lines up with the extension of Church Street.

Keystone Park East

Much of this development has been built and Church Street has been extended to Park Knoll Drive. There is a currently submitted site plan but the plan has not been approved, yet. This submitted site plan commits the developer to:

- Construct an extension of Church Street (called Keystone Park Drive in the site plan) northward that parallels a proposed office building (501 Keystone Park Drive) and reaches to the northern most parking lot. Construction must be completed before the office building is occupied.
- Construct an extension of Church Street (called Keystone Park Drive in the site plan) southward from Hopson Road to the current Church Street Park Knoll Drive intersection before a proposed office building (4700 Hopson Road) is occupied.

The proposed amendments to the 2035 LRTP and FY 2009-2015 TIP do not eliminate the opportunity for developers to participate in the project through right-of-way dedication, roadway construction or other contributions. In addition, the amendments do not release the developers’ commitments to widen Hopson Road or extend Church Street in the case that the NCDOT does not receive the ARRA funding award and consequently does not implement the Hopson Road project.

Attachments

The following attachments provide more detailed information on the amendments:

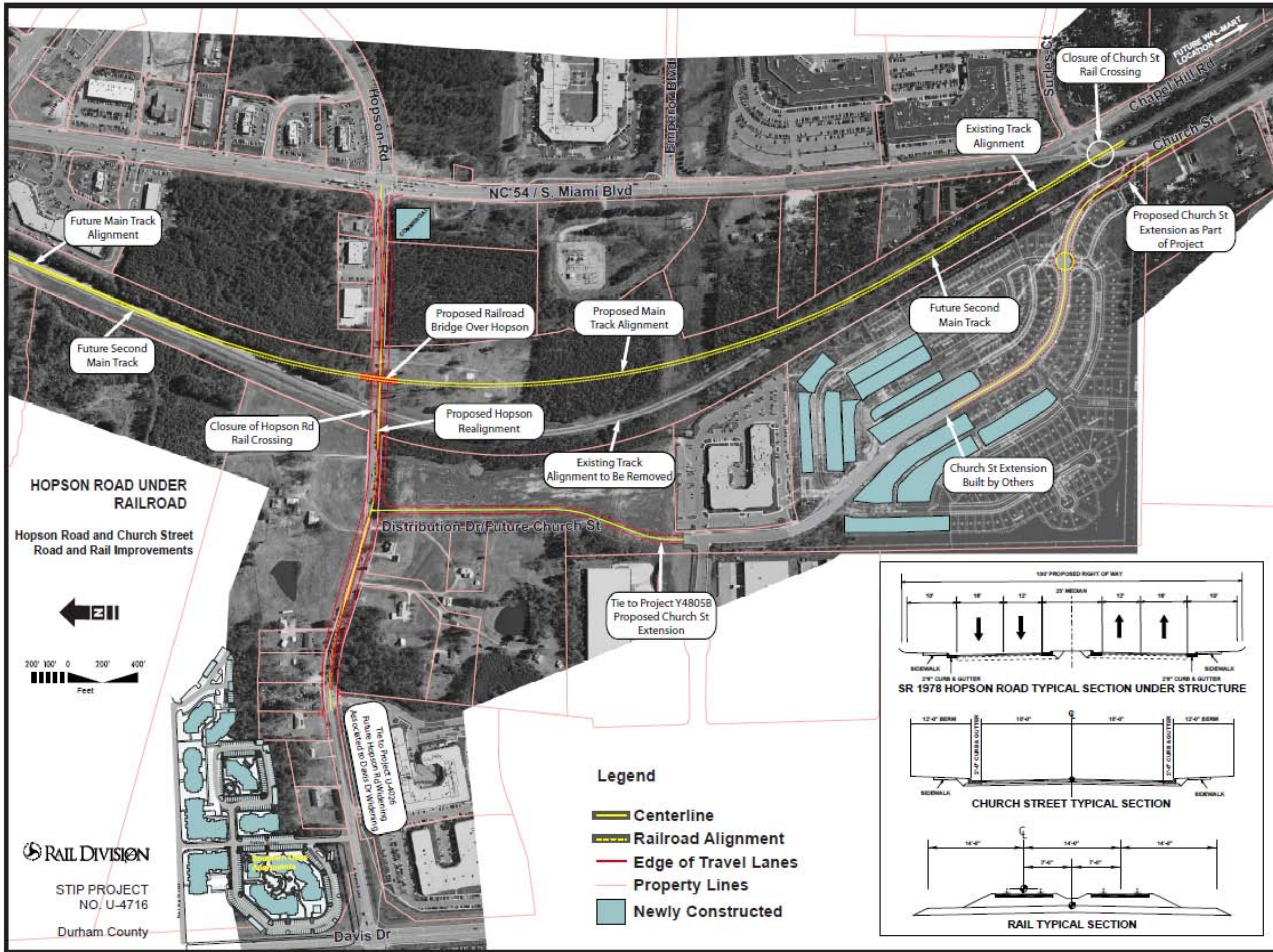
- Attachment 7A is a copy of the public review map for the Hopson Road project.

- Attachment 7B shows the proposed amendment to the 2035 LRTP.
- Attachment 7C shows the proposed amendment to the FY 2009-2015 State Transportation Improvement Program (STIP). *LPA staff is waiting to receive the STIP amendment from NCDOT. If available, it will be handed out at the TAC meeting.*

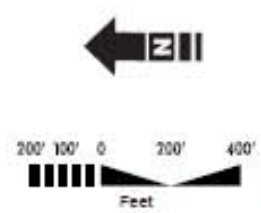
Actions

TCC Action: Recommend that the TAC release Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #10 to the FY 2009-2015 MTIP for a 42-day public comment period.

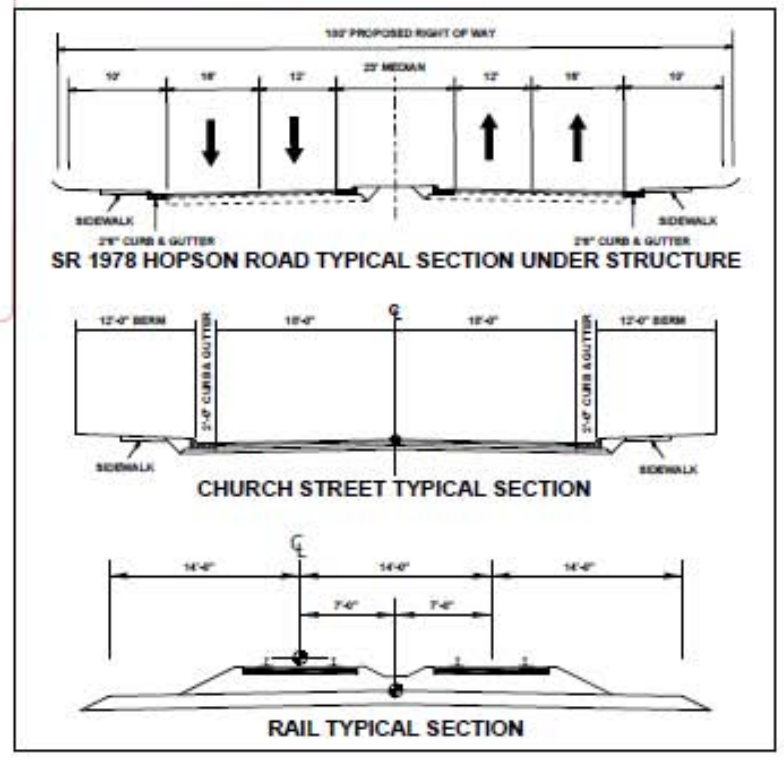
TAC Action: Release Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #10 to the FY 2009-2015 MTIP for a 42-day public comment period.



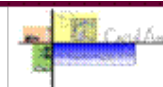
HOPSON ROAD UNDER RAILROAD
Hopson Road and Church Street Road and Rail Improvements



- Legend**
- Centerline
 - Railroad Alignment
 - Edge of Travel Lanes
 - Property Lines
 - Newly Constructed



RAIL DIVISION
STIP PROJECT NO. U-4716
Durham County



Addendum

Amendment 1 (Approved December 9, 2009)

Amendment 1 made the following changes to the 2035 LRTP:

- a) Project #2, Church St. extension, and project #38, Hopson Rd., have been added to page 1-2 of Appendix 1, Roadway Project List.
- b) These two projects have been added to the highway projects maps on page 11-e of the Executive Summary and page 56 of the report.
- c) The Financial Plan was not changed because the added projects are to be funded by the American Recovery and Reinvestment Act (ARRA) – this one-time funding source was not included in the revenue component of the Financial Plan. In addition, the cost of the added projects, approximately \$10 million, is a very small fraction of the \$8.1 billion total cost of the 2035 LRTP and therefore the financial impact is inconsequential.

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

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 14, 2009

RE: Metropolitan Area Boundary Expansion

The TCC is recommending that the TAC expand the Metropolitan Area Boundary (MAB) of the MPO to include the I-85/I-40 corridor in western Orange County and northeastern Chatham County bordered by the Haw River and US 64 (Attachment 8A). Other areas were considered for expansion by the TCC:

- Granville County, including Butner and Stem
- Person County, including Roxboro
- Northern and southwestern Orange County
- Pittsboro

However, the TCC is not recommending expansion to these areas at this time. It is recommended that these areas be reconsidered for expansion after the 2010 Census data is released. This memo describes the requirements for the MAB, the issues and analysis that the LPA and TCC considered in making the recommendation, and the recommended next steps for MAB expansion.

Metropolitan Area Boundary Requirements

Federal legislation requires that an MPO's MAB contain, at a minimum, the entire Urbanized Area (UZA), as defined by the U.S. Census (see map on Attachment 8A). 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's discretion.

The Memorandum of Understanding (MOU) for the DCHC MPO states that "the MAB will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and State laws." The TCC's recommendation for expansion to the two areas is based on the future land use plans for these areas, the number and type of approved developments in the areas, the 2035 socio-economic data forecasts, and commuting patterns. These factors are described further in this memo and LPA staff will provide a presentation of these factors at the TAC meeting.

According to the U.S. Code of Federal Regulations, only the governing board of the MPO must approve expansion of the MAB if there are no new member governments. The RPOs, local governing boards, and State do not need to approve the new MAB. However, LPA staff recommend soliciting feedback from the RPO and local boards and will share this information with the TCC and TAC throughout the process.

