

Member Governments

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

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

AGENDA

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

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

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

ACTION ITEMS

**4. Approval of September 23, 2009 TCC Meeting Minutes
(Attachment 4)**

A copy of the September 23, 2009 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the September 23, 2009 TCC meeting.

**5. Federal Rescission
(Attachment 5)**

Ellen Beckmann, 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 North Carolina will have approximately \$249.80 million rescinded, including \$47.5 million of Surface Transportation Program Direct Attributable (STPDA), \$55.1 million of Congestion Mitigation Air Quality (CMAQ), and \$5.4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 5 is a memo on the rescission.

TCC Action: Receive update on the rescission and refer to the TIP Subcommittee.

**6. NC 54/I-40 Corridor Study - Update
(Attachment 6, 6A, 6B)**

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, provided an overview of the study including progress to date to the TAC in October

(Attachment 6). A list of frequently asked questions is included as Attachment 6A. Attachment 6B is a status report for the project.

TCC Action: Receive update on the NC 54/I-40 Corridor Study.

7. American Recovery and Reinvestment Act of 2009

(Attachment 7, 7A, 7B)

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 7 is a memo on the American Recovery and Reinvestment Act of 2009. The funds are provided through existing funding programs such as Surface Transportation Program (STP), Surface Transportation Program Direct Attributable (STPDA), and the Section 5307 transit program. Attachment 7A is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section 5307 ARRA funds. This table also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects. Attachment 7B is FY 2009-2015 MTIP Amendment #9 needed to move funds for one project from FY 2009 to 2010.

TCC Action: Recommend that the TAC approve Amendment #9 to the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 7B).

8. Urban Loop Prioritization

(Attachment 8)

Ellen Beckmann, LPA Staff

NCDOT has proposed a quantitative methodology for ranking Urban Loop projects (Attachment 8) and has requested comments from MPOs by November 30, 2009. Urban Loop projects were designated as part of the 1989 Highway Trust Fund and are eligible for funds that are not subject to the state's equity formula. The City of Durham is one of the ten cities eligible for these funds. The DCHC MPO's highest ranked highway project is the East End Connector which is eligible for Urban Loop funds.

TCC Action: Review NCDOT's proposed methodology for ranking Urban Loop projects and provide the TAC recommended comments on the methodology.

9. Comprehensive Transportation Plan - Update

Andy Henry, LPA Staff

Karen Lincoln, Orange County

Scott Walston/Julie Bollinger, NCDOT

The next major milestone in the Comprehensive Transportation Plan process (CTP) is for the TAC to receive a draft CTP for review. Staff will provide an update on the CTP progress and schedule. A delay in the schedule is likely.

TCC Action: Receive update and provide comments.

REPORTS FROM STAFF:

10. Reports from Staff

(Attachment 10)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

11. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

12. NCDOT Report

(Attachment 12)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

Adjourn

Next meeting: November 18, 2009

44
45 Mark Ahrendsen, TCC Chair called the meeting to order at 9:06 a.m. The Alternate Voting
46 Members were identified and are indicated above. Mark Ahrendsen introduced and welcomed Jeff
47 Brubaker, the new TCC member for the Town of Carrboro.

48 **Adjustments to the Agenda**

49 Ellen Beckmann stated that Agenda Item #8 will be deferred to the next meeting.

50 **Public Comments**

51 There were no public comments.

52 **ACTION ITEMS:**

53 **Approval of the August 26, 2009 TCC Meeting Minutes (Attachment 4)**

54 Ben Howell stated that the minutes on page 8 and 9 reference areas #1 and #4 as the areas to
55 be considered for the Metropolitan Area Boundary Expansion. The memos have shown the areas as #1
56 and #5. Ellen Beckmann stated that at the TCC meeting the area referred to as area #4 in Chatham
57 County was split in two (area #4 and #5), and the area we are considering for the expansion is area #5.
58 Ben Howell asked that in the next memo the area needs to be made clear.

59 A motion was made by John Hodges Copple and seconded by Pierre Osei-Owusu to approve the
60 August 26, 2009 TCC Meeting Minutes. The motion carried unanimously.

61 **2012-2018 Transportation Improvement Program – Regional Priority List (Attachments 5, 5A, and 5B)**

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

64 Ellen Beckmann stated that the main changes are underlined and highlighted on Attachment 5A.
65 There were (2) projects added to the Highway list; Homestead Road and Sewell School Road – which
66 were inadvertently left off the list. Both are bike/ped projects that could be submitted as highway
67 projects. They are on the Highway Projects list as #26 and #27. They can be inserted in the highway list
68 at #19 or below so since #1-18 are top priorities. SPOT allows us to submit as many projects as we wish;

69 but only the top 25 projects get points according to the ranking methodology. There are a couple of
70 loop projects listed that may need to be removed so these may be pushed up to receive points. Joey
71 Hopkins recommends against removing the loop projects because the loop prioritization process is not
72 finalized. We should continue to support U-0071 as one of our top priorities, and it is partially funded
73 with highway funds. Mark Ahrendsen stated there seems to be a consensus to leave the loop projects in
74 the list, and to add the Homestead Road and Sewell School Road project.

75 Ellen Beckmann stated at the TAC meeting there was a discussion about the five streetscape
76 projects. We had, in response to the TAC request back in January, added the Fayetteville Road
77 Streetscape to the list and that was the only streetscape project that was on the list. At the September
78 2009 TAC meeting, members asked staff to add the other four streetscape projects. They questioned if
79 we could separate the sidewalk part of the project from the streetscape part of the project. The list has
80 been edited and now the NCDOT Division 5 list has all five of the streetscape projects listed and ranked
81 just as sidewalk projects. Ellen Beckmann put it through the ranking methodology to find out where the
82 points lined up and inserted the projects where they fell out in regards to the other projects that have
83 already gone through the methodology. The new projects on the list are underlined. During this
84 process, Ms. Beckmann noticed that one project was inadvertently left out. It was Hope Valley Road
85 sidewalks and bicycle lanes which added to the list. The streetscape part of these projects is now
86 included on page 8 as Enhancement Projects. We have not been notified by SPOT how the
87 Enhancement Projects will be handled or how much funds may be available.

88 Dale McKeel suggested adding "sidewalk portion of the streetscape project" to the description
89 in the Bicycle/Pedestrian section.

90 Maricia Brown stated the cost is misleading in the enhancement section. It is the total cost of
91 the project. Ms. Brown also suggested grouping the five streetscape projects as one project.

92 Ellen Beckmann stated it is difficult to group and rank projects as one since they are in
93 geographically distinct locations and the point methodologies use geographic data. Mark Ahrendsen
94 stated staff should try to get the sidewalk costs listed in the table for the TAC meeting. Maricia Brown
95 suggested putting the guiding principles for bicycle/pedestrian projects in memos for TAC's review.

96 Mark Ahrendsen stated being on this list doesn't preclude private funds. Bill Barlow suggested
97 adding a column called rail because it is a funding source for the grade separations listed in the public
98 transportation list.

