

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

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

**November 11, 2009
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. October 14, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the October 14, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the October 14, 2009 TAC meeting.

**6. U-4716 (Hopson Road Widening, Grade Separation and Church Street Extension) – Public Hearing
2035 Long Range Transportation Plan – Amendment #1
2009-2015 Metropolitan Transportation Improvement Program – Amendment #10
(Attachment 6, 6A, 6B, 6C, 6D)
Andy Henry, LPA Staff**

The MPO released amendment #1 to the 2035 Long Range Transportation Plan (2035 LRTP), amendment #10 to the 2009-2015 Transportation Improvement Program (TIP) and the related Air Quality Analysis and Determination Report on October 27, 2009 for a 42-day public comment period. These amendments were required because of the potential funding for TIP project U-4716, which is a rail and roadway project in the Hopson Road area. As part of the public review process, the TAC is to conduct a public hearing on these amendments at today's meeting. As the TAC requested at their October meeting, the MPO staff has begun to schedule meetings among some developers from the project area, the NCDOT and local planning staff to clarify responsibilities for implementing the different phases of the proposed project.

The following attachments provide more detailed information:

- Attachment 6 is a memorandum that presents information on the project, developer commitments and the public involvement policy.
- Attachment 6A is a copy of the public review map for the Hopson Road project.
- Attachment 6B is Amendment #1 to the 2035 LRTP.

- Attachment 6C shows the proposed amendment to the FY 2009-2015 State Transportation Improvement Program (STIP).
- Attachment 6D is a copy of the Air Quality Analysis and Determination Report.

The following table presents the proposed process for these amendments:

Action	Completion
1. TCC recommends amendment to TAC (Completed)	09/23/09
2. TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period (Completed)	10/27/09
3. LPA advertises amendment on MPO Web site and local government media communications (Completed)	10/27/09
4. TAC holds public hearing	11/11/09
5. Public comment period ends	12/02/09
6. TAC approves 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments	12/09/09

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

7. Urban Loop Prioritization Process

(Attachment 7, 7A)

Ellen Beckmann, LPA Staff

NCDOT has proposed a quantitative methodology for ranking Urban Loop projects (Attachment 7) 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, the East End Connector, is eligible for Urban Loop funds. Attachment 7A is memo with preliminary comments on the prioritization process. Staff will complete an analysis of the proposed process and finalize these comments over the coming weeks.

TAC Action: Authorize the TAC Chair to work with LPA Staff on finalizing the DCHC MPO's comments on the proposed Urban Loop Prioritization Process.

8. American Recovery and Reinvestment Act of 2009

(Attachment 8, 8A, 8B)

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 8 is a memo on the American Recovery and Reinvestment Act of 2009. The funds are provided through existing funding programs such as Surface Transportation Program (STP), Surface Transportation Program Direct Attributable

(STPDA), and the Section 5307 transit program. Attachment 8A 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 8B is FY 2009-2015 MTIP Amendment #9 needed to move funds for two projects from FY 2009 to 2010.

TCC Recommendation: That the TAC approve Amendment #9 to the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 8B).

TAC Action: Approve Amendment #9 to the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 8B).

9. Comprehensive Transportation Plan – Update
(Attachment 9)

Andy Henry, LPA Staff

In the current CTP schedule, the TAC is to receive the draft CTP for review at the November 11, 2009 TAC meeting. However, the MPO's partners at NCDOT believe this schedule needs to be extended to complete a more thorough project evaluation and be sure that no potential projects are overlooked. Attachment 9 is the updated task narrative and schedule, which delays CTP adoption from May 2010 in the current schedule to September 2010 in the updated schedule. The last page of the attachment provides the schedule. Although the MPO has an interest in adopting the CTP on a timely basis to replace the outdated Thoroughfare Plan, there are no funding or other negative impacts from this delay.

TAC Action: Receive update on the Comprehensive Transportation Plan schedule.

10. Federal Rescission - Update
(Attachment 10)

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 10 is a memo on the rescission from October. The TCC and LPA staff are in the process of gathering information and developing a recommendation for actions the TAC may need to take to address the rescission.

TAC Action: Receive update on the federal rescission.

REPORTS:

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

TAC Action: Receive Report from TAC Chair

12. Report from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Bill Barlow, PTD – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

Adjourn

Next meeting: December 9, 2009

Dates of Upcoming Transportation-Related Meetings:

11/4/2009, 7pm Durham-Orange Friends of Transit @ Eno River Unitarian Universalist Church
11/4/2009–11/6/2009 NCAMPO Conference @ Downtown Raleigh Sheraton Hotel
11/17/2009, 7pm Presentation on MAB Expansion @ Orange County BOCC Meeting
11/18/2009, 5pm Public Workshop #1 on NC 54/I-40 Corridor Study @ Friday Center
11/20/2009, 8:30am Regional Transit Leadership Group Meeting @ Triangle Transit
11/20/2009, 11:30am Triangle Area Mayors Meeting @ TJ COG
12/9/2009, 11:30am Regional Transportation Alliance State of Mobility 2009 @ Brier Creek Country Club
12/18/2009, 10:30am TriMAP @ RDU Airport Authority

TAC Directives to Staff

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

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

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

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

44 *Alternate or Non-Voting Member

45 Mike Woodard, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was

46 conducted.

47 **PRELIMINARIES:**

48 **Adjustments to the Agenda**

49 Mike Woodard asked that agenda item #10, NC 54/I-40 Corridor Study be moved up because

50 the consultant, Whit Blanton with Renaissance Planning will be making a presentation to the TAC.

51 **Public Comments**

52 There were no public comments.

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

54 The Directives to Staff are attached for review.

55 **ACTION ITEMS:**

56 **September 9, 2009 TAC Meeting Minutes (Attachment 5)**

57 A motion was made by Lydia Lavelle and seconded by Eric Hallman to approve the September 9,

58 2009 TAC Meeting Minutes. The motion carried unanimously.

59 **2012-2018 Transportation Improvement Program – Regional Priority List (Attachments 6, 6A, and 6B)**

60 Ellen Beckmann provided an introduction for the 2012-2018 Transportation Improvement

61 Program – Regional Priority List, along with the attachments.

62 Ms. Beckmann stated that the TAC approved the MPO's 2011-2017 Regional Priority List on

63 February 11, 2009. The list was developed by soliciting local priorities from local governments, applying

64 a ranking methodology, soliciting public input and TAC input, and making adjustments as needed at the

65 TAC meetings. Since then, beginning in early 2009, NCDOT started issuing some reforms. One of the

66 reforms is how they are developing the next TIP. NCDOT developed their own ranking methodology by

67 mode and have asked that the MPO's and RPO's submit lists that correspond to certain parameters they

68 set up using their ranking system.

69 For the past couple of months, staff has been going through the process of trying to fit our
70 approved list into their new system. To do that, staff had to make a few changes. In general, staff is
71 trying to keep everything as close as possible to what was approved by the TAC in February because we
72 didn't want to have to start over.

73 Ellen Beckmann reviewed the recommended list which is Attachment 6A. It is organized into
74 sub-lists. One is an MPO-wide list of highway projects. We have been asked to combine our division
75 lists into one MPO-wide list (pages 1-4); we have a bicycle/pedestrian list which can still be submitted by
76 division (pages 5-7); and then we have a transit list which can still be submitted by division (pages 8-14).
77 We have other projects that don't fit into any of the categories and then the CMAQ projects which will
78 be submitted as approved by the TAC on August 12, 2009.

79 Ellen Beckmann stated that the schedule for this that MPOs and RPOs are required to submit all
80 the projects into NCDOT's new system (SPOT) by the end of the month. This item requires approval
81 today to meet the deadline. Ellen Beckmann stated the TCC recommended edits are underlined in
82 Attachment 6A.

83 Ms. Beckmann stated the Seawell School and Homestead Road project were inadvertently left
84 off the list and they have been added.

85 Lydia Lavelle stated that the Homestead project is more important than the Seawell School
86 project. Ms. Lavelle asked why the Franklin/Merritt Mill/Brewer/Main Intersection project was ranked
87 above the Homestead Road project. Ed Harrison stated that was initiated from the Town of Carrboro.
88 Ms. Lavelle stated that the Homestead project is more important. Ms. Lavelle recommended flipping
89 the ranking's of Seawell School and the Homestead projects.

90 Mayor Bill Bell questioned what is going to happen with the Fayetteville Road (Cornwallis Road
91 to Nelson) bicycle lanes and sidewalks Safe Routes to School project. Dale McKeel stated the City of
92 Durham applied for Safe Routes to School funding and it has been awarded. There are sections that do

93 not have sidewalks and the funds will fill in the gaps. Mr. McKeel stated they will be meeting with the
94 public to get input to see if they want bike lanes. There are a few options to consider. There will be a
95 series of public comment periods for input.

96 Mayor Bill Bell stated the Alston Avenue (Campus Hills to Riddle Road) sidewalks project needs
97 to be on the list before the Alston Avenue (Carpenter Fletcher Road to Sedwick Road) bike lanes and
98 sidewalks project using the available CMAQ funding. He asked to change the description of the project
99 to include this link. Ed Harrison doesn't want the Barbee Chapel Road and the Pope Road projects
100 getting moved around. Ms. Beckmann stated currently there is very little funding available for new
101 projects in the TIP.

102 Lydia Lavelle stated that the highway list doesn't include any projects that are in the five year let
103 list, but the bicycle/pedestrian list includes one of the Town of Carrboro's projects that is in the five year
104 let list. Ellen Beckmann stated that since it is a stimulus project and in the five year let list, it should be
105 removed.

106 Alice Gordon asked if the Orange Grove Road Pedestrian Bridge project could be moved up the
107 list at all because it serves schools. Ms. Gordon suggested moving it above #11. Eric Hallmann stated
108 the Town of Hillsborough supports that project as well. Ed Harrison stated there is going to be a
109 problem moving the Bolin Creek Phase IV project with the Carolina North Development as this is a
110 component of that project. Ellen Beckmann stated the Orange Grove Road Pedestrian Bridge project
111 was lower on the list prior to the February TAC approval. Using our methodology it did not do as well.
112 The TCC recommendation was to change as little as possible on the list while conforming to the new
113 system that NCDOT issued.

