

Member Governments

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

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

AGENDA

**November 18, 2009
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of October 28, 2009 TCC Meeting Minutes
(Attachment 4)**

A copy of the October 28, 2009 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the October 28, 2009 TCC meeting.

**5. U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension)
(Attachment 5, 5A, 5B, 5C, 5D)
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. On November 11, the TAC conducted a public hearing on these amendments. As the TAC requested at their October meeting, the MPO staff has begun to meet with 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 5 is a memorandum that presents information on the project, developer commitments and the public involvement policy.
- Attachment 5A is a copy of the public review map for the Hopson Road project.
- Attachment 5B is Amendment #1 to the 2035 LRTP.

- Attachment 5C shows the proposed amendment to the FY 2009-2015 State Transportation Improvement Program (STIP).
- Attachment 5D 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 (Completed)	11/11/09
5. Public comment period ends	12/02/09
6. TAC approves 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments	12/09/09

TCC Action: Recommend that the TAC approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #10 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.

6. Federal Rescission

(Attachment 6)

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 6 is a memo on the rescission from October. Additional information will be handed out at the TCC meeting.

The TCC TIP Subcommittee will meet immediately following the TCC meeting to discuss the materials to be presented to the TAC in December and to develop a recommendation for how the MPO will address the rescission and how to allocate and manage future STPDA funds.

TCC Action: Request that the TCC TIP Subcommittee discuss the materials to be presented to the TAC in December and develop a recommendation for how the MPO will address the rescission and how to allocate and manage future STPDA funds.

7. Complete Streets Legislation

(Attachment 7, 7A, 7B)

Joey Hopkins, NCDOT Division 5

Dale McKeel, LPA Staff

The Durham-Chapel Hill-Carrboro MPO has long been a proponent of roadway designs that safely accommodate public transit users, bicyclists, pedestrians, and motorists. In recent years, the term Complete Streets has been coined to describe this approach. In July 2009, the N.C. Board of Transportation adopted a Complete Streets Policy. Joey Hopkins will discuss the

policy and the development of planning and design guidelines. At the federal level, Complete Streets legislation has been introduced in both the House and Senate. S. 584 was introduced by Senator Harkin and H.R. 1443 was introduced by Representative Matsui (and co-sponsored by Representative David Price). Dale McKeel will provide an overview of the legislation.

TCC Action: Receive presentations on Complete Streets and discuss recommendations to the TAC.

8. FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #11 (Attachment 8)

Ellen Beckmann, LPA Staff

NCDOT recently identified a new interstate maintenance project to resurface I-85/I-40 in western Orange County. This project will be funded with interstate maintenance funds. Attachment 8 is Amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program that will add this project to the TIP.

TCC Action: Recommend that the TAC approve the resolution adopting Amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

9. American Recovery and Reinvestment Act of 2009

(Attachment 9, 9A)

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 9 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 9A 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.

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

REPORTS FROM STAFF:

10. Reports from Staff

(Attachment 10)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

11. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

12. NCDOT Report

(Attachment 12)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

Adjourn

Next meeting: December 16, 2009

43 Transportation Planner for Chatham County. She has been designated as the representative for
44 Chatham County. Ben Howell and Jason Sullivan are now alternates.

45 **Adjustments to the Agenda**

46 Mark Ahrendsen moved Agenda Item #9 – Comprehensive Transportation Plan – Update up
47 after the approval of the minutes due to Mr. Ahrendsen and Andy Henry needing to leave.

48 **ACTION ITEMS**

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

50 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to approve the
51 September 23, 2009 TCC Meeting Minutes. The motion carried unanimously.

52 **Federal Rescission (Attachment 5)**

53 Mark Ahrendsen provided an introduction for the Federal Rescission. This item will probably
54 need to be referred to the TIP subcommittee.

55 Jill Stark from FHWA was telephoned and put on speaker phone in the Committee Room. Ms.
56 Stark stated that in SAFETEA-LU there was a call for an \$8.7 billion rescission in 2005 which would have
57 required Congress to act to repeal it and it did not happen. In 2007, FHWA's directive was to apply the
58 rescission proportionately across the board. NCDOT obligated funds to the limit in certain programs and
59 as a result programs with high unobligated balances were hit harder. Ms. Stark stated everyone needs
60 to discuss how to move forward. Ms. Stark stated FHWA can provide a more in depth discussion and
61 report.

62 Mark Ahrendsen stated the TCC may want to have Jill Stark and John Sullivan at the next TAC
63 meeting and Jill Stark stated they could attend the December 2009 TAC meeting because November 11,
64 2009, the next TAC meeting, is Veterans Day on which FHWA doesn't work.

65 Mark Ahrendsen stated that NCAMPO has drafted a letter to NCDOT on concerns over the
66 rescission, specifically the PL funds. NCDOT is the banker for all the funds and they have a responsibility
67 to the MPOs to ensure the funds are used and managed wisely which hasn't happened.

68 Ellen Beckmann explained the tables and how the rescission was applied. We kept some reserve
69 STPDA funds that weren't programmed for FY 2009 through 2015. It is about \$600,000 per year. The
70 real issue is that many projects were programmed in years before 2009, but a lot of the projects haven't
71 actually been implemented. Those projects will need to be pushed forward into FY 2010 and beyond.
72 They will need to be funded with our FY 2010 and beyond STPDA allocations plus the \$800,000 that was
73 not rescinded. We are going to need to determine how these projects can be accommodated along with
74 the new projects that we programmed for FY 2010 and beyond. David Bonk stated some funds have
75 been obligated but not spent. What options do we have to utilize the funds, and Mr. Bonk was told a
76 contract needed to be in place.