99 Ellen Beckmann stated she will submit these projects as both rail and public transportation
100 projects.

101 A motion was made by Felix Nwoko and seconded by David Bonk to recommend TAC approval
102 of Attachment 5A as the DCHC MPO's FY 2012-2018 Regional Priority List. The motion carried
103 unanimously.

104 **U-4716 (Hopson Road Widening, Grade Separation and Church Street Extension) 2035 Long Range**
105 **Transportation Plan – Amendment #1 2009-2015 Metropolitan Transportation Improvement Program**
106 **– Amendment #10 (Attachment 6, 6A, and 6B)**

107
108 Andy Henry provided an introduction for the U-4716 (Hopson Road Widening, Grade Separation
109 and Church Street Extension) 2035 Long Range Transportation Plan – Amendment #1 2009-2015
110 Metropolitan Transportation Improvement Program – Amendment #10, along with the attachments.

111 A few days before the September TAC meeting, the interagency coordinating committee
112 determined we needed to do a TIP amendment and we asked the TAC to defer the item. The attached
113 coversheet would go into the 2035 LRTP which explains what has been changed. We need to get the
114 language for the TIP, and NCDOT is working on the cost and the phasing for the TIP amendment. The
115 TAC asked if there were some developers out there that have already committed to making the
116 improvements. A memo is attached which explains what is in the site plan for the two areas. We don't
117 know the exact time the developers would be responsible for extending Church Street. Joey Hopkins

118 stated there is no funding to widen Hopson Road. Joey Hopkins stated the TAC wants the developer to
119 pay. Mark Ahrendsen stated they could enter into a municipal agreement with the developer where
120 they have to contribute. Joey Hopkins stated NCDOT doesn't want to have to wait to close Church
121 Street because of a developer because it is a safety project.

122 John Hodges-Copple stated the NCDOT may want to move in advance of what the developer
123 wants. The question is; is there is a way to extract money from the developer to cover part of the cost
124 later when they build. Instead of the developer chipping in advance of the project, it would be more
125 NCDOT chipping in advance to advance the project. Andy Henry stated the developer is not in a hurry.
126 Andy Henry stated he has heard that Keystone is to provide the right of way for Church Street extension
127 and Joey Hopkins stated nothing has been signed. Mark Ahrendsen stated there may not be a way to
128 account for everything. Mark Ahrendsen suggested adding language to the TIP amendment that
129 includes stimulus and private sector funding without getting specific to the amount. John Hodges-
130 Copple stated that Mike Stanley has to put a figure in the spreadsheet. John Hodges-Copple stated the
131 cleanest way is to put everything in stimulus and come back and add private funds later. That is all we
132 can do schedule-wise at this point.

133 Felix Nwoko suggested adding language in the TIP amendment that private sector funds will be
134 considered to make it more palatable for the TAC. Joey Hopkins stated we will need revised language
135 for the TIP. Mark Ahrendsen suggested indicating ARRA and/or private funds in the LRTP amendment.

136 Dale McKeel suggested including bike lanes and sidewalks in the TIP amendment. It also needs
137 to be in the memo.

138 A motion was made by Felix Nwoko and seconded by John Hodges- Copple to recommend TAC
139 release of the MTIP and LRTP amendments with a provision adding language for private funds and
140 release of the draft air quality conformity report. The motion carried unanimously.

141 Joey Hopkins asked Dale McKeel if he wanted to include bike lanes and sidewalks in the TIP
142 amendment on Hopson Road as well and Dale McKeel stated yes.

143 **Metropolitan Area Boundary Expansion (Attachment 7 and 7A)**

144 Ellen Beckmann provided an introduction and update on the Metropolitan Area Boundary
145 Expansion, along with the attachments. Ellen Beckmann and Felix Nwoko will be attending the Chatham
146 Board of County Commissioners meeting to address the expansion.

147 Ellen Beckmann stated the TAC had a few questions which the LPA staff is trying to address.
148 One question was in regards to the RPO funding. The formula for RPO funding is in the attachment.
149 Working it out for the Triangle RPO would result in \$1 less planning funds for every ten people the MPO
150 takes in from the RPO, but the funding wouldn't be adjusted until the 2010 census data comes out.

151 Felix Nwoko suggested seeing if we can adjust the boundary to follow block groups because
152 census data is available at the block group level. The TAZ is developed from the blocks. Ellen Beckmann
153 stated in some areas we can get the block groups changed but not in all areas.

154 Leta Huntsinger stated we can get census data at the TAZ level. However, the TAZ may not
155 match block groups.

156 John Hodges-Copple stated he thinks we want to set the metropolitan boundary based on the
157 two main things it determines which is defining the facility and allocating funding to build the facilities.
158 We can make reasonable adjustments and we shouldn't let the data need drive the boundary. The
159 boundary should be who defines the facility and who allocates the funding. That is the main purpose of
160 defining the boundary. We need to focus on the purpose to drive the boundary.

161 David Bonk stated the boundary line was also proposed to minimize the encroachment of the
162 Burlington-Graham MPO in Orange County. Why don't we wait until the 2010 census? Felix Nwoko
163 stated we can show the SE data projections for the areas.

164 Andy Henry stated the Orange County Board of County Commissioners discussed expanding
165 area #1 around the Burlington- Graham MPO. Karen Lincoln asked who gets to decide if the boundary
166 can be extended. Ellen Beckmann stated the MPO can make the decision to expand the boundary.

167 David Bonk stated at the work review meeting there was discussion about Mebane extending
168 into Orange County.

169 John Hodges-Copple asked if a municipality can be part of two MPO's. We need to get the
170 answer to this question prior to making any decisions.

171 David Bonk stated we should continue ahead as Felix Nwoko suggested. We need to quantify
172 what these areas based on projections will be urbanizing by 2035 which is justification for expanding the
173 boundary and let the TAC make the decision. John Hodges-Copple stated we need to be very clear
174 about who makes the decisions.

175 Ben Howell stated moving the boundary into Chatham County has a large effect on Chatham
176 County because the RPO CMAQ funds are split by population and not on a competitive process.
177 Chatham County has gotten better service and more projects through the RPO than the MPO. Chatham
178 County has the possibility of losing \$400,000 of CMAQ if the MPO boundary is extended. Chatham
179 County would prefer to wait until after the census.

180 Paul Black stated that area #5 is both east of the lake and west of the lake, and that the east side
181 is more tied to CAMPO.

182 A motion was made by Felix Nwoko and seconded by David Bonk to proceed with the technical
183 information and authorize the LPA to better define areas. The motion carried with Ben Howell
184 opposing.