114 Ellen Reckhow asked if the section of East Main between the end of the sidewalk at YE Smith to
115 Driver could be added with the goal of looking for Safe Route to School projects because of the schools
116 and the park. Ellen Beckmann stated the Safe Route to School program is a competitive process. It

117 could be submitted the next time there is a competitive call. Ellen Reckhow stated she wants it added
118 as a candidate for the funding. The west-side also needs sidewalks, but the east side is more important.

119 Diane Catotti stated they need an evaluation on where we are with the bicycle/pedestrian
120 projects approaching all the schools.

121 Mark Ahrendsen stated it is the TAC's decision. In order to meet the NCDOT's requirements, we
122 took the information that was already approved by the TAC and applied the new process. Ellen
123 Reckhow asked that it be added to the list for future Safe Route to School projects and included in the
124 next call for projects. Dale McKeel stated it was on the "B" list for Durham Walks.

125 Diane Catotti stated this is the 2012-2018 Regional Priority List and asked how it matches up
126 against the TIP and when do we amend it again.

127 Eric Hallmann asked where the I-85 bridge reconstructions fits in the process. Ellen Beckmann
128 stated that wasn't submitted by any of the local governments as part of their local priority lists.
129 However, the divisions are going to submit projects. The NCDOT's ranking methodology takes into
130 consideration quantitative data; but it also takes in consideration the qualitative ranking by the MPO,
131 RPO, and Division. Those projects could end up in NCDOT's list and receive points if the division submits
132 them.

133 Alice Gordon asked that project #24, Division 7 on the highway list be moved up to #19 on the
134 list. This is an important project and is not a high cost.

135 Lydia Lavelle has a concern with #21 being moved down on the list due to the suggestion by Ms.
136 Gordon to move #24 to the top of the list. Alice Gordon suggested moving #21 to the top of the list and
137 then #24; and continue renumbering the list.

138 Sally Kost asked about the turning lane on NC-751 to Stagecoach Road. Mark Ahrendsen stated
139 the signal was put in quickly. Mr. Ahrendsen is not sure if it is on anyone's priority list. Sally Kost stated
140 there is a make-shift turn lane.

141 Ellen Beckmann stated the Transit list did not change.

142 A motion was made by Mayor Bill Bell and seconded by Eric Hallmann to approve Attachment
 143 6A as the DCHC MPO's FY 2012-2018 Regional Priority List with the following changes: On the Highway
 144 list; (1) swap the Homestead Road and Sewell School Road projects (2) move Estes/Greensboro
 145 roundabout to #19 and move Eno Mountain Road, Mayo Street and Orange Grove Road Realignment to
 146 #20 and then renumber the balance of the projects accordingly. On the Bicycle/Pedestrian lists; change
 147 the description on the Alston Avenue, #16 to read "Campus Hills to Riddle Road and Carpenter Fletcher
 148 Road to Sedwick Road" and add #21 – East Main YE Smith to Driver Street. On the Division 7 list; #13 is
 149 to be deleted because it is in the 5 year let list and therefore all projects after that will move up the list.
 150 The motion carried unanimously.

151 **U-4716 (Hopson Road Widening, Grade Separation and Church Street Extension) 2035 Long Range**
 152 **Transportation Plan – Amendment #1 2009-2015 Metropolitan Transportation Improvement Program**
 153 **– Amendment #9 (Attachments 7, 7A, 7B, and 7C to be handed out at the TAC meeting)**
 154

155 Andy Henry provided an overview of the U-4716 (Hopson Road Widening, Grade Separation and
 156 Church Street Extension) 2035 Long Range Transportation Plan – Amendment #1 2009-2015
 157 Metropolitan Transportation Improvement Program – Amendment #9 and the attachments.

158 Andy Henry stated the TCC recommendation is for the TAC to authorize staff to release the L RTP
 159 and TIP amendments in coordination with the Capital Area MPO (CAMPO). The project extends into
 160 Wake County and thus may require CAMPO to amend their TIP. If staff finds out that CAMPO doesn't
 161 have to amend their TIP, we will release our amendments for public comment.

162 Diane Catotti asked who will be enforcing the developer contributions. Joey Hopkins stated that
 163 NCDOT doesn't have any requirement for cost sharing. Ellen Reckhow stated we need to have a
 164 mechanism for enforcing the committed contributions by developers. Mark Ahrendsen stated that
 165 widening Hopson Road is an unfunded portion of the TIP project. John Hodges-Copple stated the City
 166 can enforce the condition of development.

167 Ellen Reckhow asked if the developer could work with NCDOT to get a better price to do the
168 widening earlier. Joey Hopkins stated there is no contract to negotiate. The developer generally
169 chooses not to work with NCDOT because they don't have the same bidding requirements and the
170 developer can usually get a better price. It also causes a delay in the project.

171 Diane Catotti stated we need to make sure the developer makes the committed contributions.
172 Mark Ahrendsen stated staff will follow-up through Planning, NCDOT and the private sector in regards to
173 Ms. Catotti's concern. Staff will report back to the TAC.

174 A motion was made by Alice Gordon and seconded by Ed Harrison to authorize staff to release
175 Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #9 to the FY 2009-2015
176 MTIP for a 42-day public comment period and coordinate the release with CAMPO. The motion passed
177 with Diane Catotti opposing.

178 **Metropolitan Area Boundary Expansion (Attachments 8 and 8A)**

179 Ellen Beckmann provided a presentation on the Metropolitan Area Boundary Expansion, along
180 with the attachments.

181 Ellen Beckmann stated the TCC recommendation is that the DCHC MPO initiate the process to
182 expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40
183 corridor and in northeastern Chatham County to the Haw River and US 64. This recommendation is
184 based on land-use, development, data projections, and commute patterns. The proposed boundary has
185 changed since the last meeting because we adjusted it to follow the traffic analysis zones used in the
186 model. That is because population and demographic information is available at the TAZ level and it
187 would be very useful.

188 Ellen Beckmann stated staff made a presentation to the Chatham County Board of County
189 Commissioners last week. The Triangle Area RPO has requested a presentation which is scheduled for

190 tomorrow. Alice Gordon requested that staff provide a presentation to the Orange County Board of
191 County Commissioners possibly at their meeting on November 5, 2009.

192 Mike Woodard asked if an RPO can request to expand. John Hodges-Copple stated RPOs have
193 to be whole counties, excluding any MPO portions.

194 Lydia Lavelle asked why this needs to be done before the census next year. Ellen Beckmann
195 stated it doesn't have to be done now; it can be done after the census. However, if we want to include
196 these areas in the next LRTP, we need to expand now.

197 Sally Kost asked how the uninhabited area on Jordan Lake is considered in the determination of
198 urbanized area by the census. Ellen Beckmann stated staff will have to look into this issue.

199 Sally Kost stated that the Chatham County Board of Commissioners prefer the request for
200 expansion be after the census and handed out a letter on this issue. Chatham County needs to be
201 considered with Pittsboro because the Jim Goodnight land surrounds Pittsboro to the east and south.
202 The roads that will get the commuting pressure are already in the MPO. Chatham County is still a rural
203 county and has difficulty competing with the urban areas for CMAQ funding. The RPO divides the CMAQ
204 funds evenly.

205 Sally Kost asked that any decision on expanding the boundary in Chatham County be delayed
206 until after the census.

207 Ellen Reckhow stated that Sally Kost made some excellent points. The last bulletin on the letter
208 is interesting to think about because of the awkwardness of having Cary in both the Capital Area MPO
209 and DCHC MPO.

210 Alice Gordon asked for clarification of how to take an area out of an MPO. It is practically
211 impossible to take an area out of an MPO.

212 A motion was made by Sally Kost and seconded by Mayor Bill Bell to initiate the process on
213 expanding the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40
214 corridor. The motion carried unanimously.

215 **Federal Rescission (Attachments 9 and 9A)**

216 Mark Ahrendsen provided an introduction for the Federal Rescission.

217 Ellen Beckmann provided an update on the Federal Rescission, along with the attachments.

218 The TCC will be looking at this over the next couple of months. Mayor Bill Bell stated it would be helpful
219 to know why the funds weren't obligated.

220 **NC 54/I-40 Corridor Study**

221 Leta Huntsinger provided an introduction for the NC 54/I-40 Corridor Study. She introduced the
222 consultant, Whit Blanton with Renaissance Planning. Harrison Rue and Matthew Day are with ICF
223 International; they are subcontractors during the public involvement process.

224 Whit Blanton provided a brief presentation on the NC 54/I-40 Corridor Study. Ed Harrison
225 stated that the NC 54/I-40 interchange is the worst in the state. It is congested and is a primary
226 interstate interchange for access to Chatham County. It is a very important study. Mr. Harrison stated it
227 is important to remember that the State needs to be involved all the way through this project.

228 Sally Kost stated this is a great regional effort. What is the process and what will be the product
229 from this project. Mr. Blanton stated they will make land use recommendations and produce a set of
230 design guidelines. The recommendations will be provided to staff for implementation per the TAC's
231 guidance.

232 Leta Huntsinger distributed postcards for the workshop to the TAC members. They are for the
233 workshops and can be handed out to members of the public. This presentation is also on the MPO
234 website. Mike Woodard asked if this will be on the neighborhood listserv. Leta Huntsinger stated a lot

235 of the neighborhoods have been contacted and it will be on listservs. We will also be working with the
236 Public Affairs office for public releases.

237 **American Recovery and Reinvestment Act of 2009 – Update (Attachments 11 and 11A)**

238 Ellen Beckmann provided an update on the American Recovery and Reinvestment Act of 2009 –
239 Update, including the attachments.