77 Mark Ahrendsen stated that staff needs to update the TAC at the next meeting requesting no
78 action. Let them know our plan of action, the status of old projects, the desire to move them forward,
79 and what to do with the reserve. These are the type of things the TIP subcommittee needs to address.

80 Ellen Beckmann stated that the subcommittee may also need to discuss the PL and CMAQ
81 programs. Dale McKeel stated we also need to check on the Safe Routes to School projects.

82 Felix Nwoko stated staff has never been able to fully understand the accounting system and that
83 we need more information. The NCDOT core programs fared well.

84 Maricia Brown stated in the appropriation table, is the total with or without the obligation
85 limitations. How much of the rescinded funds were not available due to the obligation limitation?

86 David Bonk stated a TIP Subcommittee meeting needs to be set up the week after next. Ellen
87 Beckmann will send an invitation to everyone involved.

88 **NC 54/I-40 Corridor Study – Update (Attachments 6, 6A, and 6B)**

89 Leta Huntsinger provided an update on the NC 54/I-40 Corridor Study – Update, along with the
90 attachments.

91 Ms. Huntsinger distributed postcards that are for the public meeting. The website for the
92 project is in the information package that was distributed. The website is where information will be
93 posted periodically. In addition to the public workshop, there will be focus groups. The focus groups'
94 meeting summaries will be on the website. There were some common themes from the focus groups:
95 I-40 interchange/NC 54/Farrington Road congestion; importance of bike/ped connectivity; regional
96 transit; high density development around stations; and context sensitive improvements. There was a lot
97 of discussion regarding the Friday Center traffic. We will be developing scenarios for the corridor. The
98 first workshop will start as a drop-in session, then have a brief overview presentation, and then groups
99 will work together on maps.

100 **American Recovery and Reinvestment Act of 2009 (Attachments 7, 7A, and 7B)**

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

103 Ellen Beckmann stated that most of the local projects are out for bid. A few of the projects
104 received construction authorization in October. The amendment is needed to move the funds from
105 federal fiscal year 2009 to 2010 for two projects that received construction authorization in October,
106 Morgan Creek Greenway and streetscaping/landscaping along US 15-501 in Chatham County. It will be
107 taken to the TAC in November.

108 Pierre Osei-Owusu stated that the City is requiring DATA to rebid one project. We should
109 receive the twenty-two LTV's in the next ninety days. A purchase order has been issued for most of the
110 amenities. Kumar Neppalli stated that the bid opening is tomorrow for the Town of Chapel. David Bonk
111 stated they are planning on having the council approve all the contracts by November 23rd at the latest.
112 Ellen Beckmann stated Durham will approve contracts in November/December. Jeff Brubaker stated

113 that the bids are closing this week for the sidewalk projects and next week for the bus shelters. Patrick
114 McDonough stated that the van is on the street.

115 David Bonk stated that staff needs to keep in contact with NCDOT Division Engineers to get the
116 most for our money for any leftover funds due to low bids.

117 A motion was made by Pierre Osei-Owusu and seconded by Ellen Beckmann to recommend TAC
118 approval of Amendment #9 to the FY 2009-2015 Metropolitan Transportation Improvement Program.
119 The motion passed unanimously.

120 **Urban Loop Prioritization (Attachment 8)**

121 Ellen Beckmann provided an introduction for the Urban Loop Prioritization, along with the
122 attachment.

123 NCDOT has proposed a quantitative methodology for ranking urban loops which is a first and
124 hopefully will create a less political process that is based on the need of the projects. The attachment,
125 which NCDOT has posted on their website, requests input from the MPO by the end of November. The
126 attachment describes the factors that NCDOT proposes to use; some factors are detailed and some are
127 vague. Staff is beginning to go through the document and come up with comments. In addition, Joe
128 Milazzo's group has organized some free consultants to go through the document and see how the East
129 End Connector would rate with the proposed methodology. This will be brought to the TAC in
130 November. We may or may not have a detailed list of comments at that point, so it may be an update
131 with a general outline of our comments. We will probably ask the TAC to authorize the TAC Chair to
132 work with staff to finalize comments by the end of November. If anyone has comments for
133 consideration, please let us know.

134 Ellen Beckmann stated that under the "Needs Factors" that the condition of the pavement of
135 parallel routes creates a disincentive to maintain your streets to have your project rate better. The
136 "Environmental Readiness Factor" should not be a point category because having a complete

137 environmental document, doesn't mean it is a good project. The Environmental Readiness Factor
138 should be used later in the process when project schedules are developed. Under "Economic
139 Development" one comment was it should in addition to future jobs, the factor should take into
140 consideration the preservation of existing jobs in the area.

141 Ellen Beckmann stated that to receive multi-modal points, a project must have express buses
142 run on it. We may request a letter of commitment from DATA or TTA stating this for the East End
143 Connector. Patrick McDonough stated that TTA would need a reason to run buses on the East End
144 Connector and stated there is no bicycle/pedestrian factor based on reducing or affecting connectivity.
145 Felix Nwoko stated that running buses on the East End Connector is not far-fetched. DATA and TTA
146 buses currently run nearby.