185 **Surface Transportation Program Direct Attributable (STPDA) Funding for FY 2010 2009-2015**
186 **Metropolitan Transportation Improvement Program – Amendment #9 Transfer of FY 2010 CMAQ and**
187 **STPDA Funds to FTA (Attachment 8)**

188

189 Ellen Beckmann stated this item will be deferred until the next meeting.

190

191 **Comprehensive Transportation Plan – Update (No attachments)**

192 Andy Henry provided an update on the Comprehensive Transportation Plan. We have started
193 making the CTP maps; however it will take longer than expected. We will need to delay taking the maps
194 to the TAC until December.

195 Karen Lincoln stated Orange County is proposing to have it approved by the Board of County
196 Commissioners in June for the portion outside of the MPO. There will be a public workshop for the
197 Orange County CTP from 5 p.m. until 9 p.m. at the Efland Ruritan Club. The survey is focused on the
198 area outside the MPO. Maps will be displaying the entire area. The purpose of the workshop is to
199 present information and get public feedback.

200 **American Recovery and Reinvestment Act of 2009 – Update (Attachment 10 and 10A)**

201 Ellen Beckmann provided an update on the American Recovery and Reinvestment Act of 2009 –
202 Update, along with the attachments.

203 Ellen Beckmann stated the joint application from DATA, Chapel Hill Transit, and Triangle Transit
204 for TIGGER funds did not get selected.

205 Joey Hopkins stated the Third Fork Creek has a problem with the structure design.

206 Jeff Brubaker stated the Town of Carrboro submitted an application for TIGER funds for their
207 portion of the Morgan Creek and Bolin Creek project.

208 Maricia Brown stated the MPO is not doing the reporting. The funding agency is the one that
209 does the reporting. The MPO will report to NCDOT for the City of Durham local projects. The MPO will
210 not do any direct reporting.

211 **REPORTS FROM STAFF:**

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

213 There Report from Staff is attached for review.

214 **Report from the Chair**

215 Mark Ahrendsen stated staff is continuing to work with NCDOT on the East End Connector and
216 the Alston Avenue project. They are trying to wrap up the environmental study on both projects. The
217 transit operators are continuing to work Triangle Transit in developing county level plans.

218 **NCDOT Report (Attachment 13)**

219 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. The RTA hosted a
220 solutions forum in both Wake and Durham Counties. They got thirteen or fourteen different
221 engineering companies to donate over \$50,000 in engineering services to look at a number of locations
222 across the counties. In Durham, it was the intersection of Roxboro/Latta/Infinity and the other was the
223 Durham Freeway and Roxboro/Mangum interchanges area. They came up with some short term, low
224 cost type of improvements at these thirteen locations across the counties. The report is on the RTA
225 website. Staff will email the report to the TCC.

226 Patrick Wilson, NCDOT Division 7 Engineer, provided an update on projects. There are two
227 projects in Orange County (signal system and NC-57 resurfacing) that were let last week. They both
228 came in 20% below the engineer estimate.

229 David Bonk asked how the excess funds will be reallocated. Patrick Wilson stated there are
230 projects as placeholders for the extra funds, but no decision has been made as to which project will be
231 let.

232 **Adjournment**

233 There being no further business before the Technical Coordinating Committee, the meeting was
234 adjourned at 11:02 a.m.

TCC ATTENDANCE RECORD - 2009

NAME	AGENCY	12/17	1/28	2/25	3/25	4/22	5/27	6/24	7/22	8/26	9/23	10/28	11/18
John Brantley	Airport Authority	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
Richard Carter	Greyhound	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
Roy Williford (a) Patricia McGuire	Carrboro Planning	A-	A-	A-	A-	A-	A-	P-	A-	A-	A-		
Jeff Brubaker (a) Patricia McGuire	Carrboro Planning	P+	P+	P+	P+	P+	P+	A+	P+	P+	P+		
Kumar Neppalli (a) Ryan Mickles	Chapel Hill Engineering	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Brian Litchfield (a) Ryan Mickles	Chapel Hill Transit	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
David Bonk (a) Ryan Mickles	Chapel Hill Planning	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Keith Megginson (a) Jason Sullivan (a) Ben Howell	Chatham County Planning	A-	A-	A-	P-	P+	P+	P+	P+	A+	P+		
Ray Magyar (a) Claire Kane	UNC/Transportation	P+	A+	P+	P+	P+	A+	P+	P+	P+	P+		
Mark Ahrendsen	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Steve Mancuso (a) Pierre Osei-Owusu (a) Chassem Anderson	City of Durham DATA	A+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Andy Henry (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Felix Nwoko (a) Ellen Beckmann (a) Dale McKeel	City of Durham Transportation	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Ed Venable (a) Vacant	City of Durham Engineering	P-	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Keith Luck (a) Aaron Cain	Durham City/County Planning	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
Bonnie Estes (a) Aaron Cain	Durham City/County Planning	A-	P-	A-	A-	A-	P-	P+	P+	P+	P+		
Tobin Freid	Durham City/County	A-	P-	P+	P+	A+	A-	A-	A-	P-	A-		
Tom King (a) Margaret Hauth	Hillsborough Planning	P+	P+	P+	P+	P+	A+	P+	P+	P+	P+		
Starla Huggins	NCCU	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
TE-III Triangle Group, Durham Coordinator (Bollinger) (a) Triangle Planning Group Supervisor (Walston) (a) Eastern Planning Unit Head (Marshall)	NCDOT TPB	A+	A-	A-	A-	P-	A-	P-	P+	P+	P+		
Division Engineer (Bowman) (a) Deputy Division Engineer (Hopkins) (a) Division Operations Engineer (Whitley) (a) Division Project Manager (Kneis)	NCDOT Division 5	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Division Engineer (Mills) (a) Deputy Division Engineer (vacant) (a) Division Operations Engineer (Wilson) (a) Division Project Manager (Hunsinger) (a) Division Construction Engineer (Eason) (a) Division Staff Engineer (Buff)	NCDOT Division 7	P+	A+	A-	P-	P+	P+	P+	P+	P+	P+		
Mobility Development Specialist, Triangle (Barlow) (a) Assistant Director for Mobility Development (Lavender)	NCDOT PTD	A-	A-	A-	P-	A-	A-	A-	A-	P-	P+		
Regional Traffic Engineer (Becker) (a) Regional Traffic Safety Engineer (Phipps)	NCDOT Traffic Operations	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
Karen Lincoln	Orange County Planning	P+	P+	P+	A+	P+	P+	P+	P+	P+	P+		
Karen Markovicks	Orange County Planning	A-	A-	A-	P-	A-	A-	A-	A-	A-	A-		
Liz Rooks (a) Alison Fiori	Research Triangle Foundation	A-	P-	P+	P+	A+	A-	P-	P+	P+	P+		
John Hodges-Copple (a) Paul Black	Triangle J COG	P+	P+	P+	P+	P+	P+	P+	P+	A+	P+		
Patrick McDonough (a) Jonathan Parker	Triangle Transit	P+	P+	P+	P+	P+	P+	P+	P+	P+	P+		
Phail Wynn	Duke University	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-		
# P+ / # voting members		14/16	14/16	17/17	16/17	17/19	15/17	17/18	20/20	18/20	21/21		

Not confirmed in writing

P+ = present and counted as a voting member; P- = present and not counted as a voting member; A+ = absent and counted as a voting member; A- = absent and not counted as a voting member
Voting member rule: When a member misses three meetings in a row, he/she is not considered a voting member on the third consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.