Since the September TAC meeting, the boundaries of the two recommended expansion areas were adjusted so that the proposed MPO boundary follows traffic analysis zones and/or roadways or waterways. Traffic analysis zones were used because this is the smallest level of geography for which Census data is available. This will aid in determining the population and population characteristics of the MPO which is used for various planning activities. In addition, traffic analysis zone boundaries generally fall along identifiable geographic features such as roadways and waterways. Using traffic analysis zones also resulted in a slight adjustment of the MAB throughout Orange County.

Issues and Analysis

Growth and Development of the Expansion Areas

The TCC recommends expansion because it will result in a better understanding of and consideration of the land use, development, and trip-making patterns of the northwestern part of the Triangle. The TCC believes that this will result in better overall regional transportation planning for the MPO.

According to the Orange County Comprehensive Plan, the I-85/I-40 corridor in western Orange County is in an economic development and commercial/industrial node. In addition, areas immediately north of this corridor are in the 10 year transition and 20 year transition areas. The approved Buckhorn mixed-use development falls within this corridor. The 2035 socio-economic data shows that employment and population in these areas will grow and that the traffic analysis zones in the area will exhibit a “suburban” trip-making pattern. Due to these factors and the presence of the interstate corridor, the TCC believes that this area will be urbanized within the next 20 years and the transportation connection to/from this area and the UZA will continue to grow.

Chatham County and the Town of Cary are in the process of developing a joint land use plan for the area east of Jordan Lake. The draft plan includes 1-2 dwelling units per acre and mixed use development between the current MAB and US 64. In addition, in recent years, several developments have been approved for the area west of Jordan Lake between the current MAB and the Haw River and US 64. While some of these developments are under construction, many have been temporarily stalled due to the recession. The 2035 socio-economic data includes modest population growth in this area and relatively little employment growth. Due to the lack of employment in northeastern Chatham County, many of the residents commute to Orange, Durham, and Wake counties for employment. The traffic analysis zones in the area will exhibit a “suburban” trip-making pattern. Although this area of Chatham County is not projected to have as high

of a population and employment density as the area of western Orange County in 2035, the TCC recommends expansion in to northeastern Chatham County due to the strong commuting patterns that exist between the area and the Durham Urbanized Area.

MPO Planning Activities

As described, many of the residents of the expansion areas commute into the current MAB for access to jobs, schools, and retail areas. The increased coordination that would result from including these areas in the MAB 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.

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.

The Triangle Regional Model Service Bureau has already identified an expanded boundary for the model. This area is inclusive of the recommended MAB expansion areas. For the LRTP, staff anticipates that MAB expansion would require additional work for the development of projects in these areas.

Financial Resources for Planning

Currently, "Metropolitan Planning" (PL) 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 PL 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 PL 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 PL 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 PL 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.

If the DCHC MPO expands by taking in parts of the Triangle Area RPO, the RPO's funding would be reduced after the 2010 Census data is released. NCDOT uses the following formula for determining RPO funding. For the Triangle Area RPO, this formula means that for every 10 people, the RPO receives \$1 in planning funds above the base amount if the MPO only takes in a portion of Orange County.

$$Q = \$65,000 + (n - 3) * \$5,000 + (p - 50,000)/10,000 * \$1,000$$

Base Amount = \$65,000

n = number of counties in the RPO

p = population of the RPO excluding the MPO

Minimum DOT Rural Planning Funding = \$83,700

Maximum DOT Rural Planning Funding = \$104,625

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, the Triangle Area RPO 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. The TCC does not recommend expanding to all of Orange County at this time. According to NCDOT staff, the funding levels for RPOs are only adjusted after each U.S. Census.

Financial Resources for Projects

Both recommended expansion areas are part of the Triangle area ozone non-attainment area so the MPO would receive more Congestion Mitigation Air Quality (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 candidate jurisdictions currently receive directly from NCDOT for CMAQ projects in their areas through the Triangle Area RPO. The Triangle Area RPO divides its CMAQ funds among Orange and Chatham counties based on the population of the non-attainment areas. In contrast, the DCHC MPO uses a competitive process to award CMAQ funds to projects that is based on the estimated air quality benefits.

As with PL funding, Surface Transportation Program Direct Attributable (STPDA) federal funding for the MPO is also based on the population of the UZA. As a result, if the DCHC MPO decides to expand, the MPO would not receive any additional STPDA 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. STPDA funds can be used outside of the UZA. However, historically, the MPO has generally used these funds for either planning or construction projects within the UZA. Most STPDA projects are either locally managed by the MPO's municipalities or used to provide matches for pedestrian elements of NCDOT-managed TIP projects.

Air Quality Conformity

Both of the recommended expansion areas 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 the Capital Area MPO 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 the Capital Area MPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government. The TCC does not recommend expanding to Granville County at this time.

MPO Governance Structure

Since the two recommended expansion areas are part of jurisdictions that are already part of the MPO, the MOU for the DCHC MPO and the bylaws of the TCC and TAC do not need to be revised. 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 is 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 MAB were expanded to include the two recommended areas, the MPO's population would only grow by approximately 3 percent. LPA staff do not believe that this small growth warrants a revision of the number of members or weighted voting procedures noted above.

The TCC recommendation not to expand to Granville, Person, and Pittsboro is partially based on the fact that including new members would require a revision of the MPO's MOU and bylaws. The TCC position is that the level of effort and coordination required to rewrite the MOU is not justified at this time. This may be revisited after the 2010 Census.

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. Since the recommended expansion areas are included in the Triangle Regional Model, socio-economic data will be collected for all of these areas whether or not the MPO expands. Since MAB expansion will affect the selection of projects for the 2040 LRTP, LPA staff recommends completing the process before the LRTP is far along in development.

The LPA staff recommends that the MPO reevaluate expansion after the 2010 Census data is released since the UZA will inevitably be changed by the Census. Historically, the DCHC MPO has adjusted the MAB after each Census to ensure that the MAB includes the entire UZA. After the release of the 2010 Census, LPA staff will reevaluate expansion to the areas of Orange, Granville, Person, and Chatham counties that are not recommended at this time. If the TAC elects not to expand to the two recommended areas now, these two areas will also be re-considered for expansion. Rewriting the MOU and bylaws may also be considered at that time.

Summary

Expansion Area	I-85/I-40 Corridor in Orange County	Northeast Chatham County to the Haw River and US 64
Development	Orange County's industrial and economic development corridor in the Comprehensive Plan; Approved Buckhorn development	Many new developments have been approved west of Jordan Lake; Draft Land Use Plan with Cary includes growth east of Jordan Lake
Population Growth	High; Likely to be mostly in the UZA by 2035	Modest; Likely to be partially in the UZA by 2035
Employment Growth	High	Low
Projected TAZ Character	Suburban	Suburban

Expansion Area	I-85/I-40 Corridor in Orange County	Northeast Chatham County to the Haw River and US 64
In Model?	Yes	Yes
Air Quality Status	In ozone non-attainment area	In ozone non-attainment area
Effect on MPO Planning	Will need to be included in the LRTP, TIP, and CMS	Will need to be included in the LRTP, TIP, and CMS
Effect on RPO Funding	May result in a decrease in RPO funding after the 2010 Census	May result in a decrease in RPO funding after the 2010 Census
Effect on MPO Funding	No additional planning funds until after the 2010 Census	No additional planning funds until after the 2010 Census
Effect on Project Funding	CMAQ funds transfer from the RPO to the MPO. No additional STPDA funds until after the 2010 Census	CMAQ funds transfer from the RPO to the MPO. No additional STPDA funds until after the 2010 Census
Effect on MPO Governance	No changes recommended to MOU or bylaws	No changes recommended to MOU or bylaws
Common Issues	<ul style="list-style-type: none"> • I-85/I-40 corridor • Air quality • Commuting patterns • Economic development • Transit service to Chapel Hill, Hillsborough, and Durham in 2035 LRTP 	<ul style="list-style-type: none"> • US 15-501, NC 751, US 64 corridors • Air quality • Commuting patterns • Environmental and development issues associated with Jordan Lake • Transit service to Chapel Hill in 2035 LRTP • Safety and intersection improvements from Farrington Road corridor study

The estimated population of the existing MAB and the recommended MAB are shown below for years 2005 and 2035.

	Population of Existing MAB				Population of Recommended MAB			
	Durham	Orange	Chatham	Total	Durham	Orange	Chatham	Total
2005	248,398	107,475	14,341	370,214	248,398	114,614	17,640	380,652
2035	360,651	150,673	31,707	543,031	360,651	160,897	40,382	561,930
Growth (2005-2035)	112,253	43,198	17,366	172,817	112,253	46,283	22,742	181,278
Percent Growth (2005-2035)	45%	40%	121%	47%	45%	40%	129%	48%

	Difference Between Population of Existing and Recommended MAB				Percent Growth in Population in the MPO through MAB Expansion			
	Durham	Orange	Chatham	Total	Durham	Orange	Chatham	Total
2005	0	+7,139	+3,299	+10,438	n/a	7%	23%	3%
2035	0	+10,224	+8,675	+18,899	n/a	7%	27%	3%

Next Steps

The TCC recommendation is that the TAC expand the MAB to include the I-85/I-40 corridor in western Orange County and northeastern Chatham County bordered by the Haw River and US 64. In response to the concerns raised at the last TAC meeting, the LPA recommends that the TAC include a step for soliciting feedback from the boards of Chatham County and Orange County before making the final decision on expansion. The Chatham County Board of Commissioners has already received a briefing on expansion at their October 5, 2009, meeting. The TCC and TAC of the Triangle Area RPO has also scheduled a briefing on expansion at their October 15, 2009, meeting.

The schedule below would allow the MPO to complete expansion by early in the development of the 2040 LRTP.