147 Ellen Beckmann stated staff is going to request changing the Land Use factor because all cities'
148 projects should be included in land use plans. A better measure may be the preservation or ownership
149 of the right-of-way.

150 Ellen Beckmann stated that a factor that is not addressed is the historic inequities of the
151 distribution of loop funding across the state. There needs to be consideration of this factor.

152 Scott Walston wants to consider the environmental readiness as part of the points because of
153 the time savings. Ellen Beckmann stated that it does not measure need or benefit of the project. We
154 agree that the environmental readiness should be considered when making scheduling decisions after
155 the projects have been prioritized. Felix Nwoko stated that the indirect and cumulative effects could be
156 a factor.

157 John Hodges-Copple stated there is nothing about the acres of watershed, creek and stream
158 crossings, or other natural resource impacts. This needs to be measured.

159 Joey Hopkins stated sometimes you do not know at this point in the review. Scott Walston
160 stated this needs to be done a per mile basis. Ellen Beckmann stated that since the need and benefit
161 points are divided by the cost of the project, the mileage is indirectly considered.

162 Ellen Beckmann stated staff will continue to work on this and will come up with an outline for
163 the TAC meeting, but it probably won't be finalized. Staff will ask the TAC Chair to work with staff to
164 meet the comment deadline by the end of November.

165 **Comprehensive Transportation Plan – Update**

166 Andy Henry provided an update on the Comprehensive Transportation Plan. He stated we are
167 running behind on the maps and some of the oversight. We won't have a draft until March so it will
168 delay the CTP by four months. We should have the draft in March, provide it to the TAC, release it in
169 April, and the CTP would be adopted in September.

170 Karen Lincoln stated that Orange County is going to try to adopt it in June, but they are a month
171 behind so they probably will match the MPO schedule. They had over 400 responses to the survey.

172 Felix Nwoko asked if staff is going to share the new schedule with the TAC and Andy Henry
173 stated staff will provide the TAC a new schedule. The CTP must be adopted by NCDOT and the TAC.
174 Staff needs to coordinate with NCDOT departments on the multi-modal elements.

175 **REPORTS FROM STAFF:**

176 **Reports from Staff (Attachment 10)**

177 The Report from Staff is attached for review. Felix Nwoko stated that NCDOT has finished the
178 environmental report for Elizabeth Brady Road and are trying to schedule a public meeting in November
179 or December.

180 **Report from the Chair**

181 There was nothing to report.

182 **NCDOT Report (Attachment 12)**

TCC ATTENDANCE RECORD - 2009

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

Not confirmed in writing

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

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:

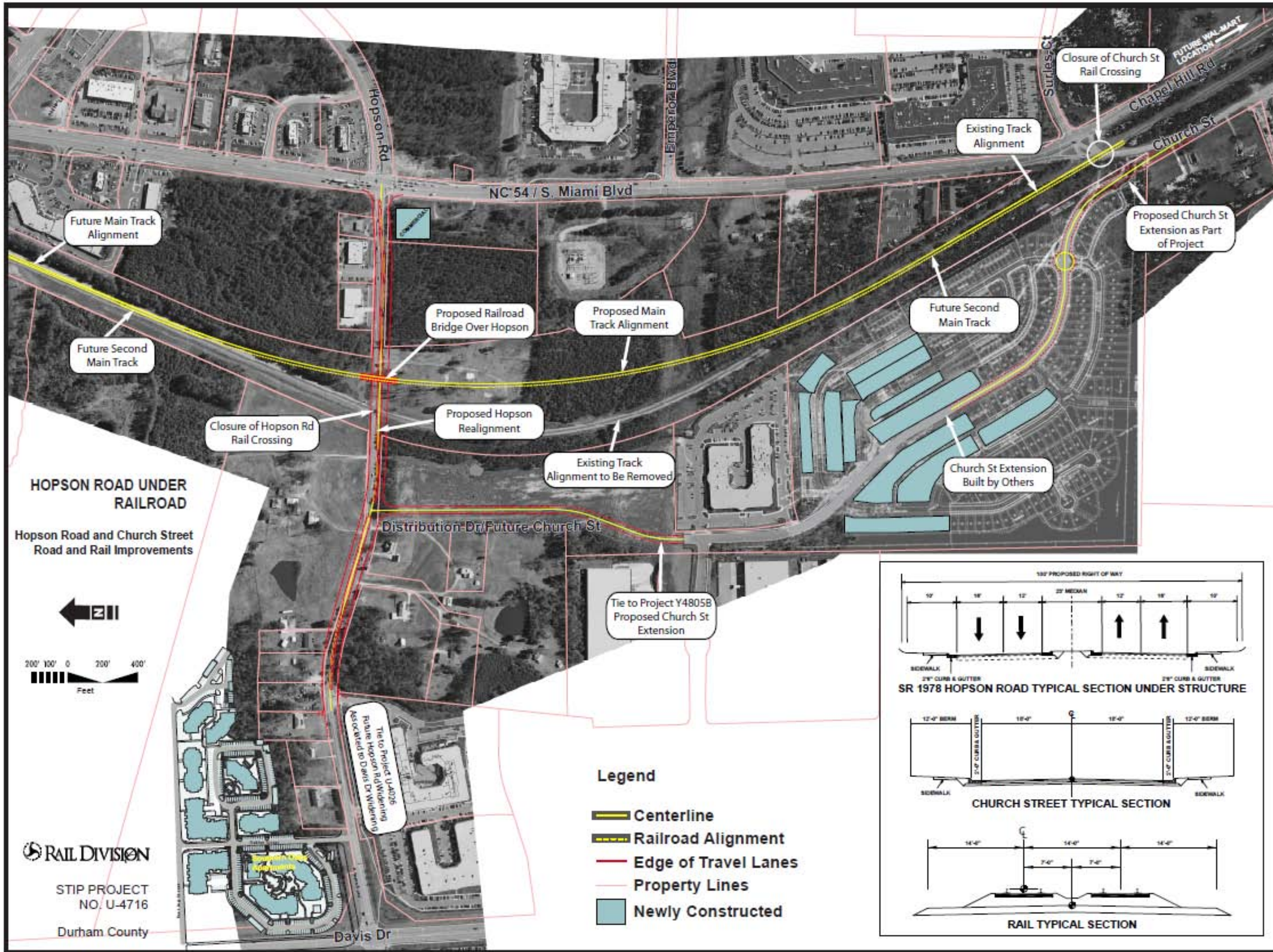
- Attachment 6A is a copy of the public review map for the Hopson Road project.