240 All projects are meeting deadlines and moving forward. As noted at the previous meeting,
241 Garrett Road did not meet the deadline so the funds are being used for resurfacing.

242 **REPORTS:**

243 **Report from the TAC Chair**

244 Mike Woodard stated there is a “DO” transit meeting on November 4, 2009 at 7:00 p.m. at the
245 Fellowship Hall Eno River UU Church, 4907 Garrett Road. The Regional Transit Leadership is continuing
246 to meet.

247 **Report from Staff (Attachment 13)**

248 The Report from Staff is attached for review.

249 **Report from the TCC Chair**

250 Mark Ahrendsen state the East End Connector environmental study is to be released soon. The
251 Alston Avenue environmental document is nearing completion and should be coming in the next couple
252 of months.

253 **NCDOT Report (Attachment 15)**

254 Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. The lights at Mt. Carmel
255 Church and Bennett have been installed. The bridge on Turkey Farm Road and Lawrence Road are
256 complete. They are continuing to work on the stimulus projects.

257 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. The completion of
258 US 15-501 is scheduled for next year August 3, 2010.

259

INFORMATIONAL ITEMS

260 **Recent News Articles and Updates (Attachment 16)**

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

262 **Adjournment**

263 There being no further business before the Transportation Advisory Committee, the meeting

264 adjourned at 12:24 p.m.

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

FROM: Lead Planning Agency

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

Background

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

Hopson Road Project

The Hopson Road project includes:

- widening and realigning Hopson Road from NC 54 to Davis Drive;
- realigning the rail tracks;
- extending and realigning Church Street; and,
- closing the rail crossing between Church Street and NC 54.

Need for Amendments

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

Public Involvement Policy

The DCHC MPO's Public Involvement Policy (October 11, 2006) requires that "an appropriate subset of the public involvement elements [for an LRTP update] will be implemented for major and minor revisions." The Lead Planning Agency (LPA) staff considers the addition of U-4716 to the 2035 LRTP to be a minor revision because it is a single project and the interagency consultation group has determined that the Hopson Rd. project is not "regionally significant." The LPA recommends the following amendment schedule:

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

Developer Commitments

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

Triangle Metro Center South

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

Keystone Park East

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

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

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

Attachments

The following attachments provide more detailed information on the amendments:

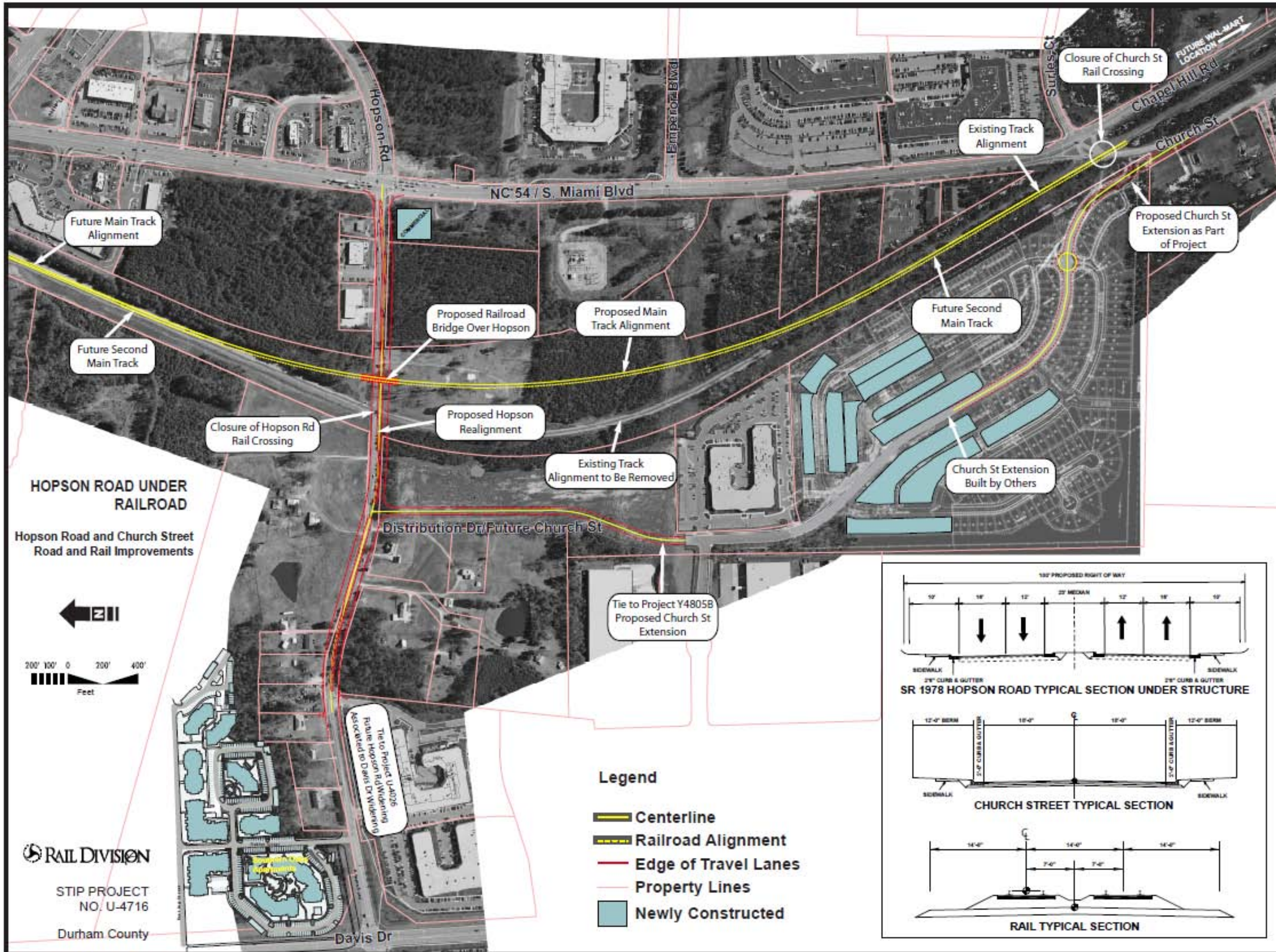
- Attachment 6A is a copy of the public review map for the Hopson Road project.

- Attachment 6B shows the proposed amendment to the 2035 LRTP.
- Attachment 6C shows the proposed amendment to the FY 2009-2015 State Transportation Improvement Program (STIP).

Actions

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

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



Addendum

Amendment 1 (Approved December 9, 2009)

Amendment 1 made the following changes to the 2035 LRTP:

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

**2035 Long Range Transportation Plan
Roadway Project List**

TAC 11/11/2009 Attachment 6B

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

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

**AMENDMENT #10
December 9, 2009**

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

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

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

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

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

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

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

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

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

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 #10 to DCHC MPO 2009-2015 MTIP” provided here on this, the 9th day of December, 2009.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

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

Notary Public

(Seal)

My commission expires _____

Attachment to Resolution for Amendment #10 to the DCHC MPO 2009-2015 MTIP

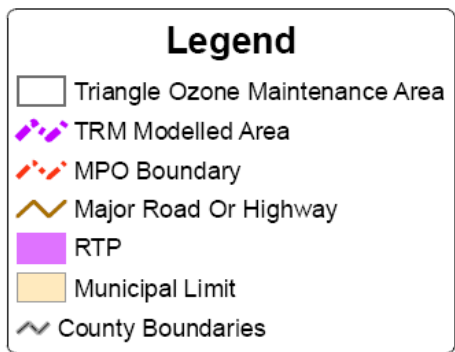
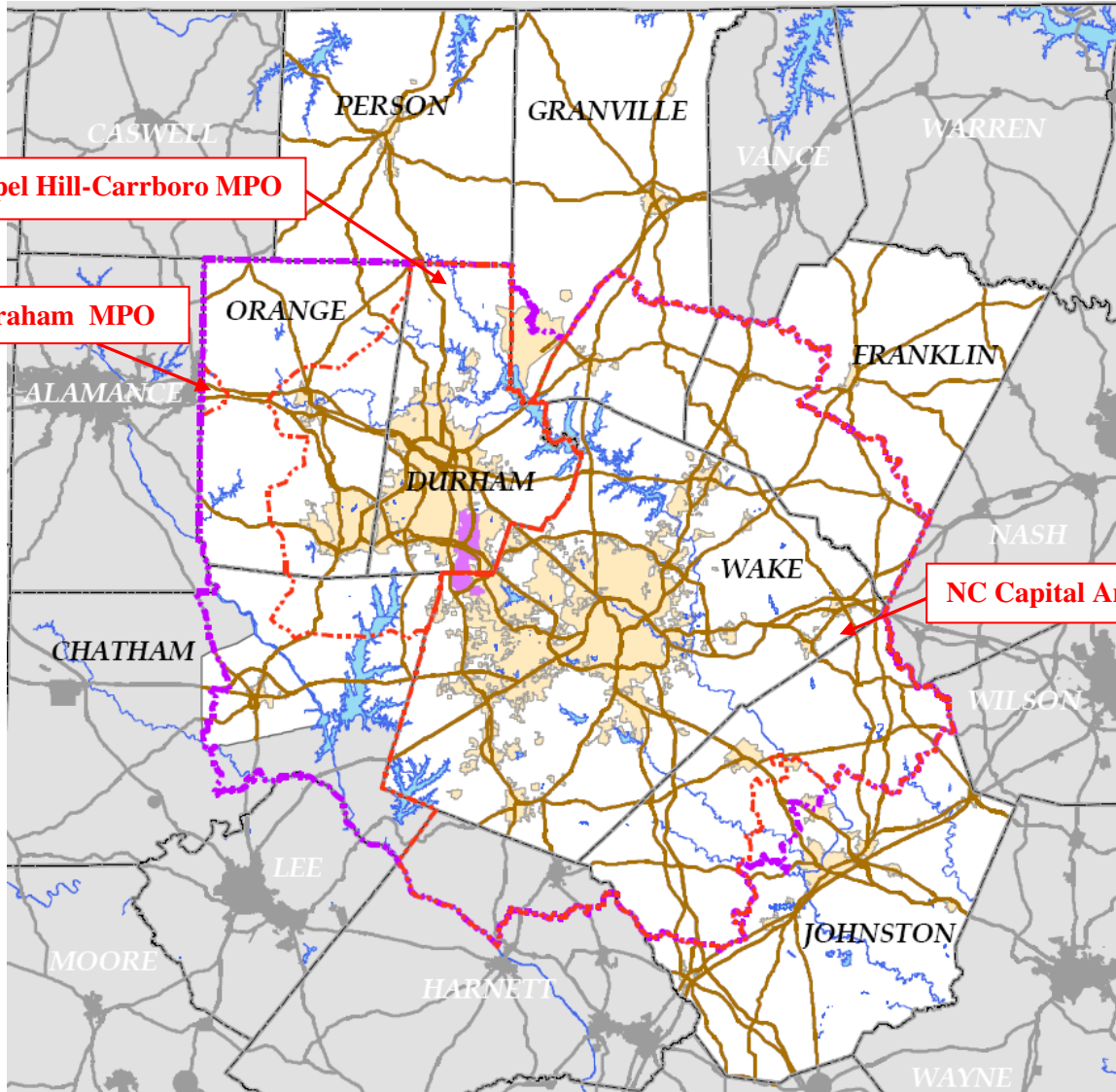
TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010	FY 2011	FY 2012	FY 2013	Unfunded (Future Years)
		SR 1978 (Hopson Road), SR 1980 (Church Street), and Norfolk-Southern Railroad / North Carolina Railroad, south of I-40 to north of McCrimmon Parkway.							
		A) Construct a grade separation at SR 1978 (Hopson Road) and realign Norfolk-Southern/North Carolina Railroad,	STHSR RR S	C C C		2757	3764	2159 2088 522	
		B) extend SR 1980 (Church Street) and close crossing 734 748 M,	STHSR STHSR	R C	634	1800	300	2664	
		C) add second track, and	STHSR	C		1510	3504		
U-4716	Durham Wake	D) widen SR 1978 from east of SR 1999 (Davis Drive) to NC 54		R C					1126 3160
			TOTAL		634	6067	7568	7433	4286