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. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED AMOUNTS OF UNOBLIGATED BALANCES TO BE RESCINDED ON SEPTEMBER 30, 2009 UNDER THE PROVISIONS IN TITLE XI, SUBTITLE D, SECTION 1132 OF THE ENERGY INDEPENDENCE AND SECURITY ACT OF 2007 AND SECTION 10212 OF SAFETEA-LU, AS AMENDED
Inclusive of additional rescission amounts due to shortfall in unobligated balances

State	Interstate Maintenance	National Highway System	Surface Transportation Program				Highway Bridge 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
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
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

State	Congestion Mitigation & Air Quality Improvement	Highway Safety Improvement Program	Railway-Highway Crossings		High Risk Rural Roads	Recreational Trails	Metro Planning	Equity Bonus	
			Protective Devices	Elimination of Hazards				Exempt	Special
North Carolina (Proposed) N4510.712	12,621,197.00	8,743,075.00	774,160.00	774,160.00	590,275.00	429,376.00	1,418,024.00	5,262,249.00	16,470,263.00
North Carolina (Actual)	55,083,064.83	38,157,660.92	34,998.00	40.00	2,576,155.07	0.00	5,419,747.00	0.33	0.00
Difference	42,461,867.83	29,414,585.92	-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

State	Safe Routes to School Program			Coordinated Border Infrastructure Program	Appalachian Development Highway System	Pursuant to Sect. 10212 of SAFETEA LU	Total
	10% Minimum for Non-Infrastructure	70% Minimum for Infrastructure	20% for Infrastructure or Non-Infrastructure				
North Carolina (Proposed) N4510.712						10,296,116.00	249,216,507.00
North Carolina (Actual)	53,787.00	509,145.00	137,452.00	0.00	9,595,732.00		249,848,311.57
Difference	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

	Appropriations						Percent of Total NC STPDA	Proportionate Share of Rescission	Base Amount Rescinded	Difference Between Proportionate Share and Base Amount	Proportionate Share of Difference	Total Rescinded
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total FY 2005-2009						
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

	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%

Obligations FY 2005-10/14/2009 STPDA Projects - FHWA ONLY

TIP No	Description	Obligations FY 2005-10/14/2009									Total
		WBS Phase	Post Date	Funding Amount	WBS Phase	Post Date	Funding Amount	WBS Phase	Post Date	Funding Amount	
E-4008	Robeson Place Bicycle Path - Carrboro	Construction	8/20/2004	\$ 45,600	Construction	3/27/2007	\$ 89,356				\$ 134,956
EB-4707	Old Durham-Chapel Hill Road - Chapel Hill, Durham	Prel Engr	6/13/2008	\$ 200,000							\$ 200,000
EL-4601	Morgan Creek Greenway - Chapel Hill	Prel Engr	11/27/2007	\$ 80,000	Construction	10/14/2009	\$ 640,000				\$ 720,000
EL-4828	Morgan Creek Greenway - Carrboro	Prel Engr	4/7/2008	\$ 40,000							\$ 40,000
EL-4994	Bolin Creek Greenway - Carrboro	Prel Engr	5/29/2008	\$ 56,000							\$ 56,000
EL-4995	Dry Creek Greenway - Carrboro, Chapel Hill	Prel Engr	11/27/2007	\$ 64,000							\$ 64,000
U-2302B	NC 86 (MLK Blvd), Homestead Rd. to I-40 - Chapel Hill	Construction	5/29/2007	\$ (105,099)	Construction	2/17/2009	\$ (20,489)				\$ (125,588)
U-2807A	US 15-501 corridor upgrade	Right of Way	8/13/2007	\$ 677,224	Right of Way	12/11/2007	\$ (1,516)	Prel Engr	8/27/2007	\$ 116,188	\$ 791,896
U-2808	Miami Blvd & US 70 intersection - Durham	Construction	4/23/2008	\$ 50,475							\$ 50,475
U-3309B	Alexander Dr. from NC 147 to Miami Blvd. - Durham	Construction	4/23/2008	\$ 55,107							\$ 55,107
U-3834	Raleigh Rd. pedestrian project - Chapel Hill	Construction	11/21/2006	\$ (47,214)							\$ (47,214)
U-3835	Cameron Av. pedestrian project - Chapel Hill	Construction	5/22/2008	\$ (47,829)							\$ (47,829)
U-4010	Holloway St. - Durham	Construction	3/27/2007	\$ 2,236,000							\$ 2,236,000
U-4011	Miami Blvd south of Ellis Rd. - Durham	Right of Way	8/6/2008	\$ 2,827,200							\$ 2,827,200
U-4423	Pedestrian improvements, NC 54 & Hamilton - Chapel Hill	Construction	6/28/2005	\$ 128,412	Construction	5/18/2009	\$ (4,811)				\$ 123,601
U-4726A	Hanna St. Sidewalk - Carrboro	Construction	4/12/2005	\$ 55,564							\$ 55,564
U-4726B	Bolin Forest Dr. Sidewalk - Carrboro	Construction	4/12/2005	\$ 15,960							\$ 15,960
U-4726C	Culbreth Rd. sidewalk - Chapel Hill	Construction	5/30/2006	\$ 36,000							\$ 36,000
U-4726E	NC 86 (MLK Blvd) - sidewalk at Northfields Dr. - Chapel Hill	Construction	no date provid	\$ 40,000							\$ 40,000
U-4726L	US 15-501 & Estes Dr. sidewalk impr. - Chapel Hill	Construction	5/30/2006	\$ 12,000							\$ 12,000
U-4726IF	Bolin Creek Stairs - Chapel Hill	Prel Engr	10/14/2009	\$ 20,000							\$ 20,000
U-4727	UPWP	SPR/PL	8/19/2004	\$ 956,998							\$ 956,998
U-4727	UPWP	SPR/PL	6/29/2005	\$ 575,153							\$ 575,153
U-4727	UPWP	SPR/PL	6/29/2005	\$ 1,018,847							\$ 1,018,847
U-4727	Metro Planning - Urban Area Durham	SPR/PL	1/31/2006	\$ (138,845)							\$ (138,845)
U-4727	UPWP	SPR/PL	6/20/2006	\$ 1,724,755							\$ 1,724,755
U-4727	UPWP	SPR/PL	6/20/2006	\$ 50,845							\$ 50,845
U-4727	UPWP	SPR/PL	6/28/2007	\$ 1,313,901							\$ 1,313,901
U-4727	UPWP	SPR/PL	6/28/2007	\$ 105,099							\$ 105,099
U-4727	UPWP	SPR/PL	6/30/2008	\$ 2,276,463							\$ 2,276,463
U-4727	UPWP	SPR/PL	6/29/2009	\$ (1,322,929)							\$ (1,322,929)
											\$ 13,818,415