- 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).

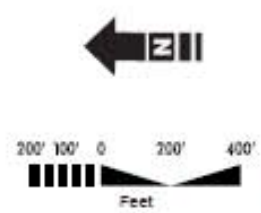
Actions

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.

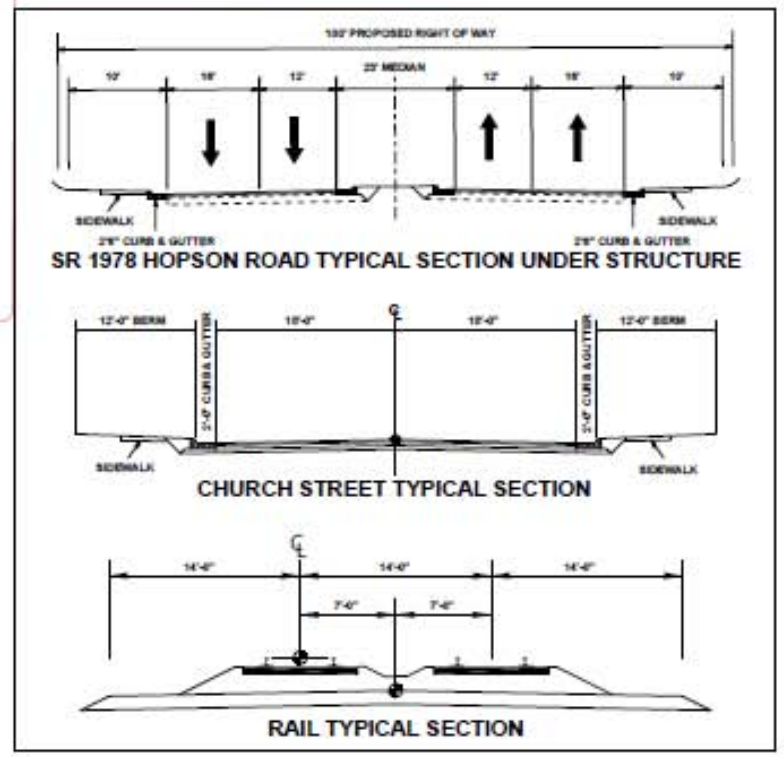
TAC Action: Release Amendment #1 to the 2035 Long Range Transportation Plan and Amendment #10 to the FY 2009-2015 MTIP for a 42-day public comment period.



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



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



RAIL DIVISION
STIP PROJECT NO. U-4716
Durham County

Addendum

Amendment 1 (Approved December 9, 2009)

Amendment 1 made the following changes to the 2035 LRTP:

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

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

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

**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
My commission expires _____

(Seal)