RESEARCH TRIANGLE REGION Conformity Determination Report

Amended 2035 Long Range Transportation Plan
Amended 2009–2015 Transportation Improvement Program



TRIANGLE J COUNCIL OF GOVERNMENTS
P.O. BOX 12276
RESEARCH TRIANGLE PARK, NC 27709
919-549-0551 ♦ WWW.TJCOG.ORG

Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

www.triangleair.org

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- Appendix B: Triangle Ozone SIP Federal Register Notice
- Appendix C: Interagency Consultation
- Appendix D: Public and Agency Comments and Responses (to be added in final report version)
- Appendix E: Adoption and Endorsement Resolutions and Agency Determinations (to be added in final report version)
- Appendix F: FHWA Conformity Letter for 2035 LRTPs

List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO _x :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 st Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

Conformity Analysis and Determination Report

Amended 2035 Long Range Transportation Plans:

- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

Amended FY 2009 – 2015 Transportation Improvement Programs

- **NC Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

Projects from the Amended FY 2009-2015 State Transportation Improvement Program:

- **the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

Executive Summary

This report addresses amendments to the 2035 Long Range Transportation Plan and FY2009-15 TIP to accommodate ARRA (“Stimulus”) High Speed Rail funding for a railroad grade separation and realignment project with associated roadway changes at Hopson Road in Durham County. Based on an interagency consultation meeting on September 4, 2009 and subsequent discussions between MPO, NCDOT and FHWA staff, the following are major points:

1. The “Hopson Road Project” will have four elements:
 - a. Realignment of the NCRR alignment at Hopson Road to lessen the curvature of the rail line and grade separation of the rail road, with the rail road on a bridge over Hopson Road; the bridge will accommodate two tracks allow for a four lane cross-section of Hopson Road
 - b. Closure of the Church Street crossing of the Railroad south of Hopson Road and connection of Church Street north to Hopson Road
 - c. Construction of a second track on NCRR from south of the I-40 underpass to north of McCrimmon Parkway in Wake County.
 - d. Widening of Hopson Road from 2 to 4 lanes from NC 54 to the part east of Davis Drive that is being widened as part of the Davis Drive project (a distance of ~ 0.7 miles) – this element is not part of the ARRA high speed rail funding and is unfunded and unscheduled.
2. The project is not regionally significant (9-4-09 interagency consultation meeting).
3. A regional emissions analysis is not required (9-4-09 interagency consultation meeting).
4. The following actions will need to be taken by the DCHC MPO, NC CAMPO and NCDOT:
 - a. DCHC MPO will adopt a 2035 LRTP amendment
 - b. DCHC MPO will adopt a 2009-15 MTIP amendment
 - c. DCHC MPO will make a conformity determination on the 2035 LRTP amendment
 - d. DCHC MPO will make a conformity determination on the 2009-15 MTIP amendment
 - e. NC CAMPO will adopt a 2009-15 MTIP amendment
 - f. NC CAMPO will make a conformity determination on the 2009-15 MTIP amendment
 - g. NCDOT will adopt a 2009-15 STIP amendment
 - h. NCDOT will make a conformity determination on the 2009-15 STIP amendment

1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that amendments to the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The Capital Area Metropolitan Planning Organization (CAMPO) – **2009-15 TIP amendment**,
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) – **2035 LRTP and 2009-15 TIP amendment**, and
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties.

Conformity Determinations for the 2035 Long Range Transportation Plans in the Triangle, along with their conforming FY2009-15 TIP subset, were most recently approved as follows:

- Capital Area MPO: May 20, 2009
- Durham-Chapel Hill-Carrboro MPO: May 13, 2009
- The NCDOT (for the rural portions of Chatham, Franklin, Granville, Johnston, Person and Orange Counties in the Triangle Ozone Maintenance Area): April 15, 2009
- Burlington-Graham MPO: April 21, 2009 [note: the Burlington-Graham MPO is not affected by the project addressed in this conformity report]

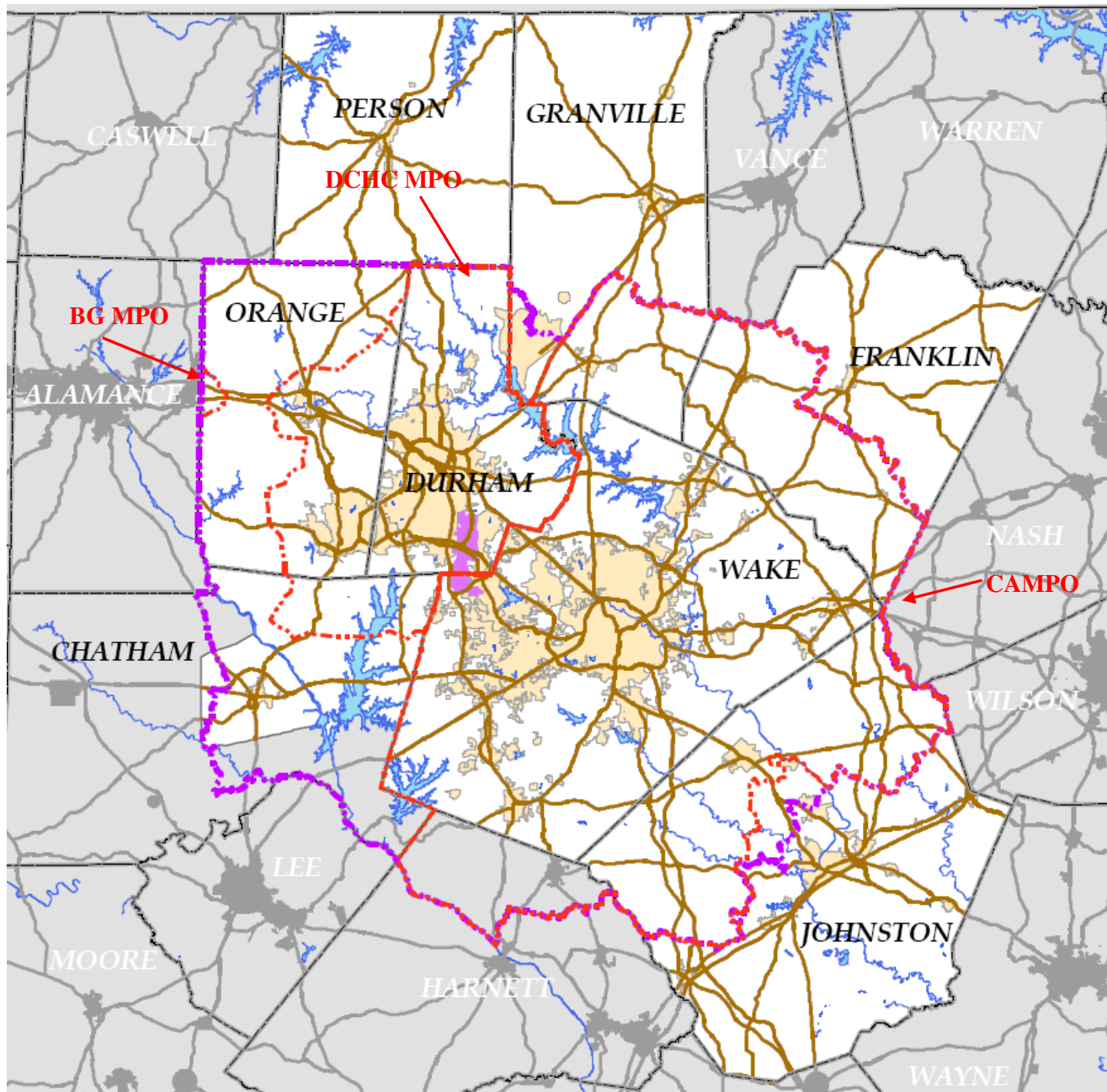
The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

By these actions, the MPOs and NCDOT demonstrated that the 2035 Long Range Transportation Plans are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, SAFETEA-LU, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in the report entitled *Conformity Analysis and Determination Report, May 12, 2009*. That report included the regional emissions test comparison prepared for the 2035 Long Range Transportation Plans demonstrating that emissions in each of the analysis years of the long range plan (2015, 2025 and 2035) are less than or equal to, the motor vehicle emissions budget established by the State Implementation Plan in accordance with 40 CFR Part 93) and approved by USEPA for the corresponding year.