**NC-54/I-40 CORRIDOR
BLUEPRINT FOR MOBILITY**

September 2009

Presentation Topics

- Study background and objectives
- Overview of key issues and desired outcomes
- Work tasks and public participation
- Schedule and milestones

Project Objectives

- Clearly define a realistic “blueprint” for an integrated growth and mobility strategy for the corridor
- Establish a development framework that strengthens multimodal travel options and reduces vehicle miles of travel (VMT)
- Improve operations and safety, and reduce delay
- Define project priorities and phasing linked to timing of growth

Steering Committee

- Comprised of local agency staff, NCDOT, UNC
- Meet monthly to guide study process
- Focal point for development of technical and policy recommendations to governing bodies

Study Partners

- DCHC MPO*
- NC Department of Transportation
- Triangle Transit
- City of Durham*
- Durham County*
- Town of Chapel Hill*
- UNC
- Chapel Hill Transit
- DATA

* Funding Partners

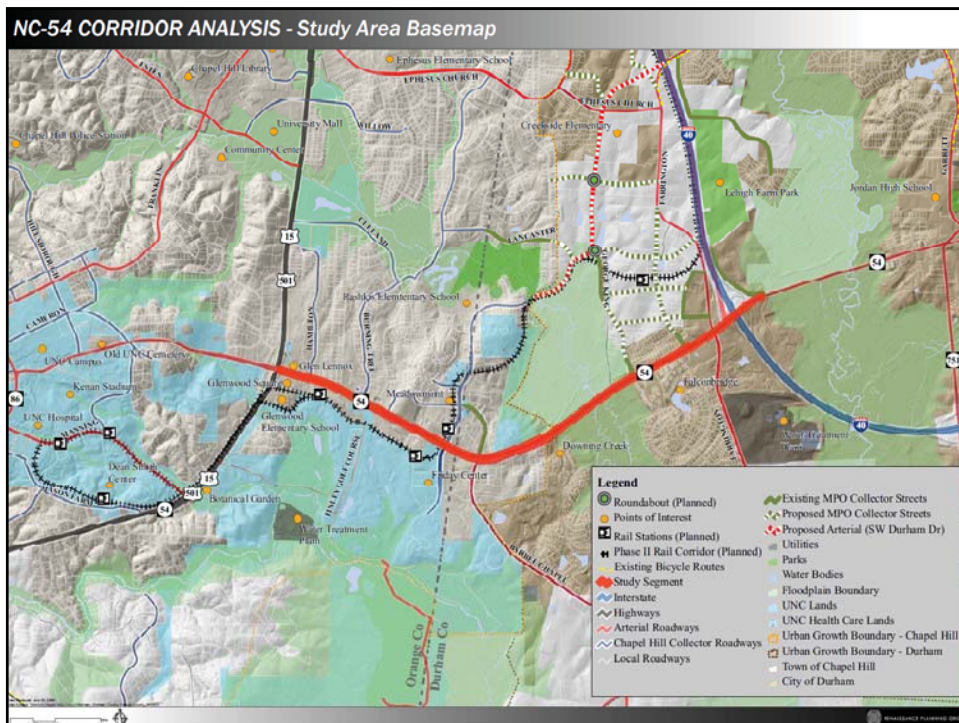
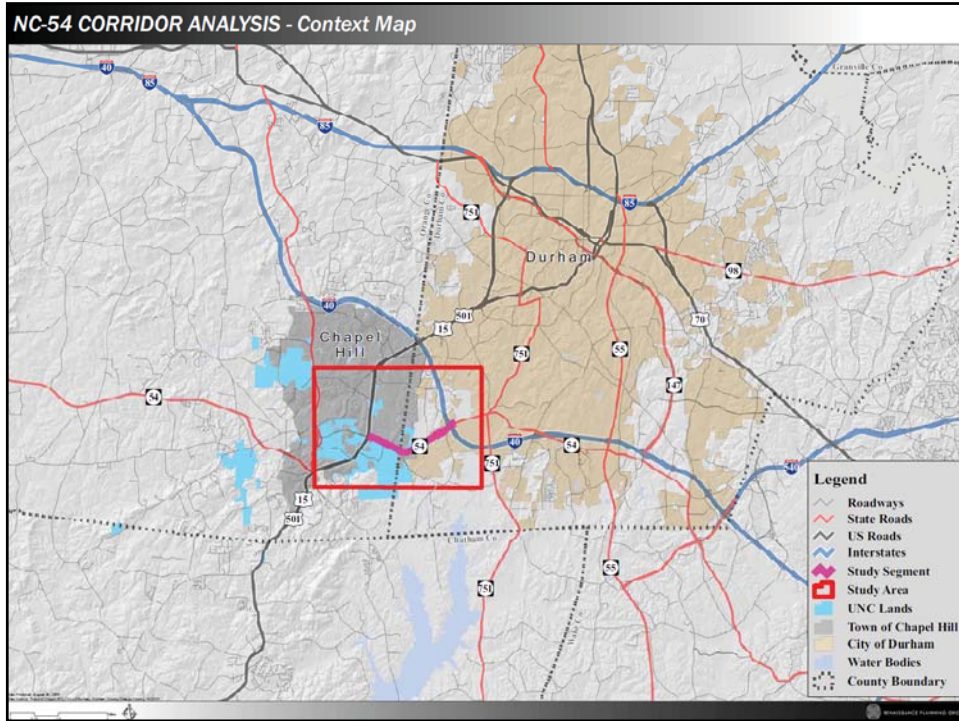
Consulting Team