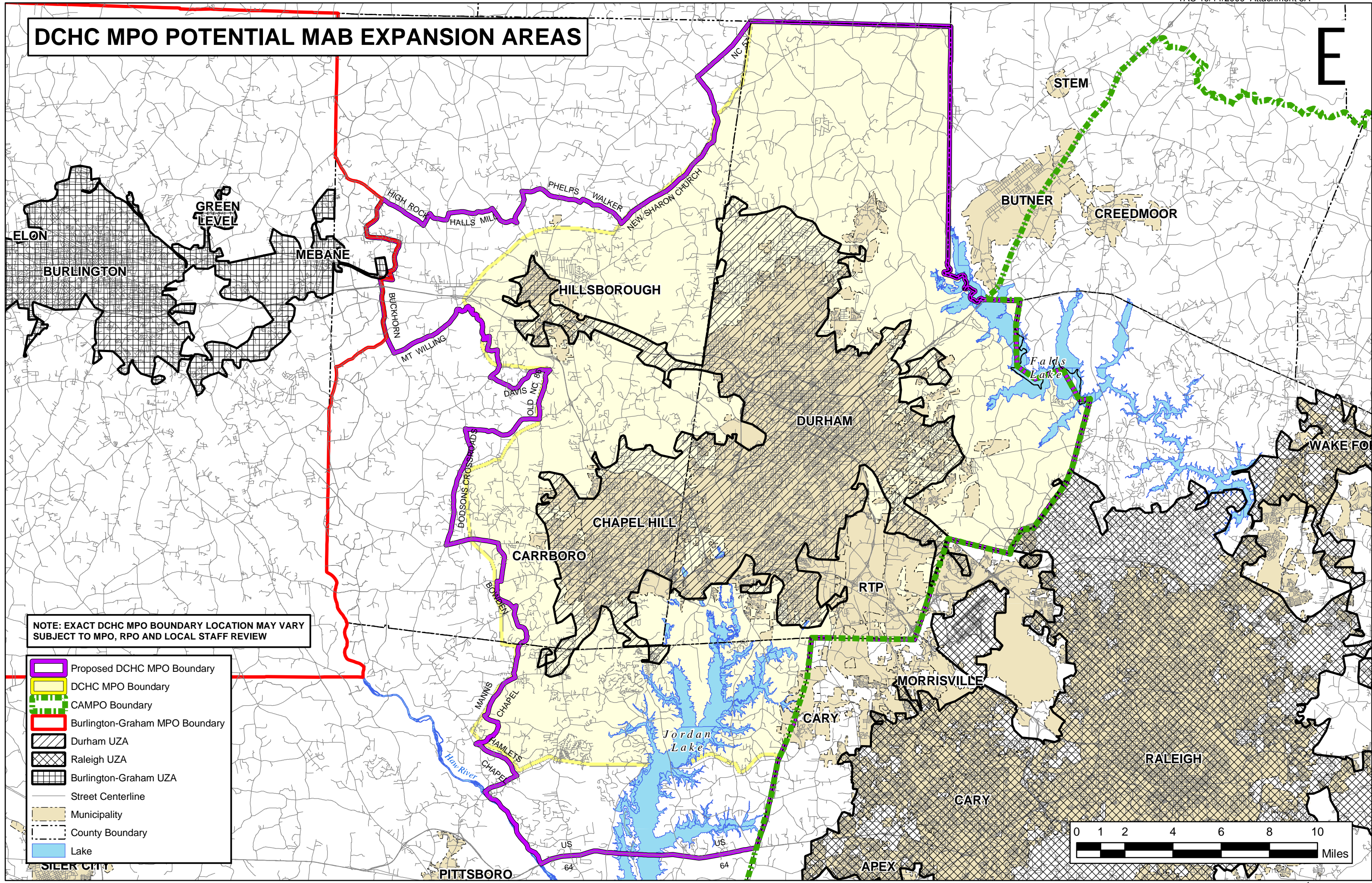
Action	Start Date	End Date
TCC and TAC consider MAB expansion	Aug 2009	Oct 2009
TAC initiates expansion and requests feedback from the boards of the expansion areas	Oct 2009	
LPA presents to boards and boards respond to MPO's request.	Oct 2009	Nov 2010
TAC considers board feedback	Nov 2010	Dec 2010
TAC adopts new MAB	Dec 2010	Jan 2010

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 two areas.
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.

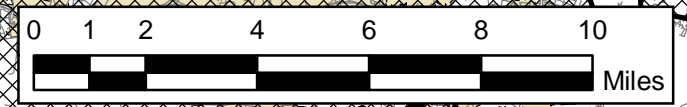
TCC Recommendation: That the DCHC MPO initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor and in northeastern Chatham County to the Haw River and US 64.

DCHC MPO POTENTIAL MAB EXPANSION AREAS

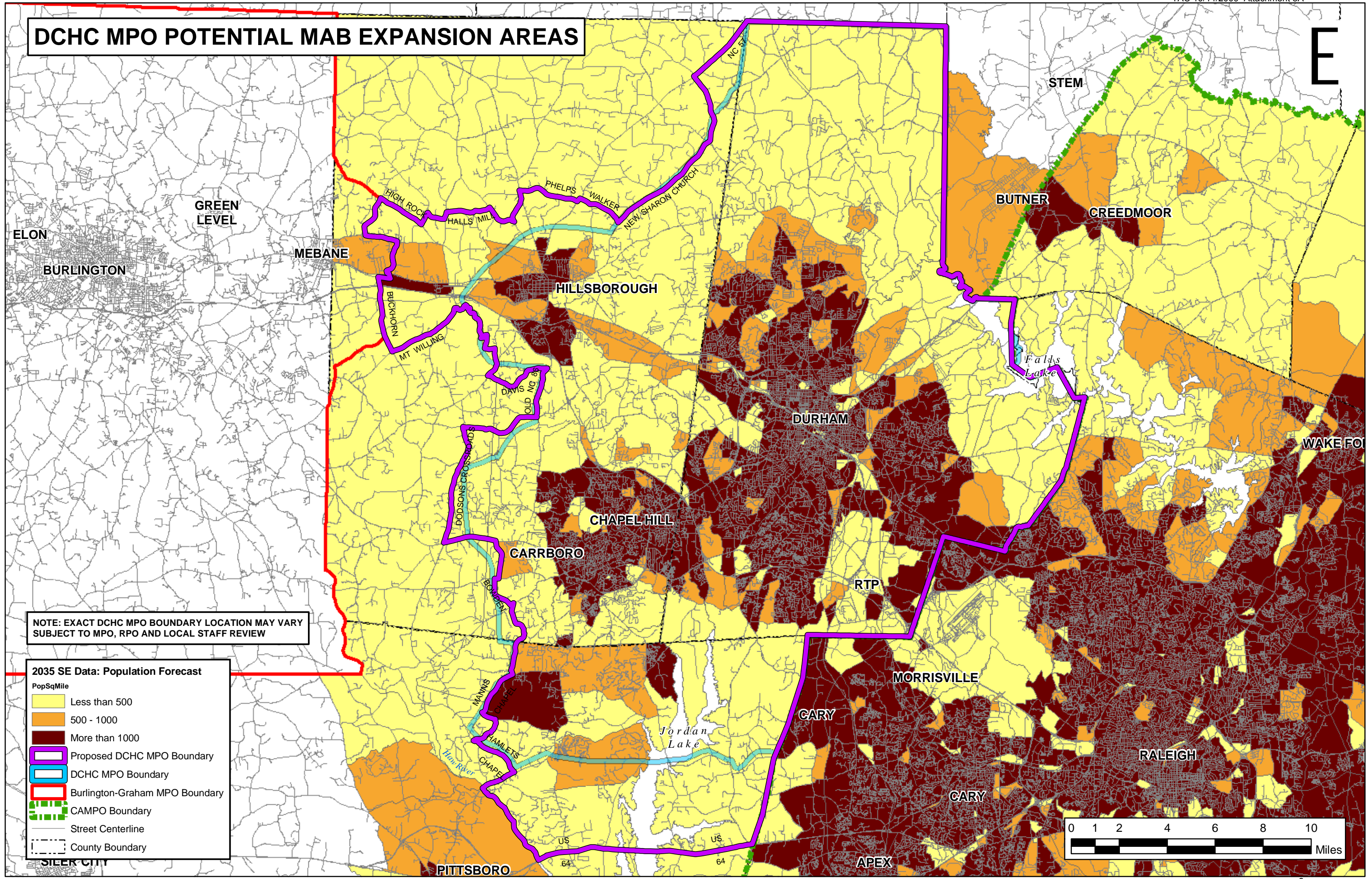


NOTE: EXACT DCHC MPO BOUNDARY LOCATION MAY VARY SUBJECT TO MPO, RPO AND LOCAL STAFF REVIEW

- Proposed DCHC MPO Boundary
- DCHC MPO Boundary
- CAMPO Boundary
- Burlington-Graham MPO Boundary
- Durham UZA
- Raleigh UZA
- Burlington-Graham UZA
- Street Centerline
- Municipality
- County Boundary
- Lake