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

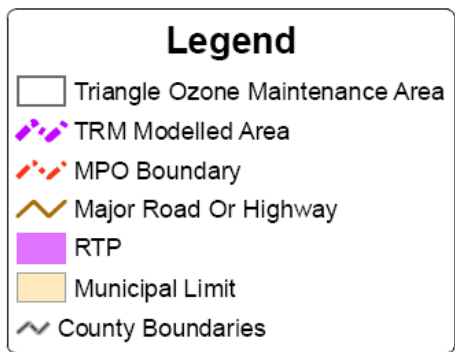
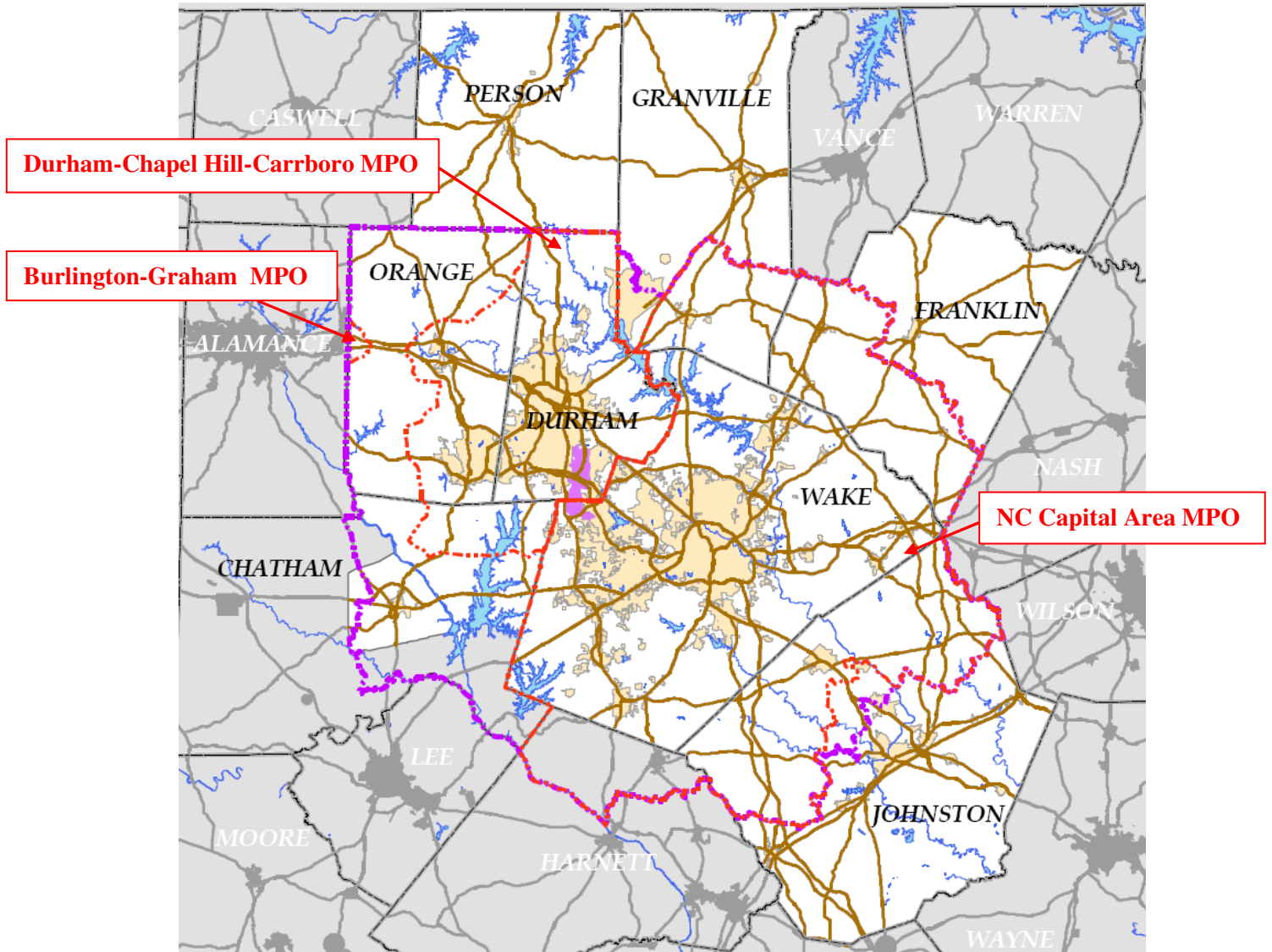
TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010	FY 2011	FY 2012	FY 2013	Unfunded (Future Years)
U-4716	Durham Wake	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) with bicycle lanes and sidewalks and close crossing 734 748 M,	STHSR STHSR	R C	634	1800	300	2664	
		C) add second track, and	STHSR	C		1510	3504		
		D) widen SR 1978 with bicycle lanes and sidewalks 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 C: Interagency Consultation
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- 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 NCRP 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 NCRP 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]