USDOT made its conformity determination on the 2035 Long Range Transportation Plans and the conforming FY2009-15 subsets listed above on June 15, 2009. A copy of the letter approving the conformity determinations is included in Appendix F.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Maintenance Area



Legend

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's 2035 Transportation Plan, the 2009-15 TIPs and projects from the 2009-15 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for amendments to the 2035 LRTP and 2009-15 TIP.

These analyses are consistent with the set of amendments to 40 CFR Parts 51 and 93, published in the January 24, 2008 **Federal Register**, *Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*, effective on February 25, 2008. Based on the analysis documented in this report, the following Long Range Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- Capital Area MPO 2035 LRTP and the amended 2009-15 TIP
- Durham-Chapel Hill-Carrboro MPO amended 2035 LRTP and the amended 2009-15 TIP
- Projects from the amended 2009-2015 STIP in the donut areas of the Triangle Maintenance Area

The amended 2035 Long Range Transportation Plan and 2009-15 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the original regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2035 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

The amended TIP for Fiscal Years 2009-2015 developed by the Capital Area MPO and adopted by the TAC on [date to be added in final document] is a subset of the conforming 2035 LRTP documented in this report.

The amended TIP for Fiscal Years 2009-2015 developed by the Durham-Chapel Hill-Carrboro MPO and adopted by the TAC on [date to be added in final report] is a subset of the conforming amended 2035 LRTP also adopted on [date to be added in final report] documented in this report.

The rural (donut area) county projects from the amended STIP for Fiscal Years 2009-2015 developed by the NCDOT and adopted by the Board of Transportation on [date to be added in the final report], are consistent with the rural (donut area) projects from the 2009-2015 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 15, 2009.

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O_3) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

2.1 Emissions Budgets

DENR prepared emissions budgets as part of their CO and 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO_x. Emissions budgets were established for 2008 and 2017. The 2008 budgets apply for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO_x budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Durham and Wake Counties have CO maintenance requirements under the most recent SIP Maintenance Plan update, which supplemented the pre-existing 2005 CO budgets with new 2015 budgets for each county. Under the update, the existing 2005 budgets from the prior SIP apply between 2005 and 2014 and the newer 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the March 24, 2006 Federal Register and effective May 23, 2006 (see Appendix A).

Tables 1 and 2 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

Table 1. NO_x Budget for Triangle Counties

NO _x : Redesignation SIP (kilograms/day)		
Area	SIP Budget year	
	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

* the last NO_x emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

Table 2. CO Budget - Durham and Wake Counties

CO: from State Implementation Plan (SIP)	
Area	motor vehicle emissions budget (tons/day)
	March 24, 2006 Federal Register -- Maintenance Plan Update (2015 budget)
Durham County	177.22
Wake County	384.27

* the last CO emission budgets are for 2015; all subsequent years are compared to the 2017 budget.

3. Long-Range Transportation Plans

The 2035 Transportation Plans were developed between 2007 and 2009. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

This report amends the DCHC MPO 2035 Long Range Transportation Plan by adding TIP Project #U4716, a railroad realignment and grade separation project with associated roadway changes at Hopson Road in Durham County; the project includes four elements:

- a) Project Element A - Realign railroad and construct double track railroad bridge over Hopson Road; close Hopson at-grade crossing.
- b) Project Element B - Extend Church Street north to Hopson Road and close Church St. at-grade crossing
- c) Project Element C - Construct second track on NCR from south of I-40 underpass to north of McCrimmon Parkway.
- d) Project Element D - Widen Hopson Road to multilanes from east of Davis Drive to NC 54 (unfunded).

In addition to DCHC MPO amending its LRTP, the DCHC MPO, NC CAMPO and NCDOT will need to amend their relevant MTIPs and STIP to accommodate the project. NC CAMPO will need to amend the MTIP since the addition of a section of railroad track in Project Element C extends into Wake County. The NC CAMPO LRTP will not need to be amended to include the Hopson Road Project Elements because rail projects are included in the LRTP as a general funding category (which covers this project).

3.1 Consultation

The amendments to the 2035 Transportation Plan and FY2009-15 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through an interagency consultation meeting held on September 4, 2009. A summary of the topics discussed and decisions reached at this meeting is included in Appendix C.

3.2 Financial Constraint Assumptions

Project Elements A, B and C listed earlier have been submitted for ARRA High Speed Rail stimulus funding. Grant awards are expected in January 2010 for the ARRA High Speed Rail

funding. Projects A and B will also receive funding through federal crossing elimination funds and railroad participation.

Estimates of cost and year of expenditure for Federal Fiscal Year (FFY) is as follows:

	2010	2011	2012	2013	unfunded
Element A		\$1,756,588	\$3,764,117	\$2,844,000	
Element B	\$633,600 (ROW)	\$1,800,000	\$300,000		
Element C		\$1,509,779	\$3,503,901	\$2,664,297	
Element D					\$1,126,400 (ROW) \$3,160,045 (construction)

Note: All costs are for construction, except where noted. Right-of-Way (ROW) is not required for Project elements B and C as these projects are being constructed on existing North Carolina Railroad (NCR) ROW. Note that Project element D is unfunded and not scheduled. Eventual funding for Project element D is a condition of private sector development approvals in Durham and would not affect the fiscal constraint assumptions of the LRTP.

Therefore, with this amendment, the Transportation Plans remain fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2035. All projects included in the current 2009-2015 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2035 Long-Range Transportation Plans.

3.3 Latest Planning Assumptions

The 2035 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. No changes to these assumptions were made as part of the Plan amendment covered by this conformity report. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the Long Range Transportation Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in May 2009. Additional detail on these planning assumptions is available in the 2035 Long Range Transportation Plans and the conformity determination report for those plans.

3.4 Future year roadway projects

Roadway improvements used for conformity modeling were developed in the 2035 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2009-2015 TIP served as the future year roadway projects. For the 2035 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2015 and 2025 were performed to assist in prioritizing the 2035 roadway needs. The final 2015, 2025, and 2035 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2005) and the three future networks (2015, 2025, and 2035) used for the conformity determination were the same as the networks used for the 2035 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

The amendment to the DCHC MPO LRTP adds two roadway projects to the project list for the 2015 interim analysis year:

- a) the widening of existing Hopson Road, a 2-lane collector street, to 4-lanes for a 0.7 mile segment between Davis Drive and NC 54.
- b) the closure of the Church Street crossing of the NCRR and the extension of Church Street, a 2-lane collector street, north to Hopson Road.

The interagency partners also jointly developed lists of regionally significant and exempt projects for the 2035 LRTPs. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA. Hopson Road is classified as an urban collector in the federal functional classification and is included in the Triangle Regional Travel Demand Model as a collector. The participants discussed the nature of the project and all concurred that the project elements, along with the designation of Hopson as a collector street, means that the project is not regionally significant as defined by 40 CFR Part 93.101.

Regionally Significant Project Checklist

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

3.5 Transit networks

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2005. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries. Additions of passing sidings or additional double tracking of the freight/intercity rail system was not part of the modeled network; therefore, this amendment does not affect modeled transit networks.

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis. This amendment does not affect CMAQ projects in the Triangle region.

4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area have emissions budgets. The participants at the September 4, 2009 Interagency Consultation Meeting discussed appropriate analysis. The participants concurred that because the project is not regionally significant, a new regional emissions analysis is not required; the analysis conducted earlier in 2009 for the 2035 LRTP is sufficient to demonstrate conformity.

For the LRTP amendment, 2 changes to the LRTP document will be prepared for the DCHC MPO:

- An amended project list in Appendix 1 of the 2035 LRTP to include the Hopson Road and Church Street changes
- A new amendment page within the body of the document to track this and any future amendments to the 2035 LRTP.

4.1 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

5. Public Involvement and Interagency Consultation

The amended 2035 Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and an interagency consultation meeting was held on September 4, 2009; the meeting summary is included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process will be incorporated into the final Conformity Analysis and Determination Report. Those comments will be included in Appendix D of the final report.

6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP.

Table 3: Summary of Conformity Status of Triangle Transportation Plans

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2035 LRTP & 2009-15 TIP*	Durham-Chapel Hill-Carrboro MPO 2035 LRTP & 2009-15 TIP*	Capital Area MPO 2035 LRTP & 2009-15 TIP*	Rural (Donut) Area of the Triangle 2009-15 STIP
Less Than Emissions Budgets	√	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	√	√	√	√
Latest Emissions Model	√	√	√	√
Latest Planning Assumptions	√	√	√	√
Fiscal Constraint	√	√	√	√

* The amended 2009-15 TIPs are direct subsets of the amended 2035 LRTPs

Yellow highlighting indicates amendments covered by this conformity report.

Specific conformity findings for each of these areas are listed below:

Burlington-Graham MPO Ozone Conformity Finding for the 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program

No amendment to the 2035 LRTP or 2009-15 TIP is required

Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2009-2015 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO amended 2009-2015 Transportation Improvement Program is found to conform to the purpose of the North Carolina State Implementation Plan. The amended FY2009-15 TIP is a conforming subset of the conforming 2035 LRTP, thus emissions expected from the implementation of the Capital Area MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2035 Long-Range Transportation Plan and amended 2009-2015 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO amended 2035 Long-Range Transportation Plan and amended 2009-2015 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the amended 2009-2015 State Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the amended 2009-2015 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2009-2015 State Transportation Improvement Program are less than the applicable budgets for NO_x in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

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
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: November 11, 2009

SUBJECT: Urban Loop Prioritization

Background

NCDOT has proposed a quantitative methodology for ranking Urban Loop projects (Attachment 6) 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 with projects that are eligible for these funds. The DCHC MPO's highest ranked highway project, the East End Connector, is eligible for Urban Loop funds.