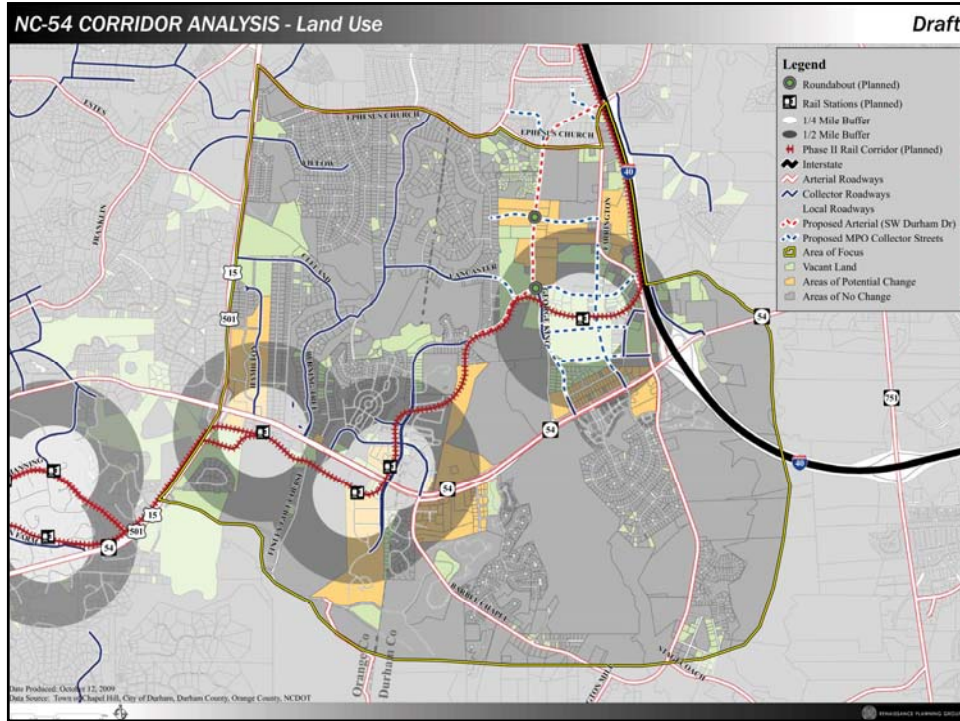


NC 54/I-40 Key Issues

- Principal access to major activity centers in SW Durham, Chapel Hill, Carrboro and beyond
- I-40 interchange at NC 54 ranked as the top congested location in the region
- Study area growth is rapidly outpacing highway capacity
- Mobility depends on further developing other travel options







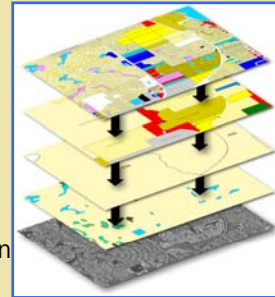
Corridor Context

- NC 54 traffic grew 30% in last decade
 - 1997: 35,000 vehicles per day
 - 2007: Increased to 47,000
- Similar rate of increase for I-40
- Highest traffic growth on Farrington and Barbee Chapel Roads
 - Traffic levels have doubled in 10 years
 - Environmental and residential constraints limit corridor options
- Multiple local and express bus routes serving the corridor



Scenario Planning

- Create and test impacts of alternative future outcomes to define overall vision
- Assess policy trade-offs for integrated land use-transportation strategies
- Comparison of various growth options
 - Trend build-out scenario
 - Transit Oriented Development
 - Neighborhood and environmental preservation
 - Evaluate impacts: transportation, environment, economic, energy
- Select preferred scenario to guide Corridor Master Plan (“blueprint”)



Study Steps

- Project initiation / Public outreach plan
- Prepare corridor profile
- Develop and evaluate scenarios
- Prepare land use-transportation master plan (“corridor blueprint”)
- Present and document recommendations

Public Engagement

Approach

- Follow effective process principles
- Focus groups and community contacts
- Public workshops
- Website and notices
- Other outreach and communications

Effective Public Process

- Identify community values
- Combine programs & problems
- Bring everyone to the table
- Use process to educate, train, and introduce innovative solutions
- Develop scenarios to test all issues
- Use science to model the visions
- Incorporate preferred scenario into project programming and funding

Effective Public Process

- Getting people to the table
- Well-designed process
 - ✓ Issues-oriented focus groups
 - ✓ Hands-on public workshops
- Comprehensive, exciting, visual plan
 - ✓ Enhance understanding of trade-offs/outcomes
 - ✓ Get buy-in and determine priorities
- Proceed with model or priority projects

Focus Group Discussions

Purpose of initial focus groups is to:

- solicit input from members of community groups and key stakeholders at start of project
- begin to understand varying points of view and develop issues to be investigated and modeled
- Help get the word out about upcoming workshops – and identify key missing groups

Broad-based Participation

- Focus group types
 - TAC members, elected officials
 - Neighborhoods and environmental advocacy
 - Bicycle/Pedestrian interests
 - Transit users
 - Business and development community
 - University community
- Informal, in-depth discussion with small groups

Focus Group Discussion

- Describe project scope and purpose
- Ask stakeholders to help the team understand the project area and relevant issues from their point of view
- Invite stakeholders to identify the issues to discuss at the public workshops
- Get feedback on specific issues we may have identified to date (on base maps)
- Solicit input for other stakeholder groups and important individuals to target for participation in the process (*especially minorities and underserved populations*)

Public Workshops

- First workshop – Nov. 18, 2009
 - Present Community Profile and Trend Scenario (What's already happening)
 - Get input on issues, opportunities and trends to guide development of alternative future scenarios
- 2nd workshop – February/March 2010
 - Evaluate alternatives & comment
 - Assist in selecting preferred scenario
- 3rd workshop – April 2010
 - Review and refine corridor/subarea master plan
 - Multimodal transportation and land use recommendations, implementation strategies and phasing (priorities)



Community scenario workshops

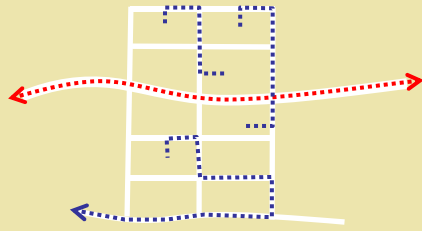


Consensus on Priority Issues



Connectivity by Design

- Short trips can be made on the local street network- walk, bike, driving & transit



- Good connectivity

- All trips must use the main arterial



- Poor connectivity

Website and Notices

- Project page on MPO website
 - Linked to partner sites
- Project materials, summaries, maps and presentations available for web posting
- Comment form developed for specific feedback at key workshop dates
- Ongoing project e-mail address

Communications & Publicity

- E-mail lists developed from prior available meetings in area
 - Used for workshop notices, updates
- Flyers and posters for e-notice and posting prior to workshops
- Presentations for staff to use at other regular meetings and events
- Consultants available for media briefings at key decision-points

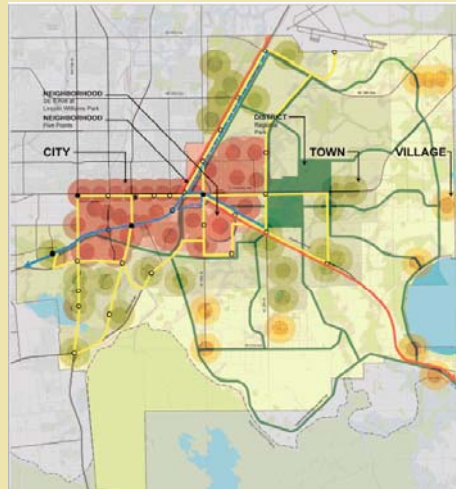
Corridor Profile



- Assemble prior studies and data
- Analyze existing multimodal transportation networks
- Develop trend scenario
 - 2035 horizon
 - Adopted plans and development potential
 - Anticipated travel demand and implications
- Define performance measures

Developing & Evaluating Scenarios – Things to Get Right

- Define focal points and set land use context
- Define areas to protect/preserve and where to target investment
- Ensure street connectivity
 - Extend beyond jurisdictional limits
 - Functional classification broadly defined
- Gain public and private sector buy-in