DCHC MPO POTENTIAL MAB EXPANSION AREAS



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

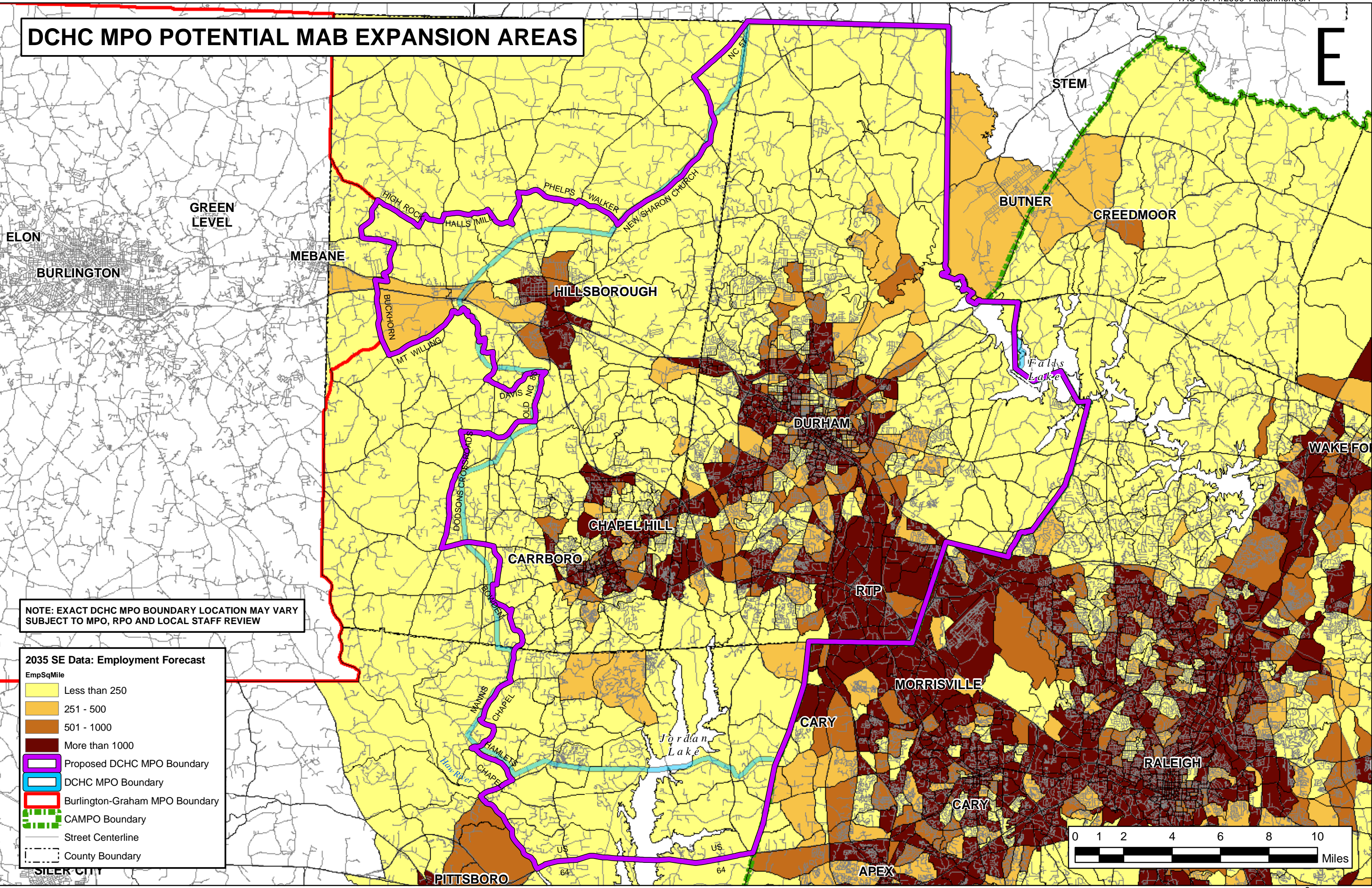
2035 SE Data: Population Forecast

PopSqMile

- Less than 500
- 500 - 1000
- More than 1000
- Proposed DCHC MPO Boundary
- DCHC MPO Boundary
- Burlington-Graham MPO Boundary
- CAMPO Boundary
- Street Centerline
- County Boundary



DCHC MPO POTENTIAL MAB EXPANSION AREAS

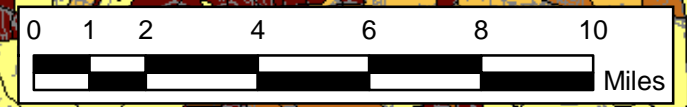


NOTE: EXACT DCHC MPO BOUNDARY LOCATION MAY VARY SUBJECT TO MPO, RPO AND LOCAL STAFF REVIEW

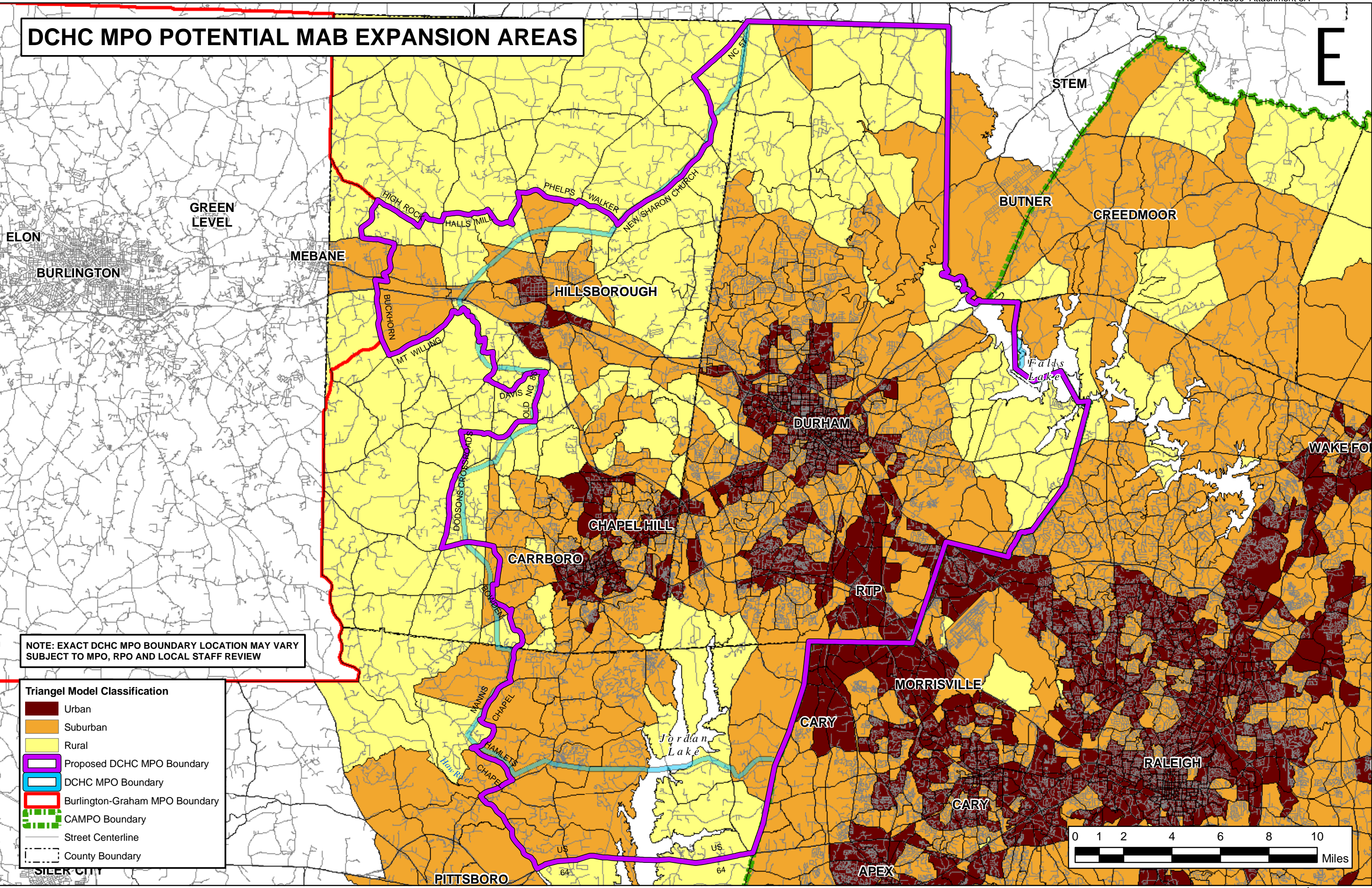
2035 SE Data: Employment Forecast

EmpSqMile

- Less than 250
- 251 - 500
- 501 - 1000
- More than 1000
- Proposed DCHC MPO Boundary
- DCHC MPO Boundary
- Burlington-Graham MPO Boundary
- CAMPO Boundary
- Street Centerline
- County Boundary



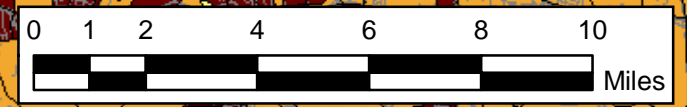
DCHC MPO POTENTIAL MAB EXPANSION AREAS



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

Triangel Model Classification

- Urban
- Suburban
- Rural
- Proposed DCHC MPO Boundary
- DCHC MPO Boundary
- Burlington-Graham MPO Boundary
- CAMPO Boundary
- Street Centerline
- County Boundary





DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

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

September 17, 2009

Congressman David Price
 U.S. House of Representatives
 2162 Rayburn Building
 Washington, DC 20515

Dear Congressman Price:

On September 30, 2009, the Federal Highway Administration will rescind \$8.708 billion from the unobligated balances of funds apportioned to the states for transportation. The State of North Carolina is expected to lose \$249 million through this rescission. Of this amount, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) will lose \$1.3 million of Surface Transportation Program Direct Attributable (STPDA) funds, a portion of our share of Congestion Mitigation Air Quality (CMAQ) funds, and a portion of our share of Metropolitan Planning funds.

The DCHC MPO strongly urges Congress to take immediate action to prevent the scheduled rescission. These transportation funds are critical for maintaining and improving our nation's infrastructure and preserving and creating jobs. The American Recovery and Reinvestment Act of 2009 is currently investing \$48.1 billion for transportation projects to help stimulate the economy and improve infrastructure. The proposed rescission would undermine the recovery efforts and would be contrary to our nation's needs at this critical time.

The STPDA and CMAQ funds are used by our MPO to construct sidewalks, bicycle facilities, and greenways, to purchase transit vehicles and operate transit service, and to implement transportation demand management programs. The DCHC MPO has made it a priority to use these funds on projects that help improve transportation facilities for bicyclists, pedestrians, and transit users to help increase the environmental sustainability of the transportation system and provide better transportation for low income populations. MPOs have very limited financial resources for these facilities and services and this rescission may require us to delay and scale back planned projects.

The Metropolitan Planning funds are essential to fund the operating budget of our MPO. MPOs are mandated by the federal and state governments to carry out long range transportation planning, air quality planning, congestion management, transit planning, public involvement, and other processes necessary for the development of transportation projects. Rescission of these funds may result in decreases in staff and an inability to fulfill federal and state requirements.

The DCHC MPO requests that Congress eliminate the rescission provision of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) before September 30, 2009. This action is necessary to maintain the progress that state governments and MPOs have made on improving our nation's transportation infrastructure and economic recovery. If you have any questions about this request, please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or 919-560-4366.

Sincerely,



J. Michael Woodard, Chair
Transportation Advisory Committee

Cc: Senator Richard Burr
Senator Kay Hagan
DCHC MPO TAC

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 14, 2009

RE: Federal Rescission

The Federal Highway Administration announced that \$8.7 billion of federal-aid highway funds apportioned to states was rescinded on September 30, 2009, as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Based on the legislation, North Carolina's share of the rescission is \$249.8 million.

The amount of the rescission by state was determined by proportionately distributing the \$8.7 billion across the states by their share of appropriations from FY 2005-2009. One state, Nevada, did not have enough unobligated funds to rescind. The difference between Nevada's proportionate share and their unobligated funds (\$22.4 million) was proportionately distributed among the other states. Table 1 displays the rescission by state.

The distribution of the rescission across federal programs was determined by proportionately distributing the \$249.8 million across the federal programs by the share of appropriations from FY 2005-2009. If a program did not have enough unobligated funds to rescind, the difference between the proportionate share and the unobligated funds was proportionately distributed among the other federal programs. Table 2 displays the rescission by federal program. The row "North Carolina (Proposed) N4510.712" is the proportionate share of each federal program. The row "North Carolina (Actual)" is the actual amount rescinded based on the unobligated funds.