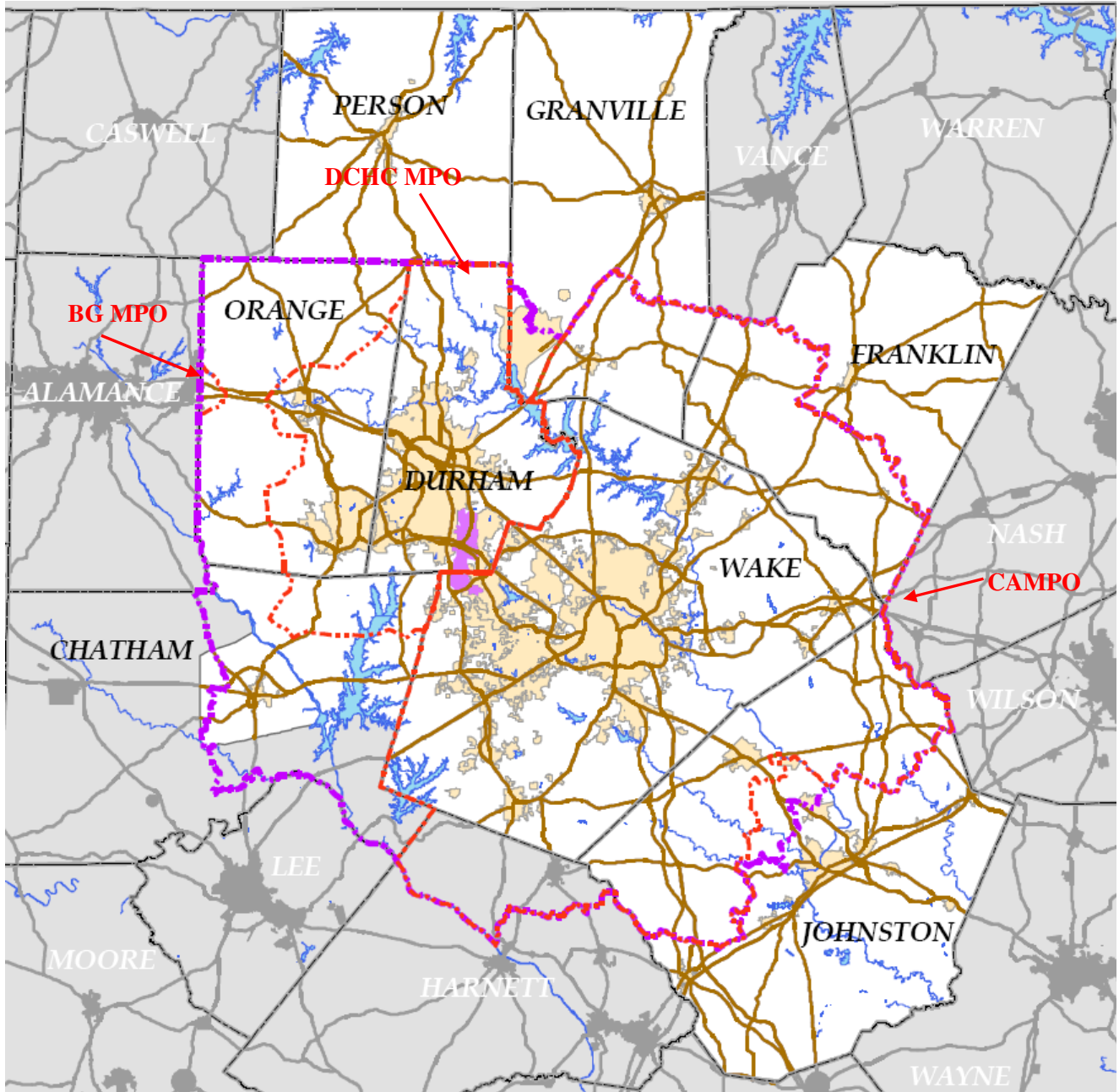
The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

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 NCRR 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 (\checkmark 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	\checkmark	\checkmark	\checkmark	\checkmark
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	\checkmark	\checkmark	\checkmark	\checkmark
Latest Emissions Model	\checkmark	\checkmark	\checkmark	\checkmark
Latest Planning Assumptions	\checkmark	\checkmark	\checkmark	\checkmark
Fiscal Constraint	\checkmark	\checkmark	\checkmark	\checkmark

* 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.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 14, 2009

RE: Federal Rescission

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

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

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

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

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

- Recreational Trails
- Equity Bonus

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

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

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

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

- Asheville
- Fayetteville
- Greensboro

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

- Raleigh
- Charlotte
- Durham
- Winston-Salem

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

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

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

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

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

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

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

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

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

FHWA, HCFB-1
TABLE 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

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

State	Congestion Mitigation & Air Quality Improvement	Highway Safety Improvement Program	Railway-Highway Crossings		High Risk Rural Roads	Recreational Trails	Metro Planning	Equity Bonus	
			Protective Devices	Elimination of Hazards				Exempt	Special
North Carolina (Proposed) N4510.712	12,621,197.00	8,743,075.00	774,160.00	774,160.00	590,275.00	429,376.00	1,418,024.00	5,262,249.00	16,470,263.00
North Carolina (Actual)	55,083,064.83	38,157,660.92	34,998.00	40.00	2,576,155.07	0.00	5,419,747.00	0.33	0.00
Difference	42,461,867.83	29,414,585.92	-739,162.00	-774,120.00	1,985,880.07	-429,376.00	4,001,723.00	-5,262,248.67	-16,470,263.00

State	Safe Routes to School Program			Coordinated Border Infrastructure Program	Appalachian Development Highway System	Pursuant to Sect. 10212 of SAFETEA LU	Total
	10% Minimum for Non-Infrastructure	70% Minimum for Infrastructure	20% for Infrastructure or Non-Infrastructure				
North Carolina (Proposed) N4510.712						10,296,116.00	249,216,507.00
North Carolina (Actual)	53,787.00	509,145.00	137,452.00	0.00	9,595,732.00		249,848,311.57
Difference	53,787.00	509,145.00	137,452.00	0.00	9,595,732.00	-10,296,116.00	631,804.57

TABLE 3: STP > 200K Population Rescission Adjustment

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

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

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

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

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

FROM: Lead Planning Agency

SUBJECT: Brief Description of the Complete Streets Act of 2009 (H.R. 1443 and S.584)

The House and Senate bills are identical. The purpose statement says the bill is “To ensure that all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on and across federally funded streets and highways.”

The bill defines a complete street as “a roadway that accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), and motorists, to enable all travelers to use the roadway safely and efficiently.”

Bill highlights:

- Requires each state to adopt a law or DOT policy stating that all federally funded transportation projects in the state will accommodate all users in compliance with complete streets principles.
- Requires each MPO to adopt a policy stating that all transportation projects in the TIP will accommodate all users in compliance with complete streets principles.
- Complete street policies and laws will “apply to new road construction and road modification projects, including design, planning, construction, reconstruction, rehabilitation, maintenance, and operations, for the entire right-of-way.”
- Exemptions must be clearly documented. Projects may be exempted if users are prohibited by law from using a given right-of-way (such as freeways), if the cost of implementing complete streets principles would be prohibitive, or if the existing and planned population and employment densities around a given roadway is low enough that there is a clear lack of need.
- States and MPOs “shall incorporate complete streets principles into all aspects of the transportation project development, programming, and delivery process, including project planning and identification, scoping procedures, design approvals, design manuals, and performance measures.”
- Complete streets policies and laws must be in place by the beginning of the first fiscal year two years after the bill passes.
- States that fail to comply will be required to spend a percentage of their federal funding on highway safety.