<u>Cities with projects eligible for Urban Loop Funding</u>	<u>2000 Urbanized Area Population</u>
Asheville, NC	221,570
Charlotte, NC	758,927
Durham, NC	287,796
Fayetteville, NC	276,368
Gastonia, NC	141,407
Greensboro, NC	267,884
Greenville, NC	84,059
Raleigh, NC	541,527
Wilmington, NC	161,149
Winston-Salem, NC	299,290

City of Durham Urban Loop Projects (in priority order)

1. East End Connector
2. US 70 Conversion to 6-lane freeway
3. I-85 Widening from US 70 to Red Mill Rd.
4. Northern Durham Parkway 4-lane divided from I-85 to Old Oxford Highway
5. Northern Durham Parkway 4-lane divided from US 70 to I-85
6. Northern Durham Parkway 2-lane on 4-lane ROW from Old Oxford Highway to Roxboro Rd.
7. US 501 (Roxboro Rd.) Widening to 6-lane divided from Duke Street to Goodwin Road

Attachment 7 is a description of the proposed urban loop prioritization methodology. The proposed process ranks projects according to a priority ratio. This priority ratio is based on a combination of "needs" factors and "benefits" factors divided by the cost of the project.

The Regional Transportation Alliance has made the East End Connector its top new freeway priority and has organized a group of consultants who have volunteered to review the urban loop prioritization methodology in coordination with City of Durham and LPA staff. The methodology will be reviewed for technical validity and reasonableness for use in prioritizing statewide infrastructure investments. In addition, the methodology will be reviewed in light of how it may be applied to the City of Durham's priority urban loop projects. This review is underway and has not been completed.

In addition, the TCC reviewed the methodology at their October meeting and provided some general comments. These comments are listed below.

LPA Staff and TCC Preliminary Comments on the Proposed Urban Loop Prioritization Methodology

General comments on the methodology and process for developing it:

- The TCC is supportive of NCDOT's proposal to use a technical quantitative assessment to prioritize the spending of urban loop funds.
- There should be another opportunity for MPO input on the methodology in the spring of 2010 before final BOT approval. Many details of the methodology are not clear in the proposal.
- MPOs should have an ongoing opportunity to comment on the methodology during each future TIP development cycle.

Needs Factors (the percentage that each factor contributes to the overall score is noted):

- 80% Congestion Score
 - Need clarification on what will be considered the parallel routes.
- 10% Safety Score
 - Need clarification on what will be considered the parallel routes.
- 10% Infrastructure Health Score
 - Should not be included as a factor. Creates a disincentive to maintain the condition of parallel routes.

Benefits Factors (the percentage that each factor contributes to the overall score is noted):

- 33% Travel Times Savings
 - Need more specifics on how this factor will be evaluated.
- 20% Economic Development
 - Need more specifics on the IMPLAN model.
 - Should also include a factor to measure the preservation of existing employment served by the proposed project.
- 13% Air Quality Conformity
 - Should be simplified to award points based on if the project is or is not required to meet conformity. Points should not be variable based on the horizon year. Projects within a 5 or 10 year horizon year are likely already in the right-of-way acquisition phase or under construction. In addition, this factor creates an incentive for MPOs to include unreasonable project schedules in their LRTPs.
- 11% Multimodal

- Should include an evaluation of bicycle and pedestrian improvements on y-lines associated with the project and an evaluation of the effect the project will have on multi-modal connectivity.
- 9% Environmental Readiness Factor
 - Should not be included as a factor. Environmental readiness does not measure the benefits of the project. Having a completed environmental document does not equate to a better project. Rather this factor awards cities that have been more successful in getting their projects on NCDOT's work plan.
 - The status of the environmental document should be a factor in programming projects after the prioritization process has been completed.
- 7% Freight Mobility Factor
 - Need clarification on what is considered the central business district. Many urban loop projects divert freight traffic from existing interstates that do not go through the central business district of the city.
- 7% Land Use
 - As described, this factor awards points based on if the corridor and interchanges are in locally adopted land use plans. It is unlikely that any loop is not included in the locally adopted land use plan. As a result, this factor would not be very useful in identifying distinctions between projects.
 - Should be changed to measure the preservation of the corridor and/or the percentage of right-of-way already owned by NCDOT.

Cost Denominator

- Need to ensure that costs are updated for all potential loop projects to ensure that projects are being compared fairly. Many projects that have not entered the environmental planning phase have out-dated cost estimates.

Other Factors that May Be Suggested

- Miles of Existing or Authorized Urban Loops per Urbanized Area Population
 - Cities that have not received urban loop funding should receive priority.
- Qualitative Ranking
 - Like the highway prioritization process recently developed by NCDOT, the urban loop prioritization process should include a measure of the MPO's prioritization of the project.
- Environmental Impact Factor
 - Measurement based on the impact to natural resources, such as acres of watershed impacted and stream crossings, and the indirect and cumulative effects, such as urban sprawl induced.

NCDOT's Schedule for Urban Loop Prioritization

- September 2, 2009 - Draft process presented to NCDOT Board of Transportation.
- October-November – Solicit input from MPO's in Urban Loop Areas and post on NCDOT website for public comment for a minimum of 30 days.
- November 30, 2009 – Comments on draft process due to NCDOT.
- December- February 2010 – NCDOT staff will review the comments, make appropriate adjustments and provide to BOT in the spring of 2010.

- 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.

TAC Action: Authorize the TAC Chair to work with LPA Staff on finalizing the DCHC MPO's comments on the proposed Urban Loop Prioritization Process.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: November 11, 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, and ER-5100HA, Streetscaping/Landscaping on US 15-501, from FY 2009 to FY 2010. These projects received construction authorization on October 14, 2009 and October 22, 2009, respectively, moving them 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. Many projects are currently out for bid by the local governments

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. The Town of Carrboro also submitted a TIGER application for the Town's Bolin and Morgan Creek Greenway projects. The Jones Creek Greenway was also included as a segment within the Bolin Creek corridor. A total of \$4.3 million was requested to supplement currently allocated funding for the projects.

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	Complete	10/20/2009	\$1,741,569		\$1,741,569
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				\$10,611,439		
		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
		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-4704	Signal System	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$50,000		\$50,000
U-4726A	Chapel Hill	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-4726B	Chapel Hill	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$350,000		\$350,000
U-4726C	NC 86	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$61,563		\$61,563
U-4726D	Chapel Hill	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$185,000		\$185,000
U-4726E	US 15-501, NC 54														
		<i>Town of Chapel Hill Uncommitted Balance</i>											(\$0)		
		TOWN OF CARRBORO											\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	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

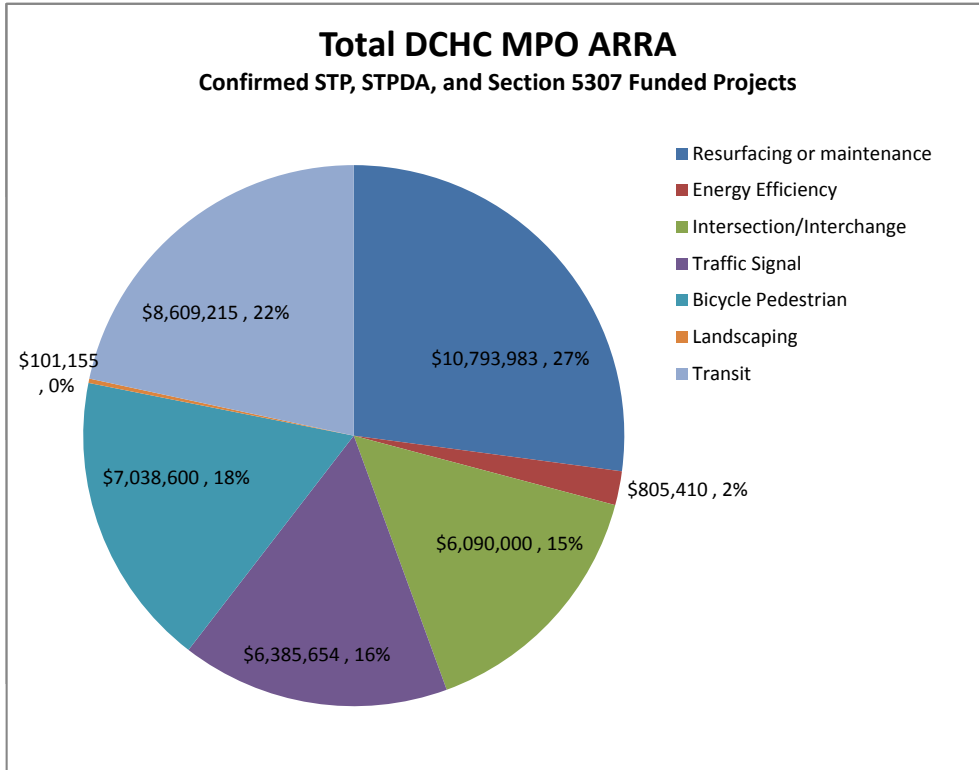
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009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

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

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

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

Resurfacing or maintenance	\$ 10,793,983
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	\$ 39,824,017



**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)

DCHC MPO 2009-2015 MTIP Amendment #9 - November 11, 2009

TABLE 1

Modify

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

TABLE 2

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010
ER-5100HA	Chatham	Streetscaping/landscaping along US 15-501	ARRA (STPDA)	C	25
			TOTAL		25

Comprehensive Transportation Plan (CTP)

Tasks and Timeline (11-02-09)

Introduction

The DCHC MPO and Orange County will develop and adopt Comprehensive Transportation Plans (CTP) for their respective planning areas within the next year. The MPO and Orange County will coordinate the timeline and tasks to the greatest extent possible, and try to make the process as clear as possible given that the 2035 LRTP (Long Range Transportation Plan) was recently completed and is very similar to the CTP, and given that most Orange County citizens live in the DCHC MPO planning area. Throughout the process it will remain clear that the TAC will adopt the CTP for the area in the MPO's planning area, and the Orange County Board of Commissioners (BOCC) will adopt the CTP for the area of Orange County that is not in the DCHC MPO or Burlington-Graham MPO.