The following federal programs did not have enough unobligated funds available to rescind the proportionate share:

- Interstate Maintenance
- National Highway System
- Surface Transportation Program
 - Distribution to Areas by Population:
 - Areas with a Population < 5K
 - Funds Available For Use In Any Area
- Highway Bridge Program
- Railway-Highway Crossings (RHX)
 - Protective Devices at RHX
 - Elimination of Hazards at RHX

- Recreational Trails
- Equity Bonus

As a result, the following programs had more unobligated funds rescinded:

- Surface Transportation Program
 - Transportation Enhancements
 - Distribution to Areas by Population:
 - Areas with a Population \geq 200K (STPDA)
 - Areas with a Population \leq 200K
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Highway Safety Improvement Program
- High Risk Rural Roads Program
- Metropolitan Planning (PL)

The rescission of Surface Transportation Program – Areas with a Population \geq 200K (STPDA) was distributed amongst the state’s seven largest MPOs as shown in Table 3. The distribution of the rescission across the MPOs was determined by proportionately distributing the \$47.5 million across the MPOs by the share of appropriations from FY 2005-2009. If a MPO did not have enough unobligated funds to rescind, the difference between the proportionate share and the unobligated funds was proportionately distributed among the other MPOs.

The following MPOs did not have enough unobligated funds available to rescind the proportionate share:

- Asheville
- Fayetteville
- Greensboro

As a result, the following MPOs had more unobligated funds rescinded:

- Raleigh
- Charlotte
- Durham
- Winston-Salem

The DCHC MPO will have \$6,984,302 of unobligated STPDA funds rescinded.

A distribution of the rescission across the MPOs for Metropolitan Planning has not yet been released. However, NCDOT has provided the following table of unobligated funds by MPO:

Area	Unprogrammed Amount
	10/5/2009
French Broad River (Asheville)	\$ 742,191

Burlington-Graham	\$ 345,268
MUMPO (Charlotte)	\$ 291,642
Cabarrus-Rowan	\$ 307,302
DCHC (Durham)	\$ 22,432
Fayetteville	\$ 421,967
Gastonia	\$ 208,824
Goldsboro	\$ 787,639
Greensboro	\$ (1)
Unifour MPO (Hickory)	\$ 255,281
High Point	\$ 553,041
Jacksonville	\$ 245,758
CAMPO (Raleigh)	\$ 245,139
Wilmington	\$ 188,079
Winston-Salem	\$ 34,068
Greenville	\$ 572,204
Rocky Mount	\$ 422,164

A distribution of the rescission across non-attainment areas for CMAQ has not yet been released.

LPA staff will be analyzing the effect the rescission may have on the MPO's planning activities and programmed STPDA and CMAQ projects over the coming months. A recommendation will be brought forward to the TCC and TAC at future meetings.

FHWA, HCFB-1
TABLE 1U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION30-Sep-09
7:00 AM

COMPARISON OF INITIAL DISTRIBUTION OF RESCISSION TO DISTRIBUTION OF RESCISSION AFTER ADJUSTMENTS *

<u>State</u>	<u>Initial Distribution of Rescission in N4510.711</u>	<u>Estimated Distribution of Rescission After Adjustments</u>	<u>Difference</u>
Alabama	175,661,481	176,090,994	429,513
Alaska	80,727,215	80,939,451	212,236
Arizona	170,400,934	170,845,487	444,553
Arkansas	109,109,470	109,397,303	287,833
California	793,541,559	795,619,594	2,078,035
Colorado	114,683,752	114,985,999	302,247
Connecticut	119,390,246	119,705,144	314,898
Delaware	34,615,553	34,706,504	90,951
Dist. of Col.	34,589,369	34,680,251	90,882
Florida	442,835,971	444,003,590	1,167,619
Georgia	316,163,817	316,985,581	821,764
Hawaii	38,546,172	38,647,517	101,345
Idaho	65,318,861	65,490,357	171,496
Illinois	289,878,654	290,642,478	763,824
Indiana	218,020,597	218,595,722	575,125
Iowa	97,546,116	97,803,350	257,234
Kansas	91,825,492	92,067,610	242,118
Kentucky	150,739,328	151,094,681	355,353
Louisiana	134,937,462	135,293,239	355,777
Maine	40,256,533	40,356,371	99,838
Maryland	140,444,922	140,809,482	364,560
Massachusetts	147,140,821	147,528,597	387,776
Michigan	262,675,634	263,354,345	678,711
Minnesota	132,771,560	133,119,494	347,934
Mississippi	102,699,591	102,966,636	267,045
Missouri	201,730,368	202,262,565	532,197
Montana	83,766,698	83,984,190	217,492
Nebraska	64,641,969	64,812,320	170,351
Nevada	61,359,170	38,993,297	(22,365,874)
New Hampshire	41,101,773	41,209,722	107,949
New Jersey	232,780,432	233,394,133	613,701
New Mexico	82,318,227	82,534,516	216,289
New York	406,954,003	408,000,474	1,046,471
North Carolina	249,216,507	249,848,312	631,805
North Dakota	54,388,415	54,526,923	138,508
Ohio	307,257,907	308,052,912	795,005
Oklahoma	135,812,276	136,170,585	358,309
Oregon	98,456,052	98,715,618	259,566
Pennsylvania	404,759,265	405,749,854	990,589
Rhode Island	44,430,848	44,547,755	116,907
South Carolina	145,345,306	145,726,201	380,895
South Dakota	57,760,614	57,912,770	152,156
Tennessee	190,144,496	190,619,674	475,178
Texas	740,313,410	742,240,415	1,927,005
Utah	64,893,809	65,064,693	170,884
Vermont	36,507,606	36,599,510	91,904
Virginia	229,887,481	230,472,390	584,909
Washington	147,678,674	148,061,997	383,323
West Virginia	93,628,026	93,821,783	193,757
Wisconsin	171,473,070	171,925,320	452,250
Wyoming	56,872,488	57,022,296	149,808
Total	8,708,000,000	8,708,000,000	0

FHWA, HCFB-1
TABLE 2

U.S.
F

ESTIMATED AMOUNTS OF UNOBLIGATED BALANCES TO BE RESCINDED ON SEPTEMBER 30, 2009 UNDER THE PROVISIONS OF THE FEDERAL AID HIGHWAY ACT
Inclusive of additional

State	Interstate Maintenance	National Highway System	Surface Transportation Program				Highway Bridge Program		Congestion Mitigation & Air Quality Improvement	Highway Safety Improvement Program	
			Transportation Enhancements	Areas > 200K	Areas < 200K	Areas < 5K	Available for Any Area	15% Mandatory Off-System			85% Optional On/Off-System
North Carolina (Proposed) N4510.712	44,198,781.00	51,869,594.00	5,923,353.00	10,883,211.00	17,441,788.00	4,993,859.00	19,991,315.00	5,480,357.00	31,055,354.00	12,621,197.00	8,743,075.00
North Carolina (Actual)	26,926,364.99	1,191,614.89	25,851,463.70	47,497,921.60	18,433,993.00	22,039.00	13,025.00	4,004,768.00	14,339,339.24	55,083,064.83	38,157,660.92
Difference	-17,272,416.01	-50,677,979.11	19,928,110.70	36,614,710.60	992,205.00	-4,971,820.00	-19,978,290.00	-1,475,589.00	-16,716,014.76	42,461,867.83	29,414,585.92

3. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

NS IN TITLE XI, SUBTITLE D, SECTION 1132 OF THE ENERGY INDEPENDENCE AND SECURITY ACT OF 2007 AND SECTION 10212 OF SAFETEA-LU, AS AMENDED
 rescission amounts due to shortfall in unobligated balances

30-Sep-09
 7:00 AM

<u>Railway-Highway Crossings</u>		<u>High</u>	<u>Recreational</u>	<u>Metro</u>	<u>Equity Bonus</u>		<u>Safe Routes to School Program</u>			<u>Coordinated</u>	<u>Appalachian</u>	<u>Pursuant to Sect.</u>	<u>Total</u>
<u>Protective</u>	<u>Elimination</u>	<u>Risk Rural</u>	<u>Trails</u>	<u>Planning</u>	<u>Exempt</u>	<u>Special</u>	<u>10% Minimum for</u>	<u>70% Minimum for</u>	<u>20% for Infrastructure</u>	<u>Border</u>	<u>Development</u>	<u>10212 of</u>	
<u>Devices</u>	<u>of Hazards</u>	<u>Roads</u>					<u>Non-Infrastructure</u>	<u>Infrastructure</u>	<u>or Non-Infrastructure</u>	<u>Infrastructure</u>	<u>Highway System</u>	<u>SAFETEA LU</u>	
774,160.00	774,160.00	590,275.00	429,376.00	1,418,024.00	5,262,249.00	16,470,263.00						10,296,116.00	249,216,507.00
34,998.00	40.00	2,576,155.07	0.00	5,419,747.00	0.33	0.00	53,787.00	509,145.00	137,452.00	0.00	9,595,732.00		249,848,311.57
-739,162.00	-774,120.00	1,985,880.07	-429,376.00	4,001,723.00	-5,262,248.67	-16,470,263.00	53,787.00	509,145.00	137,452.00	0.00	9,595,732.00	-10,296,116.00	631,804.57

TABLE 3: STP > 200K Population Rescission Adjustment

	FY 2005	FY 2006	FY 2007	Appropriations		Total FY 2005-2009	Percent of Total STPDA	Proportionate Share of Rescission	Base Amount Rescinded	Difference Between Proportionate Share and Base Amount	Proportionate Share of Difference	Total Rescinded
				FY 2008	FY 2009							
Raleigh	7,947,150	7,676,794	8,953,938	8,744,002	8,975,332	42,297,216	21%	9,782,930	9,782,930	-	3,358,975	13,141,905
Charlotte	10,783,194	10,416,358	12,149,269	11,864,414	12,178,296	57,391,531	28%	13,274,097	13,274,097	-	4,557,669	17,831,766
Durham	4,223,535	4,079,853	4,758,595	4,647,024	4,769,965	22,478,972	11%	5,199,165	5,199,165	-	1,785,137	6,984,302
Winston-Salem	4,392,214	4,242,794	4,948,644	4,832,617	4,960,467	23,376,736	11%	5,406,809	5,406,809	-	1,856,431	7,263,240
Asheville	3,251,638	3,141,020	3,663,574	3,577,677	3,672,327	17,306,236	8%	4,002,762	0	4,002,762		-
Fayetteville	4,055,824	3,917,847	4,569,637	4,462,496	4,580,556	21,586,360	11%	4,992,713	2,017,240	2,975,473		2,017,240
Greensboro	3,931,317	3,797,577	4,429,358	4,325,506	4,439,941	20,923,699	10%	4,839,446	259,468	4,579,978		259,468
Total						205,360,750		47,497,922	35,939,709	11,558,213	11,558,213	47,497,922

TABLE 3: STP :

	Unobligated Bal. Prior to Rescission	Percent Unobligated	Unobligated Bal. After Rescission	Rescission Adjustment	Percent of Unobligated Funds Rescinded	Percent of Apportioned Funds Rescinded
Raleigh	32,720,494	77%	19,578,589	13,141,905	40%	31%
Charlotte	57,976,957	101%	40,145,191	17,831,766	31%	31%
Durham	7,869,046	35%	884,744	6,984,302	89%	31%
Winston-Salem	20,460,599	88%	13,197,359	7,263,240	35%	31%
Asheville	0	0%	0	0	n/a	0%
Fayetteville	2,017,240	9%	0	2,017,240	100%	9%
Greensboro	259,468	1%	0	259,468	100%	1%
Total	121,303,804		73,805,882	47,497,922	39%	23%

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: October 14, 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, Amendment #7 on August 12, 2009, and Amendment #8 on September 9, 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 similar STIP modifications/amendments.