NCDOT July 2009 Board of Transportation Agenda

Division of Bicycle and Pedestrian Transportation

Complete Streets Policy

Board approval is requested for adoption of the Complete Streets Policy.

A. Definition

Complete Streets is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.

B. Policy Statement

Transportation, quality of life, and economic development are all undeniably connected through well-planned, well-designed, and context sensitive transportation solutions. To NCDOT, the designations "well-planned", "well-designed" and "context-sensitive" imply that transportation is an integral part of a comprehensive network that safely supports the needs of the communities and the traveling public that are served.

The North Carolina Department of Transportation, in its role as stewards over the transportation infrastructure, is committed to:

- providing an efficient multi-modal transportation network in North Carolina such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated;
- caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local, regional, and statewide quality of life and economic development objectives;
- working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility while accommodating walking, biking, and transit opportunities safely.

This policy requires that NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist. Routine maintenance projects maybe excluded from this requirement; if an appropriate source of funding is not available.

C. Purpose

This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. The purpose of this policy is to guide existing decision-making and design processes to ensure that all users are routinely considered during the planning, design, construction, funding and operation of North Carolina's transportation network.

D. Scope and Applicability

This policy generally applies to facilities that exist in urban or suburban areas, however it does not necessarily exclude rural setting; and is viewed as a network that functions in an interdependent manner.

There are many factors that must be considered when defining the facility and the degree to which this policy applies, e.g., number of lanes, design speeds, intersection spacing, medians, curb parking, etc. Therefore, the applicability of this policy, as stated, should be construed as neither comprehensive nor conclusive. Each facility must be evaluated for proper applicability.

Notwithstanding the exceptions stated herein, all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy.

E. Approach

It is the Department's commitment to collaborate with cities, towns, and communities to ensure pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives.

F. Related Policies

This policy builds on current practices and encourages creativity for considering and providing multi-modal options within transportation projects, while achieving safety and efficiency.

Specific procedural guidance includes:

- Bicycle Policy (adopted April 4, 1991)
- Highway Landscape Planting Policy (dated 6/10/88)
- Board of Transportation Resolution: Bicycling & Walking in North Carolina, A Critical Part of the Transportation System (adopted September 8, 2000)
- Guidelines for Planting within Highway Right-of-Way
- Bridge Policy (March 2000)
- Pedestrian Policy Guidelines –Sidewalk Location (Memo from Larry Goode, February 15, 1995)
- Pedestrian Policy Guidelines (effective October 1, 2000 w/Memo from Len Hill, September 28, 2000)
- NCDOT Context Sensitive Solutions Goals and Working Guidelines (created 9-23-02; updated 9-8-03)

G. Exceptions to Policy

It is the Department's expectation that suitable multimodal alternatives will be incorporated in all appropriate new and improved infrastructure projects. However, exceptions to this policy will be considered where exceptional circumstances that prohibit adherence to this policy exist. Such exceptions include, but are not limited to:

- facilities that prohibit specific users by law from using them,
- areas in which the population and employment densities or level of transit service around the facility does not justify the incorporation of multimodal alternatives,

It is the Department's expectation that suitable multimodal alternatives will be incorporated as appropriate in all new and improved infrastructure projects within a growth area of a town or city.

As exceptions to policy requests are unique in nature, each will be considered on a case-by-case basis. Each exception must be approved by the Chief Deputy Secretary.

Routine maintenance projects maybe excluded from this requirement; if an appropriate source of funding is not available.

H. Planning and Design Guidelines

The Department recognizes that a well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning. The Department further recognizes the need to provide planners, designers and decision-makers with a framework for evaluating and incorporating various design elements into the planning, design, and construction phases of its transportation projects. To this end, a multi-disciplined team of stakeholders, including transportation professionals, interest groups, and others, as appropriate, will be assembled and charged with developing comprehensive planning and design guidelines to support this policy.

These guidelines will describe the project development process and incorporate transparency and accountability where it does not currently exist; describe how (from a planning and design perspective) pedestrians, bicyclists, transit, and motor vehicles will share roads safely; and provide special design elements and traffic management strategies to address unique circumstances.

An expected delivery date for planning and design guidelines will be set upon adoption of this policy.

I. Policy Distribution

It is the responsibility of all employees to comply with Departmental policies. Therefore, every business unit and appropriate private service provider will be required to maintain a complete set of these policies. The Department shall periodically update departmental guidance to ensure that an accurate and up-to-date information is maintained and housed in a policy management system.

111th CONGRESS, 1st Session

H. R. 1443

A BILL

To ensure that all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on and across federally funded streets and highways.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the 'Complete Streets Act of 2009'.

SEC. 2. DEFINITIONS.

In this Act:

(1) **COMPLETE STREET**- The term 'complete street' means a roadway that accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), and motorists, to enable all travelers to use the roadway safely and efficiently.