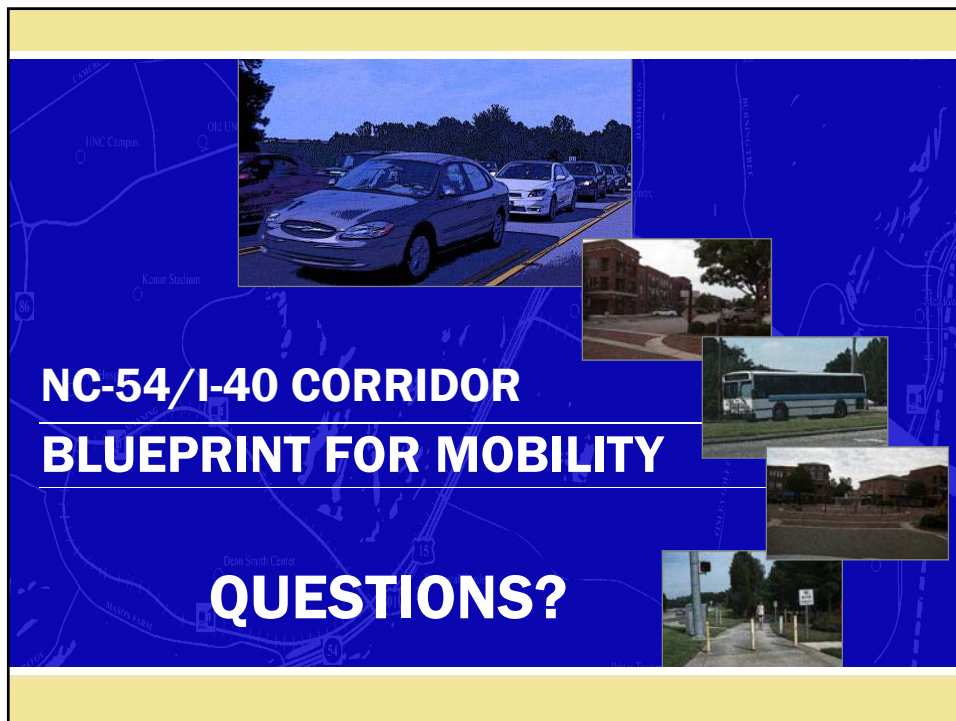
Master Plan Blueprint

- Flesh out details for preferred scenario
 - Short- and long-range strategies
 - Implementation plan
- Transportation project needs and priorities
 - I-40 interchange functional design
 - Multimodal network connectivity and quality of service
- Land use strategy and design guidelines



Schedule and Milestones

- 10th month study complete in May 2010
- Key milestones:
 - Conditions & Trends (Corridor Profile) – November 2009
 - Select preferred scenario – February 2010
 - Corridor master plan blueprint – May 2010



**NC-54/I-40 CORRIDOR
BLUEPRINT FOR MOBILITY
QUESTIONS?**

Key Message:

The NC 54 corridor is a gateway for our region, with both local and regional importance. The NC 54/I-40 interchange has consistently ranked as the top congested location in the region. Despite growing congestion within the corridor, this area continues to be attractive leading to on-going development pressures within the corridor. This development pressure coupled with growing mobility issues highlight the need to develop short and long-range land use and transportation strategies that will assist the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the City of Durham, Durham County, and the Town of Chapel Hill in shaping the growth within this corridor.

Frequently Asked Questions:

What is the purpose of the study?

The purpose of the study is to analyze short-term and long-term land use issues and multi-modal transportation problems, evaluate opportunities and challenges, and recommend short and long-range land use and transportation solutions and strategies along the corridor.

Why is this study important?

The NC 54 corridor serves as one of the major gateways between Chapel Hill and southwest Durham, its interchange with I-40 has consistently ranked as the top congested location in the region. Development pressures within the corridor coupled with mobility and capacity issues have illuminated the concern that the existing and planned transportation infrastructure in this area is insufficient to accommodate growth and to address land use and transportation problems. Short and long-range solutions are needed to preserve this important corridor.

Why is congestion so bad in this corridor?

The NC 54 interchange with I-40 along with the accessibility that this corridor provides to various employment centers, housing developments, the University of North Carolina (UNC), UNC Hospitals, Duke University, Duke Medical Center, and Research Triangle Park contributes to the popularity of this corridor for economic development. This accessibility has fueled tremendous growth within and around the study area. Current transportation facilities are not keeping up with this demand and there are limited alternate routes for providing this accessibility. All of these factors contribute to the increasing congestion within this corridor.

What are the study objectives?

The vision of the DCHC MPO is to develop and implement transportation plans that are multimodal and that fully integrate land use and transportation issues. To achieve this vision this study will:

1. Clearly define a realistic “blueprint” for an integrated growth and mobility strategy for the corridor

2. Establish a development framework that strengthens multimodal travel options and reduces vehicle miles of travel
3. Improve operations, safety, and travel time
4. Categorize strategies into near, mid-term, and long-term phases

What are the key work elements for the study?

Study Steps:

1. Project Initiation/Public Outreach Plan
2. Prepare Corridor/Community Profile
3. Develop and Evaluate Scenarios
4. Develop a Preferred Scenario
5. Prepare the Land Use-Transportation Master Plan
6. Prepare the Corridor Master Plan Blueprint

Public Involvement
Throughout Process

What are the desired outcomes?

The desired outcome is an integrated vision for land use and transportation within the corridor, supported by local, regional and statewide policy boards and the public that will guide local officials in the preservation of community and mobility within the corridor.

How much will the study cost and who is paying for it?

The total cost for the study is \$257,432, with 80% of the funding coming from Federal transportation planning funds and the remaining 20% funded jointly by the City of Durham, Durham County, and the Town of Chapel Hill.

When will it be completed?

The study is anticipated to be complete in June 2010.

What is the final product and how will it be used?

The final product will be a land use/transportation “Blueprint” for the corridor documenting short and long-range strategies. This “Blueprint” will assist the DCHC MPO, City of Durham, and Town of Chapel Hill in shaping this corridor in such a way that fulfills the integrated vision of the community.

After the study is finished, then what?

Once the study is finished the final master plan or “Blueprint” will be presented to the local and regional policy boards. This “Blueprint” will be used to inform staff regarding transportation/traffic analysis, land use decisions, project planning, and funding priorities.

How will the implementation of the plan be funded?

The implementation of the plan will be funded through federal and State funding associated with the Transportation Improvement Program, local Capital Improvement Programs and other private sector funding initiatives.

How will the public be involved?

A critical component of this study is public outreach and public involvement. In addition to traditional methods for obtaining public input this study will utilize both focus group meetings and “hands-on” public workshops.

The focus groups will be used to gather information from specific topic areas ranging from policy, bicycle, pedestrian, transit, neighborhoods, environment, business, development, and commuters.