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 11A. 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.

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 and approved by NCDOT. Most projects also have construction authorization from FHWA.

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 have submitted a list of resurfacing priorities to NCDOT staff for the use of these funds.

Reporting Requirements

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. Reporting has already been initiated for MPO projects.

In addition to the reporting requirements in the legislation, the House Transportation and Infrastructure Committee has requested information on the progress of ARRA funds from States and transit agencies. The Committee will be highlighting best and worst performers among States, MPOs, and transit agencies beginning in September. The Committee will be posting reports on its website <http://transportation.house.gov>.

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. FTA reported that it received requests for \$1.87 billion through

the TIGGER program, and only \$100 million is available. Project awards were announced in September, and unfortunately, the MPO's application was not selected for funding.

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 was 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 submitted an application for \$300 million for replacement of the I-85 Yadkin River bridge in Rowan and Davidson Counties. The City of Durham submitted an application for \$68.7 million for five neighborhood commercial streetscape projects. In September, the TAC approved a resolution of support for NCDOT and the City of Durham's ARRA TIGER applications.

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
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

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

TIP #	Location	Description	Confirmed, STIP Status	Construction Authorization	Procuring Construction Services	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
I-5116	Durham Wake - I-540	I-40 to US 70 (4.00 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	5/29/2009	\$2,569,522		\$2,569,522
U-5122	Durham - NC 98	SR 1838 (Junction Road) to SR 1811 (Sherron Road)	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$832,825		\$832,825
R-5135	Durham - SR 1004 (Old Oxford Road)	US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$2,136,170		\$2,136,170
U-5127	Durham - SR 1321 (Hilddandale/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	Complete		\$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 Orange Durham	Signal System Upgrade	Confirmed 4/09, in STIP	Complete	9/29/2009	\$4,944,736		\$4,944,736
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	Complete	9/29/2009	\$1,135,134		\$1,135,134
B-5191A	Orange	Bridge expansion joint repairs	Confirmed 6/09, STIP 5/09			\$40,000		\$40,000
I-5138	Orange, I-85	Bridge over SR 1006 (Orange Grove Rd.), Mill, Resurface, and Overlay with Open Graded Friction Course	Confirmed 8/09, in STIP			\$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.	Confirmed 9/09, in STIP			\$950,000		\$950,000
		Total				\$10,869,870		
		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	\$445,821	\$750,771
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
		Total				\$3,517,000		
		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 (Lakewood Ave / University Drive)	Milling and Resurfacing, Roxboro to Academy				\$550,000		
	SR 1127 (West Chapel Hill Street)	Milling and Resurfacing, Great Jones to Kent				\$160,000		
	US 70 Business (Main Street)	Milling and Resurfacing, Erwin/9th Street to Morgan St.				\$215,000		
	US 15-501 Business North (Roxboro Street)	Milling and Resurfacing, Lakewood to I-85				\$560,000		
	NC 55 (Avondale Drive)	Resurfacing, I-85 to Geer Street				\$150,000		
	SR 1380 (Morgan St.)	Milling and Resurfacing, Mangum St. to Foster St.				\$60,000		
	SR 2295 (Archdale / S. Roxboro)	Milling and Resurfacing, MLK Jr Parkway to Summit St.				\$310,000		
	SR 1670 (Geer St.)	Milling and Resurfacing, Mangum St. to Cheek Rd.				\$175,000		
	SR 2028 (T.W. Alexander Drive)	Milling and Resurfacing, NC 54 to Cornwallis Rd				\$235,000		
	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		
	NC 98 (Holloway St.)	Milling and Resurfacing, Miami Blvd. to N. Roxboro St.				\$280,000		
	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	9/15/2009	8/20/2009	9/23/2009		\$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	9/3/2009	9/10/2009	9/8/2009	9/23/2009				
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	9/3/2009	9/10/2009	8/28/2009	9/23/2009				
U-4726HC	SR 1146 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a								
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	9/3/2009	9/10/2009	9/1/2009	9/23/2009		\$1,545,000		\$1,545,000
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	9/2/2009	9/10/2009	9/4/2009	9/23/2009				
U-4726HF	Washington St W/S	Sidewalk Construction (Trinity to Glendale)	6/15/2009	7/14/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/2/2009	9/23/2009				
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	9/3/2009	9/10/2009	9/2/2009	9/23/2009				
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	9/10/2009	8/21/2009	9/18/2009				
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	9/10/2009	8/27/2009	9/18/2009		\$445,821		\$445,821
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	9/10/2009	8/27/2009	9/18/2009				
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	Complete		\$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	9/2/2009	9/16/2009	8/26/2009	9/23/2009		\$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	9/14/2009	8/26/2009	9/23/2009		\$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	9/14/2009	8/26/2009	9/23/2009		\$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	9/14/2009	8/26/2009	9/23/2009		\$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	9/14/2009	8/26/2009	9/23/2009		\$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	8/28/2009	9/10/2009	8/26/2009	9/18/2009		\$80,000		\$80,000
U-5164	Durham	Resurfacing, multiple locations - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$1,154,075		\$1,154,075
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 ARRA STPDA	Other Funding	Total Project 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	10/1/2009	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	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$50,000		\$50,000
U-4726A	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$50,000		\$50,000
U-4726B	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$50,000		\$50,000
		Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$350,000		\$350,000
U-4726C	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$350,000		\$350,000
U-4726D	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$61,563		\$61,563
U-4726E	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$185,000		\$185,000
		Town of Chapel Hill Uncommitted Balance											(\$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	9/3/2009	7/27/2009	9/11/2009		\$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	9/3/2009	7/27/2009	9/11/2009		\$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	9/18/2009	8/28/2009	9/23/2009		\$48,296		\$48,296
		Town of Carrboro Uncommitted Balance											(\$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	9/2/2009	9/18/2009	9/21/2009	9/23/2009		\$319,459	\$880,541	\$1,200,000
		Town of Hillsborough Uncommitted Balance											\$0		

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

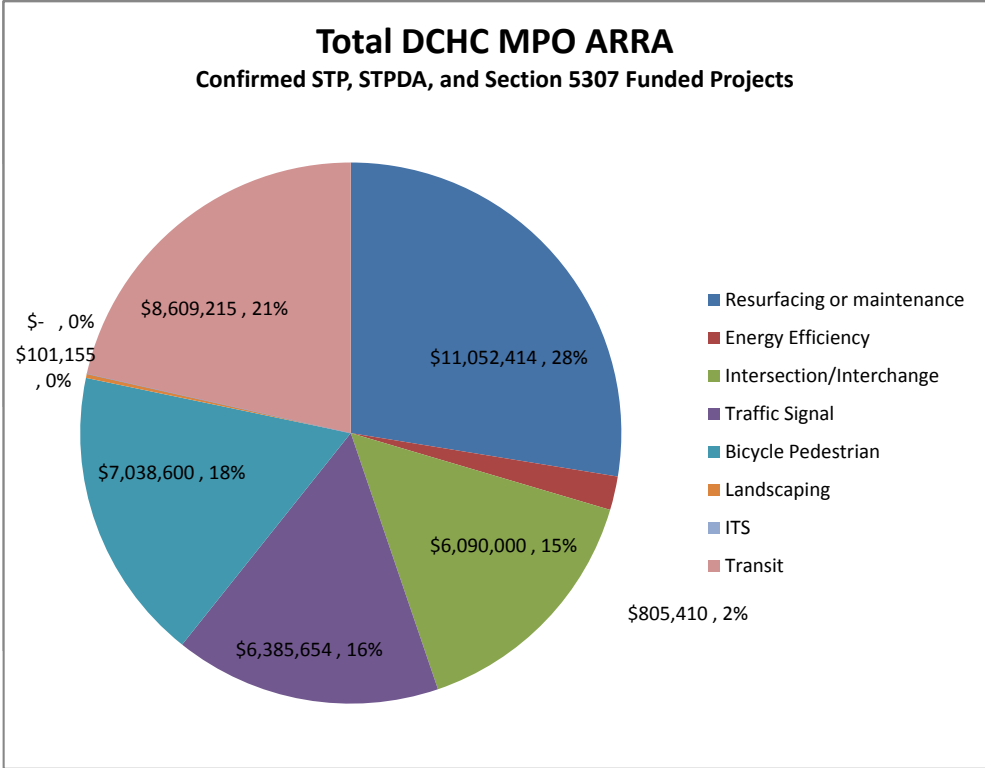
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
DURHAM COUNTY													\$827,321		
U-4726HH	Durham - Third Fork Creek Trail	Third Fork Creek Trail from Woodcroft Parkway to Garrett Road; Third Fork Creek Trail from MLK to Southern Boundaries Park; Third Fork Creek Trail MLK connector	6/15/2009	7/14/2009	n/a	n/a	n/a	9/2/2009	9/18/2009	9/1/2009	9/23/2009		\$827,000		\$827,000
		<i>Durham County Uncommitted Balance</i>											\$321		
ORANGE COUNTY													\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$183,200		\$183,200
U-4726GA	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	9/2/2009	9/18/2009	8/12/2009	9/23/2009		\$429,457	\$470,543	\$900,000
		<i>Orange County Uncommitted Balance</i>											(\$0)		
CHATHAM COUNTY													\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	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
		<i>Chatham County Uncommitted Balance</i>											\$0		
		Uncommitted Balance											\$320		