This document presents the tasks and timeline for the DCHC MPO's CTP process. Given the coordination with the concurrent Orange County process, information on the coordination with Orange County is presented in *italics* when deemed relevant.

Tasks

1- CTP Schedule and Tasks (TAC review September 2009)

Create schedule and detailed tasks, present to TAC in August 2009, and receive TAC approval in September 2009.

2- Goals and Objectives (completed)

The CTP process will use the same Goals and Objectives in the joint 2035 LRTP and CTP process.

Orange County already has a set of goals and objectives. The goals and objectives for the DCHC MPO and Orange County do not appear to have any conflicts.

3- Draft CTP (TAC release April 2010)

Develop Draft CTP for public review and input. TAC receives Draft in March 2010 and releases in April 2010. NCDOT staff will produce the preliminary Draft in January 2010 with substantial input from the MPO. Deficiency data will be presented with the Draft CTP to help staff, the public and elected officials understand the need for the proposed transportation improvements.

The MPO and Orange County will work together to coordinate the transportation projects in the Draft CTP.

4- Public Input (complete by June 2010)

The Draft CTP and supporting information will be released for public input, and will likely include:

- a. Draft CTP maps for highway, public transportation and rail, bicycle, and pedestrian (following NCDOT prescribed format);
- b. Deficiency Analysis such as V/C maps (congestion maps using volume-to-capacity ratio) from the 2035 LRTP and CTP alternatives in the 2035 LRTP process.

The MPO and Orange County will work together to present the same maps and deficiency data.

The public outreach will include the activities listed directly below. The outreach could be expanded, e.g., additional workshop(s), if the projects that are added to the recently completed 2035 LRTP to develop the Draft CTP might attract a significant level of citizen input.

- a. Two workshops: one in Durham County and one in Orange County;
- b. TAC public hearing;
- c. Presentation to local boards and elected officials, as desired;
- d. Mailing and published notices;
- e. Web site presentation and application to take comments; and,
- f. Newsletter.

Orange County will have presentations to the BOCC and advisory boards, and conduct a public workshop.

5- Recommended CTP (TAC receive August 2010)

Prepare recommended CTP based on TAC, public and staff input. Coordinate with CAMPO, Orange County, Person County, Granville County, Kerr-Tar RPO, and Burlington-Graham MPO to help ensure similar treatment of improvements and services that cross the borders.

6- Adopted CTP (TAC adopt September 2010)

TAC adopts the CTP for the DCHC MPO and endorses the CTP for the area in Orange County that is not in the DCHC MPO planning area. The Triangle Area Regional Planning Organization (TARPO) might decide to endorse the CTP, as well. The process for the North Carolina Board of Transportation to adopt the CTP will likely take an additional four months.

Orange County Board of Commissioners will adopt the CTP for the Orange County area that is not in the DCHC MPO and the TAC will endorse the CTP for that same area.

7- **Technical Report** (complete by December 2010)

The CTP technical report for the DCHC MPO and Orange County can be a joint report. The report will document the analysis and support for the proposed transportation improvements, and could include the MPO-wide collector street plan.

8- **Corridor Protection and Programming**

Local staff and the NCDOT will be responsible for implementing the CTP through the development review process and project recommendations.

Task Timeline

A simple task timeline is presented on the following page (page 4).

Comprehensive Transportation Plan – Updated Task Timeline

Task ID#	Plan Tasks	2009						2010								
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1	CTP Schedule and Tasks -- TAC review and comment on CTP schedule and task plan															
2	Goals and Objectives -- TAC endorse goals and objectives	completed														
3	Draft CTP -- Develop Draft CTP and TAC releases for public comment															
4	Public Input -- Publish Draft CTP, mail CTP newsletter and notices, conduct workshops and TAC conducts public hearing															
5	Recommended CTP -- Prepare and review recommended CTP															
6	Adopted CTP -- TAC adopts final CTP															
7	Technical Report --															Dec 2010
8	Corridor Protection and Programming --															Ongoing ==>

(bold/blue block)	= Board task/action
(light/blue crosshatch)	= First Board review or action
(light grey block)	= Work in process

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%

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 11, 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: 10/9/2009	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: 2.67%
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: 9/30/2009	Scheduled Progress: 54.95%
Last Estimate Paid:	Actual Progress: 58.09%

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: 8/3/2009
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: 10/7/2009	Scheduled Progress: 69%
Last Estimate Paid: 10/15/2009	Actual Progress: 57.07%

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:**

<p>Contract Number: C201872 Physical Division: 7 Administrative Division: 7 Length: 0.128 miles Resident Engineer: Donald R. Huffines Location Description: BRIDGE OVER NEW HOPE CREEK AND APPROACHES ON SR-1730. Type of Work: GRADING, DRAINAGE, PAVING, AND STRUCTURE. Contractor Name: DANE CONSTRUCTION, INC. Contract Amount: \$740,538.11 Availability Date: 2/16/2009 Completion Date: 8/14/2009 Revised Completion Date: Last Estimate Thru: 7/31/2009 Last Estimate Paid: 8/7/2009</p>	<p>Route: SR-1730 County: Orange TIP Number: B-4218 Federal Aid Number: BRZ-1730(5) RE Phone Number: (336)570-6830 Cost Overrun/Underrun: 4.22% Letting Date: 7/15/2008 Work Began: 2/16/2009 Estimated Completion: 8/5/2009 Scheduled Progress: 82.7% Actual Progress: 88.15%</p>
<p>Contract Number: C202047 Physical Division: 7 Administrative Division: 7 Length: 0.17 miles Resident Engineer: Donald R. Huffines Location Description: BRIDGE OVER ENO RIVER AND APPROACHES ON SR-1561. Type of Work: GRADING, DRAINAGE, PAVING, AND STRUCTURE. Contractor Name: SANFORD CONTRACTORS, INC. Contract Amount: \$1,109,324.14 Availability Date: 3/15/2009 Completion Date: 12/31/2009 Revised Completion Date: Last Estimate Thru: 9/15/2009 Last Estimate Paid: 11/2/2009</p>	<p>Route: SR-1561 County: Orange TIP Number: B-4592 Federal Aid Number: BRZ-1561(5) RE Phone Number: (336)570-6830 Cost Overrun/Underrun: -5.29% Letting Date: 1/20/2009 Work Began: 3/16/2009 Estimated Completion: 9/15/2009 Scheduled Progress: 96.2% Actual Progress: 98.84%</p>
<p>Contract Number: C202083 Physical Division: 7 Administrative Division: 7 Length: 0 miles Resident Engineer: Christopher D. Kirkman, PE Location Description: CHAPEL HILL - CARRBORO. Type of Work: COMPUTERIZED SIGNAL SYSTEM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$4,944,735.95 Availability Date: 10/26/2009 Completion Date: 8/1/2012 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: - County: Orange TIP Number: U-4704 Federal Aid Number: STM-0703(14) RE Phone Number: (336)334-3297 Cost Overrun/Underrun: Letting Date: 9/15/2009 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202419 Physical Division: 7 Administrative Division: 7 Length: 6.34 miles Resident Engineer: Donald R. Huffines Location Description: NC-57 FROM NC-86 TO JOINT NORTH OF SR-1544. Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: RILEY PAVING INC Contract Amount: \$1,135,133.54 Availability Date: 4/5/2010 Completion Date: 7/30/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-57 County: Orange TIP Number: R-5178A Federal Aid Number: STM-0057(4) RE Phone Number: (336)570-6830 Cost Overrun/Underrun: Letting Date: 9/15/2009 Work Began: 4/5/2010 Estimated Completion: Scheduled Progress: Actual Progress:</p>

**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 Const: \$523,000.00	\$301,260.69	Awarded to S.T. Wooten Corp. Available 10/5/09; Scheduled completion is 4/30/10 Economic Stimulus Project
Chatham	8CR.20191.1 2	8 sections of secondary roads	Contract resurfacing	\$798,000.00		Letting scheduled for 10/20/09; Available 11/30/09; Scheduled completion 8/13/10
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

Carrboro transit questions abound

Town hears about final draft of 2035 transportation plan

BY BETH VELLIQUETTE

bvelliquette@heraldsun.com; 918-1042

CARRBORO -- In 2035, will the streets be too crowded for people to drive from one side of town to the other?

Will gas cost \$8 a gallon? Will there be any parking available at UNC and how much will it cost?

Will riding a bus or light rail be the easiest, cheapest and quickest way to get to work in the Research Triangle Park?

Will commuters be willing to park their vehicles at the edge of Carrboro and take a series of buses to get to the Raleigh-Durham Airport?

These are the questions city leaders are asking as they prepare a long-range transportation plan for moving people throughout the area.

On Tuesday, the Carrboro Board of Aldermen heard about a final draft of the 2035 plan, with an emphasis on how Carrboro would fit into the plan.

David Bonk, Chapel Hill's long range and transportation planning manager, and Steve Spade, transit director for the Town of Chapel Hill, told the aldermen that future transit planning involves a higher level of transit services along six gateway corridors and expanding the local bus service to support the gateway service.

In Carrboro, the preferred service will include express bus service on Hillsborough Road, originating at the intersection of Hillsborough and Homestead roads, (Calvander) and traveling south through downtown.