Three public workshops will be held as a part of this study. The first public workshop will present the community profile and will solicit input on issues, opportunities, and trends to guide the development of future scenarios. The second public workshop will be used to evaluate alternatives and to assist in the selection of the preferred scenario. The third and final workshop will give participants and opportunity to review and refine the corridor/subarea master plan/blueprint and to provide input on setting priorities for multimodal transportation and land use strategies, implementation strategies, and phasing.

Schedule:

- Workshop #1 – November 18.
- Workshop #2 – February/March 2010.
- Workshop #3 – April 2010.

How can I get involved?

If you have an interest in the NC 54/I-40 corridor or actively participate in transportation and land use issues within the Durham and/or Chapel Hill communities and would like to be included on the list of citizen contacts for this study then please contact Leta Huntsinger, DCHC MPO at 919-560-4366 extension *30423 or leta.huntsinger@durhamnc.gov.

Where can I go to get more information?

Please visit the project website at www.nc54-I40corridorstudy.com or contact Leta Huntsinger with the DCHC MPO at leta.huntsinger@durhamnc.gov or 919-560-4366 extension*30423.

NC 54 Corridor Study Update

September/October 2009

Activities Performed this Period:

- Turning movement and daily traffic counts were collected at key intersections
- Focus group meetings were held on October 12 and 13
- Prepared and presented NC 54/I-40 Corridor Study Overview PowerPoint (available on website)
- Prepare corridor/subarea profile map (available on website)
- Synchro base model for existing conditions constructed and populated with traffic data
- Regional travel model examined
- Data analysis for traffic related data
- Consultant attended Sept 23 Steering Committee Meeting and the Oct 14 TAC meeting
- Prepared framework for mapping and modeling of the trend and alternative scenarios
- Began set up of the CorPlan land use model for the Trend scenario

Activities Planned for Next Month:

- Finalize traffic analysis and mapping
- Summarize Focus Group meeting comments
- Submit draft memorandum summarizing the corridor/sub-area profile
- Finalize CorPlan
- Summarize LOS and traffic issues from TRM
- Public workshop on November 18, 2009

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MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: October 28, 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.

Attachment 7B is FY 2009-2015 MTIP Amendment #9 which is needed to move the ARRA STPDA funds for EL-4601, Morgan Creek Greenway, from FY 2009 to FY 2010. This project received construction authorization on October 14, 2009, moving it into FY 2010.

ARRA STP, STPDA, and 5307/5340 Projects

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

Implementation and Tracking of Projects

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

The following steps will need to be taken to implement projects. All of these steps do not apply to every project.

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. All 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 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	10/14/2009		\$300,000	\$800,000	\$1,100,000
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	complete		\$175,000		\$175,000
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
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
<i>Town of Chapel Hill Uncommitted Balance</i>													(\$0)		
TOWN OF CARRBORO													\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	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
<i>Town of Carrboro Uncommitted Balance</i>													(\$0)		
TOWN OF HILLSBOROUGH													\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a	9/2/2009	9/18/2009	9/21/2009	9/23/2009		\$319,459	\$880,541	\$1,200,000
<i>Town of Hillsborough Uncommitted Balance</i>													\$0		

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

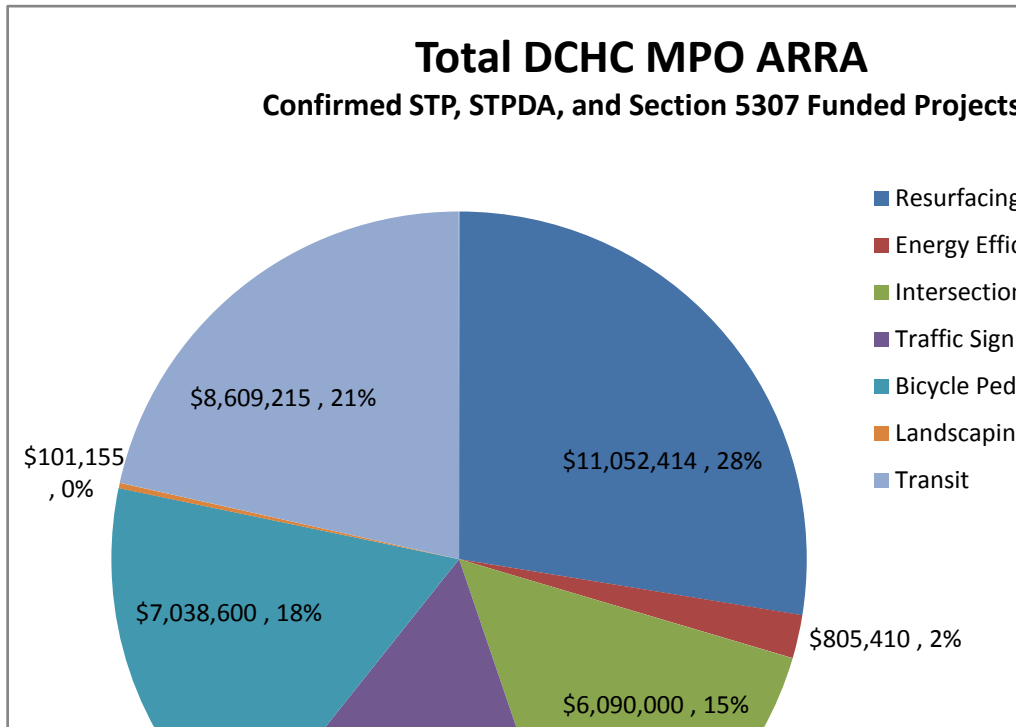
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 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
Durham County Uncommitted Balance													\$321		
ORANGE COUNTY													\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10/1/2009		\$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
Orange County Uncommitted Balance													(\$0)		
CHATHAM COUNTY													\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	9/1/2009	9/1/2009	9/24/2009		\$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	10/22/2009		\$25,255		\$25,255
Chatham County Uncommitted Balance													\$0		
Uncommitted Balance													\$320		

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

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

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
Transit	\$ 8,609,215
Total	\$ 40,082,448



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

**AMENDMENT #9
November 11, 2009**

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

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

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

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

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

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

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

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

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

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

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the "Attachment to Resolution for Amendment #9 to DCHC 2009-2015 MTIP" provided here on this, the 11th day of November, 2009.

TAC Chair

STATE of: North Carolina
COUNTY of: _____

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

Notary Public
My commission expires _____

(Seal)

Amendment #9 to the 2009-2015 MTIP for DCHC MPO

TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010
EL-4601	Orange	Morgan Creek Greenway, Phase I	ARRA (STP)	C	300
			TOTAL		300

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.



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 U-5126, U-5127
Length: 16.62 miles	Federal Aid Number: STM-1004(39)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	
Contractor Name: BARNHILL CONTRACTING COMPANY	
Contract Amount: \$3,611,898.13	Cost Overrun/Underrun: 0%
Availability Date: 7/27/2009	Letting Date: 6/16/2009
Completion Date: 5/14/2010	Work Began: 7/28/2009
Revised Completion Date:	Estimated Completion: 5/14/2010
Last Estimate Thru: 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