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

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

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

Resurfacing or maintenance	\$ 11,052,414
Energy Efficiency	\$ 805,410
Intersection/Interchange	\$ 6,090,000
Traffic Signal	\$ 6,385,654
Bicycle Pedestrian	\$ 7,038,600
Landscaping	\$ 101,155
ITS	\$ -
Transit	\$ 8,609,215
Total	\$ 40,082,448



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 14, 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

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:** 6.14%
Availability Date: 2/5/2007 **Letting Date:** 12/19/2006
Completion Date: 11/1/2009 **Work Began:** 2/19/2007
Revised Completion Date: 11/24/2009 **Estimated Completion:** 12/1/2009
Last Estimate Thru: 9/30/2009 **Scheduled Progress:** 97.1%
Last Estimate Paid: **Actual Progress:** 92.09%

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:** NC-147
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
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: 9/7/2009 **Scheduled Progress:** 53.9%
Last Estimate Paid: 9/11/2009 **Actual Progress:** 36.97%

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:**

Contract Number: C202408 **Route:** US-501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 18.15 miles **Federal Aid Number:**
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD)
AND 8 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: C C MANGUM COMPANY LLC
Contract Amount: \$2,694,654.51 **Cost Overrun/Underrun:**
Availability Date: 10/5/2009 **Letting Date:** 8/18/2009
Completion Date: 6/11/2010 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Bid opening cancelled
Orange	39276 MA07120R	SR 1942 (Jones Ferry Rd.) from SR 1140 (Wilson Rd.) to Chatham Co.	Widen existing pavement to 22' with a 1' paved shoulder on each side and resurface. Finished pavement width will be 24'.	\$800,000	Combine NCMA funds with resurfacing funding; Spending Authority for '09- '10
Orange	41593	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 ; See U- 4726 JA
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	Flashers operating
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; Const. FY '10-'11
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		Work still underway
Orange	7CR.10681.15	NC 57 from joint north of SR 1544 (Pearson Rd.) to approx. 685' south of centerline of NC 157	Widening, resurfacing and pavement markings		S.T. Wooten Corp.= low bid
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 (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	Applied Polymeric, Inc.- has not begun work
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	Riley Paving, Inc. =low bid
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; Const. FY '10-'11
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; Const. FY '10-'11
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; Const. FY '10- '11
	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.175 million	Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga.=low bid
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 -Design by Town; Let by Division pending Const. Auth.
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$300,000	ARRA Letting by Town pending Const. Auth.
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA Letting by Town- 10/29/09

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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; may be revised to Jan. 2010
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; may be delayed to Nov. 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; may be delayed
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD
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-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$155,200.00	ARRA Letting by Town 10/27/09
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 10/27/09
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA Letting by County TBD
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$50,000.00	ARRA Letting by Town 10/29/09
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$50,000.00	ARRA Letting by Town 10/29/09
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$350,000.00	ARRA Letting by Town 10/29/09
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$61,563.00	ARRA Letting by Town 10/29/09
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 10/29/09
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA Letting by Town TBD

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

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS
Chatham	B-4063 33427.3.1	NC 902	Replacement of bridge # 20 over Sandy Creek and approaches	PE: \$150,000.00 ROW: \$75,000.00 CONST: \$1,390,181.00	\$1,205,102.89	Dellinger, Inc began work on 9/18/08 and is currently at 98.8% complete; Structure & roadway complete, open to traffic; working on punchlist items; Estimated completion is December 2009
Divisionwide	38913.3.1 R-4425	US 421, US 15-501, US 1	Guardrail rehabilitation to upgrade sub-standard guardrail, end treatments and bridge anchor units	PE \$210,000.00 Const \$2,622,565.00	\$2,280,491.45	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Complete, accepted 6/17/09
Chatham	8CR.20191.1 1	4 sections of secondary roads	Contract resurfacing let as purchase order	\$1,040,350.00	\$697,376.00	Awarded to S. T. Wooten Corp.; Available 7/20/09; Scheduled completion is 12/16/09
Chatham	41700 SF-4908J	NC 751	Install protected permitted traffic signal and left turn lane at intersection of NC 751 and SR 1731 (O'Kelly Church Road)	PE: \$10,000 ROW: \$58,214.50		Letting scheduled for September 16, 2009; Economic Stimulus Project
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00		Anticipated letting in January 2010; Economic Stimulus Project
Chatham	36268 U-4726FA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities	PE: \$22,000.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Streetscaping/Landscaping	PE: \$2,525.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available

DOT grant makes Elm St. sidewalk possible

BY BETH VELLIQUETTE

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CARRBORO — With a nearly \$300,000 grant from the N.C. Department of Transportation, the town of Carrboro will build a sidewalk on Elm Street making it safer for students walking to Carrboro Elementary School.

Carrboro applied for a Safe Routes to School Infrastructure Grant last January, and it recently received a letter from the Transportation Department that the project was among 13 selected to win a grant out of 76 applications.

The sidewalk will run from Weaver Street to Shelton Street near the southeastern corner of the Carrboro Elementary School grounds.

It will connect to the Francis Shetley Bike Path, which runs from Shelton Street to the intersection of N. Greensboro Street and Estes Drive Extension.

“We were very pleased to be selected,” said Trish McGuire, planning administrator for the town of Carrboro.

Elm Street is a narrow two-block street without a shoulder through a residential neighborhood in central Carrboro. People walking on Elm Street now are forced to walk in the traffic lane since there are drainage ditches on both sides of the street.

The sidewalk will be put on the east side of the street, said George Seiz, director of public works for the town. Part of the project will involve sewer line improvement, which will replace the ditch on that side of the street, Seiz said.

The sidewalk will run next to the street, and the town hopes that it will not have to cut many trees to accommodate it.

“I think we are able to save most of them,” Seiz said.

Town officials already have had talks with the property owners on the street about the project, Seiz said.

There are still a few steps left to go before the town can put the project out for bid, Seiz said.

In addition to the Elm Street sidewalk project, the town is using funds from the American Recovery and Reinvestment Act to put sidewalks on Ashe Street, which runs parallel to Elm Street. That sidewalk will run from Main Street to Shelton Street and will provide a safe place for children and others to walk to the school.

The town is also going to put in a sidewalk on Bim Street, from Jones Ferry Road to Fidelity Street, Seiz said. Bim Street runs behind the Carrboro Town Hall.

The town is waiting on construction approval from the DOT, and it hopes it will receive that in the next several weeks.

Once it receives that, the bidding process can begin, Seiz said.

American Recovery and Reinvestment Act funds also will be used for three new bus shelters in Carrboro, Seiz said.

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Court: Don't divert road funds

Gov. Perdue plans to appeal the ruling on her authority to balance the budget.

MARK JOHNSON, Staff Writer

RALEIGH - The N.C. Court of Appeals ruled Tuesday that governors must keep their hands off one of the state's road building funds when they're scrounging for money to balance the budget.

The decision in the 7-year-old case involving the Highway Trust Fund could sharply restrict the steps that Gov. Beverly Perdue and future governors can take without legislative approval in a financial crisis.

Perdue, a Democrat, plans to appeal the decision, saying that it robs her of some of the tools needed to deal with the sort of deep recession that has wracked North Carolina and the rest of the country.

The former state transportation secretary and former state senator who filed the suit hailed the decision as a safeguard against future governors snatching the road money to pay other bills.

"This is a huge victory for taxpayers," said Dan Boyce, a Raleigh lawyer representing James Harrington, who was state transportation secretary under Republican Gov. Jim Martin in the 1980s, and former state Sen. William Goldston, a Democrat from Eden.

The Highway Trust Fund was created in 1989 to help build bridges and roads, including interstate loops around the state's larger cities.

Martin and legislators took the money generated by the sales tax on cars, which had been flowing into the general fund, and began pumping it into the new trust fund. To make up for the loss of money in the general fund, Martin and lawmakers agreed to transfer \$170 million a year from the new Highway Trust Fund to the general fund.

How the case began

When a recession hit in 2001 and 2002, Gov. Mike Easley seized \$80 million on top of the \$170 million already moved. Easley and lawmakers later shifted an additional \$125 million that they called a loan.

Harrington and Goldston, who helped create the trust fund, sued, arguing that a governor cannot take money appropriated for a specific purpose and use it for another.

"We promised the people" that the trust fund would be used to build roads, Harrington said Tuesday.

A three-judge panel of the appeals court upheld the \$125 million Easley moved with the legislature's approval, but the panel said Easley "exceeded his constitutional authority" in using an executive order to move the \$80 million.

The state constitution grants the governor authority to keep the budget balanced once the legislature has passed it, but the language does not "grant the governor the unfettered power to transfer funds," Judge Robert N. Hunter Jr. wrote.

Governing in a crisis

Judge Linda McGee wrote in dissent that the court was removing "the governor's ability to act quickly in a crisis."

Perdue shared those concerns, according to her press secretary, Chrissy Pearson.

"The governor feels like the people of North Carolina have an expectation that the state will pay its bills," Pearson said, "and she has to have the tools to do that, particularly in the context of these extreme economic times."

Last spring, the state's revenues were nose-diving and jeopardizing North Carolina's ability to write checks. Perdue took at least \$145 million from special funds used, among other purposes, to prevent smoking, help needy families, buy park land, clean up scrap tires and preserve wetlands. She also took money from funds to buy textbooks and build schools, but that money was paid back.

If the Supreme Court hears the case, it likely will focus on where to draw the line between the legislature's and the governor's authority to decide how money is spent, said former Justice Bob Orr, a Republican who now heads the N.C. Institute for Constitutional Law.

"It's a very important separation-of-powers issue," Orr said.

In previous rulings on the governor's budget-balancing authority, the appeals court upheld Easley's interception of \$210 million in tax reimbursements intended for localities, but the court said he wrongly seized \$225 million headed for state employee pension funds.

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UNC alums pitch bike rental kiosks

By Gregory Childress
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Chapel Hill — Imagine stepping off one of Chapel Hill's free public buses, swiping a card at a smartly placed kiosk loaded with bikes, grabbing one and riding off into the sunset.