The second hub would include express service that begins on West N.C. 54 going through Carrboro Plaza and following a route on the 54 Bypass, then north on Greensboro Street, through downtown to Estes Drive Extension to Carolina North.

Those hubs would be intended to capture drivers, including the hundreds of commuters from Alamance County who work at UNC, at the edge of Carrboro, have them leave their vehicles in a park & ride lot and put them on an express bus to get them to the UNC main campus, Carolina North or other employment hubs.

There would be a central transit hub at UNC that could connect express buses to a light rail system that would link to regional transit.

Spade told the aldermen about a type of transit called bus rapid transit, which is at a level between express bus and light rail.

It uses the flexibility of lower capital costs of rubber tire bus service but uses concepts of light rail to make it more efficient, Spade said.

It's usually a higher capacity bus and has three doors, with a higher frequency of service, with a bus running every 10 minutes during rush hour.

A bus rapid transit moves along a dedicated corridor that is sometimes separated from regular traffic or it could operate within traffic with special diamond lanes or traffic signals that give buses priority.

The higher level of service would be in addition to the neighborhood bus routes that are currently in service.

'Rescission' may hurt more than expected

By Ray Gronberg

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DURHAM -- State and federal officials are taking away from Durham, Chapel Hill and Carrboro and their host counties nearly \$7 million in unspent "direct allocation" money that would otherwise be available to pay for road, sidewalk and transit projects.

The so-called "rescission" of federal support is having a much bigger effect on this area than local officials initially had thought. Their estimates going in were that the aid claw-back would cost local governments \$1.2 million.

At the scale now dictated by the N.C. Department of Transportation, the rescission will offset much of the extra road money that came to this area from the federal economic stimulus bill.

In effect, the feds and the state are taking away money for projects that require long-term planning and preparation, and shifting it "to paving projects that can be done fast" to produce jobs quickly, Durham County Commissioner Ellen Reckhow said Wednesday after she and other officials involved in transportation planning received a briefing on the move.

The federal government is reclaiming, all told, some \$8.7 billion in transportation subsidies from the 50 states. The move is dictated by a compromise Congress made with President George W. Bush's administration in 2005.

To get a new highway and transit bill passed that year, while keeping to Bush's budget targets, Congress agreed to take back money the states hadn't spent or at least committed themselves by contract to spending as of midnight this Oct. 1.

Road planners around the country had expected Congress to repeal the mandated rescission, but were surprised when it failed to act.

Congressional rules would have forced legislators to find offsetting cuts worth \$8.7 billion elsewhere in the federal budget. But they couldn't do so, thanks to strategy disagreements between the House and the Senate, not to mention between the political parties in both chambers.

The local impact is heavier than initially estimated because of how DOT chose to divvy up the cuts among North Carolina cities.

It forced four transportation-planning groups -- centered on Durham, Raleigh, Winston-Salem and Charlotte -- to take the brunt of cuts to direct-allocation aid because other areas had little unspent money to give back.

Durham and its neighboring towns took the heaviest hit, proportionally, among the cities for reasons that remain unclear. It had \$7.9 million in aid still uncommitted by contract, and is being forced to give up all but \$884,744.

Raleigh had \$32.7 million uncommitted but is being allowed to keep \$19.6 million. Charlotte had nearly \$60 million uncommitted and will keep \$40.1 million. Winston-Salem had \$20.5 million, and will keep \$13.2 million.

Local officials are unhappy about those numbers. "We were more efficient than Raleigh and Charlotte, and end up being penalized the same way," Reckhow grumped.

Officials in Durham's transportation office warned another cut is on the way. It will affect congestion-relief aid. But so far, "we don't have any information on what might be expected" in terms of a dollar amount, said Ellen Beckman, a city transportation planner.

Local leaders like direct-allocation aid because federal law gives them control over how it's spent. They've most often used it to add sidewalks to major road projects, or to support transit.

With the numbers for the cut in hand, officials will have to reshuffle local spending priorities. That work remains pending, city Transportation Manager Mark Ahrendsen said.

Friday, October 30, 2009

Let the transit debate resume

Authority that failed on first try at rapid rail launches new effort

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

RESEARCH TRIANGLE PARK – After writing off \$140 million and going into virtual hiatus for three years, Triangle Transit is launching a new bid to build a regional rapid rail system.

The government authority will pay \$2 million to consultants in the coming year to get the planning train rolling again. It will be the first major expenditure on a rapid rail project since a previous effort veered badly off track in 2006 after failing to win a long-term federal funding commitment.

That failed effort cost \$140 million.

By January, the authority plans to hire a program management consultant to do engineering and design work for a proposed new system. Triangle Transit already has selected a short list of six firms that will be considered for the project: **Aecom USA Inc., HDR Engineering Inc., PB Americas Inc., PBS&J Constructors Inc., STV/Ralph Whitehead Associates Inc.** and URS Corp.-North Carolina. PB Americas Inc. was the prime contractor on the previous rail project.

A Special Transit Advisory Committee, or **STAC**, last year unveiled the broad strokes of a plan calling for a 56-mile rail system in the Triangle. It's projected to cost in the neighborhood of \$2 billion and would be partially funded by a proposed 1/2 cent sales tax increase that eventually must be approved by a public vote.

Transportation officials at the local metropolitan planning organizations have worked to refine that outline. But Triangle Transit General Manager David King says it's now time to bring in outside help that can zoom in on some of the details.

"If we've been at 10,000 feet, these folks will come down to 500 feet" and set the table for people who will look at the project centimeter by centimeter, King says.

The previous project was declared a failure when the authority couldn't convince officials in Washington, D.C., that the proposed rail line was efficient enough to deserve the required level of federal funding. A lack of local public confidence in the project also contributed to its demise.

This time around, the authority is taking pains to ensure that it is implementing a plan developed by the region, as opposed to one that's perceived as being hatched entirely by Triangle Transit.

"They are following through and making good on that promise to make it a community plan," says Wake County Commissioner Joe Bryan.

Triangle Transit will pay for the design and engineering work using funds from its 5 percent tax on the region's car rentals – the same tax that helped fund the local share of the old project.

King says "a good deal" of the planning done on the old project can still be used on the new one, in part because the system would be built in the same rail corridor. But he wouldn't hazard a guess as to exactly how much of the previous work would be applicable.

That's because there have been plenty of changes since the previous project was scuttled. "The current thinking is not the same as the old plan," says Ed Johnson, director of the **Capital Area Metropolitan Planning Organization**.

First, officials want to use light rail, which is powered by electricity, instead of the diesel-powered units contemplated in the old plan. Some of the previously completed environmental work also has a clock on it and needs to be refreshed. Planners also must account for any changes in **Federal Transit Administration** rules and procedures over the past three years.

Finally, the cost of the project could be impacted by proposed high-speed rail service improvements. The light rail system wouldn't share the same tracks as existing freight and passenger rail. But some of the improvements that will be needed, such as grade crossings, might be funded through the billions in federal money that will be distributed over the next few years to upgrade the country's high-speed rail offerings.

The program management consultant contract will be for three years initially and will include an option to extend it for two to four additional years. Triangle Transit's board will make the final decision on which

firm wins the contract, although officials from the local metropolitan planning organizations and the **North Carolina Department of Transportation** also help evaluate the proposals.

Group seeks public ideas on transit

By Stella Adams

Guest columnist

If you drive to work or take your kids to school -- or if you drive anywhere in the Triangle for that matter -- it will come as no surprise that the Triangle had the second fastest growth in traffic congestion of any region in the US over the last decade.

What you may not know is that the way things are going, traffic is going to get worse -- a lot worse.

In 25 years, traffic planners tell us, 1 million more people will live in Durham, Orange and Wake Counties. Unless we do something, experts say, many of these new arrivals will take their cars out on our already crowded roads and streets. Others will find that without new investments in transit and other public transportation, they will not be able to get to work or school or the doctor. Even now, close to 32,000 households in the Triangle do not have access to a car.

If this vision of the future comes true, it will make our worst traffic look like a ride in the park. It will make our economy come to a standstill, as employers refuse to bring new jobs to a region that cannot move workers or goods efficiently. It will doom our efforts to build sustainable communities, as we choke on more emissions and more fossil fuels.

And it will hurt our efforts to give everyone - particularly low-income families - a fair chance to share the benefits of living here in the Triangle.

Make no mistake: while we need some road improvements, just building more roads isn't the answer: financial and environmental costs make simply paving over this problem impossible.

That's the bad news. The good news is that this summer, individuals, elected officials, community groups and employers from across our region worked together to address this challenge. They convinced the North Carolina General Assembly to approve legislation that provides us with an historic opportunity to improve the quality of life of our region. This legislation allows citizens in all three counties to choose to make new investments in transit and other badly-need transportation infrastructure.

If we make the most of this opportunity, I am confident we can make our communities more livable, equitable and sustainable - sparking economic development and improving our quality of life for ourselves and our children.

But to get there, we'll need everyone's help to shape a plan for this future and build support for it in our communities. That's why people from all over the Triangle - housing activists, environmentalists, neighborhood groups, business owners and many more - are busy building the partnerships we'll need to make it a reality.

If you have a stake in the future of our transportation system, our economy and our environment, visit durhamorangefriendsoftransit.org, where an alliance of local groups and citizens have posted information about these issues. Or come to the meeting this group, DOTransit, is planning on Wednesday at 7 p.m. at the Eno River Unitarian Universalist Fellowship hall on Garrett Road on Durham. People from all over the Triangle will be there to answer questions about this new opportunity and help you understand your part in this important debate.

Our communities face tremendous challenges, now and in the future. The plans we make in the next few months will go a long way in shaping how we will meet many of these challenges. I hope you will join me in the effort to develop these plans -- and to build our future.

Durham resident Stella Adams is the founder and CEO of S J Adams Consulting. She is the former director of the North Carolina Fair Housing Center. For more information about the meeting on Wednesday, email DOTransit at dotransit@durhamorangefriendsoftransit.org or visit Durham-Orange Friends of Transit on Facebook.