It could happen.

Two recent UNC graduates are pitching a proposal for a subscription-based and pay-per-use bike rental program called WeCycles that would provide bicycle rentals throughout the town of Chapel Hill and the UNC campus.

Hasan Abdullah and Ibraheem Khalifa said UNC Chancellor Holden Thorp already has expressed interest in the program, for which market research shows 60 percent of UNC's students willing to pay an annual \$40 membership to use.

At Thorp's suggestion, Abdullah and Khalifa went before the Town Council last week to ask for support of the plan. They would primarily need the council's permission to locate the kiosks near major bus stops in town. Stops on Weaver Dairy, Franklin Street and the UNC campus have been cited as potential locations.

"We're focusing our locations primarily on major bus stations because we want to enhance the great free bus system that this city has already," Abdullah said.

Abdullah added that the thinking behind locating kiosks near bus stops is that people who use the public bus system will be more inclined to grab a bike to complete their trip.

Council member Ed Harrison, a frequent bike rider, said he likes the idea, but warned that locating kiosks won't be a

simple task.

“I would like for you to proceed,” said Harrison, who noted that a similar program is being established in Greenville. “It’s not going to be all that easy.”

Users of the bike rental program would be able to swipe a UNC One Card, WeCycles card or credit card to unlock a bike.

According to Abdullah and Khalifa, the program would provide many benefits for the town of Chapel Hill, including national recognition for having a bike-sharing program that supplements a public bus system, helping the town further its sustainability goals and encouraging residents to become more physically fit.

“For the town of Chapel Hill, this should be an extension of your public transportation service,” Khalifa said. “It’s not something meant to supplant the existing bus system or any other existing transportation system the town has.”

Khalifa noted that similar programs are already popular in Europe and are becoming increasingly popular in the U.S. He mentioned programs in Washington, D.C., and Denver as leading the way in kiosk bicycle rentals in the U.S.

The matter was referred to Town Manager Roger Stancil for review.

Wednesday, September 23, 2009, 2:09pm EDT | Modified: Wednesday, September 23, 2009, 2:52pm

NCDOT stimulus surge creates 1,300 new jobs

Triangle Business Journal - by [Chris Baysden](#) Triangle Business Journal

The nearly \$1 billion in federal “recovery” funds that the **North Carolina Department of Transportation** received earlier this year stimulated significant growth in jobs and payroll last month, NCDOT data show.

A total of 3,449 employees worked on stimulus-funded construction projects for the NCDOT in August – a 59 percent leap from the 2,170 employees who got stimulus work in July.

The gains were even more dramatic in terms of hours worked and payroll. Companies working on stimulus-funded projects for NCDOT paid workers nearly \$3.3 million for 196,920 hours worked in August. Both figures are almost double the July totals of 99,561 hours and \$1.7 million in payroll.

The July numbers include revisions that have been made since NCDOT first released the figures about a month ago.

Stimulus payroll spending has grown steadily since April, when just \$22,751 was paid out to 74 workers, according to NCDOT data.

NCDOT has received a total of \$838 million in federal stimulus funds, including \$735 million for road and bridge projects. The **Federal Highway Administration** estimates that every \$1 million spent on transportation creates 30 jobs.

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It's official: Vehicle registration goes up \$5

By Ray Gronberg

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DURHAM -- A unanimous City Council voted this week to increase the cost of registering a car or truck in Durham by \$5 a year to raise money for the Durham Area Transit Authority.

The move put into practice authority the General Assembly gave Durham officials over the summer, and didn't spark any controversy on the council.

Members didn't debate the increase before approving it with several other staff proposals Monday, nor did they talk about it during a preliminary screening of the agenda on Sept. 10.

City administrators are assuming the increased registration levy will generate an additional \$350,000 for DATA in fiscal 2009-10, based on its being in place for only half the year.

They believe that in fiscal 2010-11 and the years following, the annual proceeds will be about \$700,000, city Transportation Manager Mark Ahrendsen said.

The city's estimate is more conservative than that of General Assembly budget analysts, who said this summer the added tax should generate \$779,395 a year for DATA.

Durham legislators sponsored the authorization bill after city leaders assured them the money would go to improving the bus system's service offerings.

For now, however, city officials intend to put the initial half-year's worth of revenue in the bank, Ahrendsen said.

That will give administrators, DATA's appointed Board of Trustees and the City Council a chance to discuss priorities for service additions, in time for a decision next spring in the council's deliberations on the 2010-11 budget, he said.

Ahrendsen added that the bus system's six-year improvement plan would serve as the "source document" for those talks.

The plan calls for a variety of new and expanded bus routes, including a proposed "circulator" that would link downtown Durham, Duke University and perhaps N.C. Central University more frequently than existing routes do.

City officials have been talking with business interests and officials at Duke about the circulator proposal. But it remains "a work in progress," Ahrendsen said.

Decisions about its routing, timetables and financing all still up in the air.

DATA got another influx of cash earlier this year in federal economic-stimulus dollars. Officials used the money to balance the bus system's budget, instead of on service expansions.

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N.C. seeking money to build fast train network

North Carolina asked the Obama administration today for \$5.3 billion to help Virginia build a network of fast trains that state officials said could be up and running by 2017, serving a projected 1.8 million riders each year between Charlotte and Washington, D.C.

The state would use the money to upgrade tracks, trains and stations from Charlotte to Raleigh, and to build a new 168-mile line from Raleigh to Richmond. Virginia is seeking additional money, around \$1.5 billion, to improve service between Richmond and Washington.

North Carolina eventually would have eight round trips by rail each day between Raleigh and Charlotte, and four between Raleigh and Washington.

Projected travel times would drop to 2 hours 15 minutes between Raleigh and Charlotte, and 4 hours between Raleigh and Washington – a journey that now takes six hours and is subject to frequent delays.

“These projects are critical for communities throughout our state,” Gov. Beverly Perdue said in a news release. “North Carolina’s commitment to rail puts us in strong contention for these funds.”

The Obama administration plans to distribute \$8 billion in federal stimulus funds to start construction of a national high-speed rail network. Congress is considering budget proposals that would add between \$1.2 billion and \$4 billion more each year over the next five years.

Around a dozen proposal for funding are expected in Washington, but North Carolina has one of only about four plans that have developed beyond the idea stage. The state has invested heavily in recent years to improve tracks and stations and reduce travel times between Raleigh and Charlotte, and it has taken the lead role in developing the proposed Southeast High-Speed Rail Corridor.

The largest part of North Carolina’s request, \$3.7 billion, would restore rail service in an abandoned CSX corridor that runs almost straight from Raleigh to Petersburg, Va. – a shorter path than the current Amtrak route via Selma, Wilson and Rocky Mount.

The state Department of Transportation has finished 30 percent of the engineering plans for three alternate routes to Petersburg, for a single track with extensive passing sidings and 100 new highway bridges that would put all the existing roads over or under the tracks.

The 174-mile route between Raleigh and Charlotte would be double-tracked, with around 30 new bridges to eliminate most at-grade road crossings. The plan also includes funds to add new rail stops in Lexington and Hillsborough.

\$1.2M loss in road funds expected

Loss comes from Bush administration deal with Congress

By Ray Gronberg

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DURHAM -- Local road planners think they're set to lose about \$1.2 million in unspent "direct allocation" money from the federal government thanks to a snafu in Congress that let stand a law requiring them to give it back.

The so-called "recission" is coming about thanks to a deal legislators made with former President George W. Bush's administration in 2005 to get Bush's signature on a new federal transportation bill.

Bush and Congress disagreed on how much spending the bill should authorize. They compromised in part by saying that when it expired, federal regulators should "claw back" any money states hadn't actually signed contracts to spend.

The expiration deadline passed Thursday at midnight, so in the absence of any further action from Congress, the states are out a combined \$8.7 billion.

North Carolina stands to lose \$249.8 million, said Mark Foster, chief financial officer of the N.C. Department of Transportation.

Foster added that loss was "not unexpected," despite lobbying by trade groups that wanted Congress to cancel the recission. The House and Senate couldn't agree on a strategy for doing so, and there were major disagreements even within the two political parties in each chamber.

At the state level, officials are waiting on President Barack Obama's administration to spell out how much money will have to come out of each major transportation program, Foster said.

Bush's administration had generally given states flexibility to decide how to absorb such cuts.

Recissions have become a habit in the transportation arena. This is the 12th since 2002. Foster estimated the previous 11 cost this state a combined \$400 million to \$500 million.

Locally, the claw-back is certain to hit a pot of money that officials have used most often on sidewalk and transit projects.

It won't hurt any projects now under construction, but it will force officials to shuffle future spending plans.

"We've [allotted] this money to projects, so we may have to take a look at what we've programmed and delay or cut back funding," said Ellen Beckman, a planner in the city transportation office. "But we haven't done that yet."

Beckman added that the Durham-Chapel Hill area each year normally receives \$3.5 to \$4 million in direct-allocation money, so termed because local officials rather than the state control how it's spent.

Meanwhile, in Washington U.S. Rep. David Price, D-4th, said the recission is "not something we welcome" and added that he thinks Congress will somehow try to cushion the blow.

The problem is that it's adopted "pay as you go" rules that mean to cancel the recission, legislators have to find offsetting cuts somewhere else. Much of the strategy disagreement has been about where to look for those cuts.

Price - who's not convinced the entire \$8.7 billion will affect construction - added that the long-term solution is to pass a new transportation bill that, because of pent-up demand for highways and transit, is likely to authorize spending that would "dwarf what we're talking about here."

Work on the bill also has been hindered by strategy disagreements.

Key legislators in the House want to move on it quickly. But the Obama administration and the Senate prefer to take their time, likely another 18 months, to craft a measure that would put the federal transportation program on a sound financial footing.

Price figures the administration will get its way.

Its stance "has to do with their judgments about the agenda maybe being overcrowded at this point, which is hard to dispute, and the practical question of knowing we're going to need more sources of revenue, more diverse sources of

revenue," he said.

Price acknowledged that there's a chance of the bill's support for transit taking a hit if Republicans gain control of the House in the 2010 elections. Transit has made inroads in some relatively conservative jurisdictions, like Salt Lake City, but remains unpopular with many rural legislators.

Foster is expecting the eventual bill to include the same sort of accountability controls Congress built into the federal economic stimulus package. He's also sympathetic to the view that legislators shouldn't rush.

"Certainly they learned from the last [one] that they need to get it right," he said.