(2) **COMPLETE STREETS POLICY; COMPLETE STREETS PRINCIPLE**- The terms 'complete streets policy' and 'complete streets principle' mean a transportation law, policy, or principle at the local, State, regional, or Federal level that ensures--

(A) the adequate accommodation, in all phases of project planning and development, of all users of the transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities; and

(B) the consideration of the safety and convenience of all users in all phases of project planning and development.

(3) **LOCAL JURISDICTION**- The term 'local jurisdiction' means any unit of local government.

(4) **METROPOLITAN PLANNING ORGANIZATION**- The term 'metropolitan planning organization' has the meaning given the term in section 134(b) of title 23, United States Code.

(5) **ROADWAY**- The term 'roadway' means--

(A) the defined Federal functional classification roadway system;

(B) a roadway system for which funds are provided under the equity bonus program under section 105 of title 23, United States Code; and

(C) each bridge structure providing a connection for such a roadway system.

(6) SECRETARY- The term `Secretary' means the Secretary of Transportation.

(7) SENIOR MANAGER- The term `senior manager' means--

(A) the director of a State department of transportation (or a designee);

(B) the director of a metropolitan planning organization (or a designee);
and

(C) the director of a regional, county, or city transportation agency that is primarily responsible for planning and approval of transportation projects (or a designee).

(8) TRANSPORTATION IMPROVEMENT PROGRAM- The term `transportation improvement program' has the meaning given the term `TIP' in section 134(b) of title 23, United States Code.

SEC. 3. COMPLETE STREETS POLICY REQUIREMENT.

(a) Law or Policy- Not later than October 1 of the fiscal year that begins 2 years after the date of enactment of this Act each State and metropolitan planning organization shall have in effect--

(1) in the case of a State--

(A) a law requiring that, beginning on the effective date of the State law, all transportation projects in the State shall accommodate the safety and convenience of all users in accordance with complete streets principles; or

(B) an explicit State department of transportation policy that, beginning on the effective date of the policy, all transportation projects in the State shall accommodate the safety and convenience of all users in accordance with complete streets principles; and

(2) in the case of a metropolitan planning organization, an explicit statement of policy that, beginning on the effective date of the policy, all transportation projects under the jurisdiction of the metropolitan planning organization shall accommodate the safety and convenience of all users in accordance with complete streets principles.

(b) Inclusions-

(1) IN GENERAL- A law or policy described in subsection (a) shall--

(A) apply to each federally funded project of each State department of transportation or metropolitan planning organization transportation improvement program;

(B) include a statement that each project under the transportation improvement program makes streets or affected rights-of-way accessible to users of all ages and abilities, including pedestrians, bicyclists, transit vehicles and users, and motorists;

(C) except as provided in paragraph (2), apply to new road construction and road modification projects, including design, planning, construction, reconstruction, rehabilitation, maintenance, and operations, for the entire right-of-way;

(D) indicate that improvements for the safe and convenient travel by pedestrians or bicyclists on or across streets shall be fully assessed, considered, and documented as a routine element of pavement resurfacing projects;

(E) delineate a clear procedure by which transportation improvement projects may be exempted from complying with complete streets principles, which shall require--

(i) approval by the appropriate senior manager, in accordance with subsection (d)(2); and

(ii) documentation, with supporting data, that indicates the basis for such an exemption;

(F) comply with up-to-date design standards, particularly standards relating to providing access for individuals with disabilities;

(G) require that complete streets principles be applied in due consideration of the urban, suburban, or rural context in which a project is located; and

(H) include a list of performance standards with measurable outcomes to ensure that the transportation improvement program adheres to complete streets principles.

(2) EXCEPTION- A law or policy described in subsection (a) shall not apply to a new road construction or modification project for which, as of the effective date of the law or policy, at least 30 percent of the design phase is completed.

(c) Promotion- Each State department of transportation and metropolitan planning organization shall promote the development of complete streets policies in applicable local jurisdictions.

(d) Exemption Requirements and Procedures- A law or policy described in subsection (a) shall allow for a project-specific exemption from an applicable complete streets policy only if--

(1)(A) an affected roadway prohibits, by law, use of the roadway by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(B) the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as defined in the

2001 Department of Transportation Guidance on Accommodating Bicycle and Pedestrian Travel), as compared to the need or probable use of a particular complete street; or

(C) the existing and planned population and employment densities or level of transit service around a particular roadway is so low, as determined by the Secretary, that there is a documented absence of a need to implement the applicable complete streets policy; and

(2) the project-specific exemption is approved by--

(A) a senior manager of the metropolitan planning organization that approved the transportation improvement program containing the exempted project;

(B) a senior manager of the relevant State department of transportation; or

(C) in the case of a project for which neither the metropolitan planning organization nor the State department of transportation is the agency with primary transportation planning authority, a senior manager of the regional, county, or city agency responsible for planning and approval of the project.

(e) Integration- Each State department of transportation and metropolitan planning organization implementing a complete streets policy shall incorporate complete streets principles into all aspects of the transportation project development, programming, and delivery process, including project planning and identification, scoping procedures, design approvals, design manuals, and performance measures.

(f) Reports-

(1) IN GENERAL- Each State department of transportation shall submit to the Secretary a report describing the implementation by the State of measures to achieve compliance with the requirements of this section, at such time, in such manner, and containing such information as the Secretary may require.

(2) DETERMINATION BY SECRETARY- On receipt of a report under paragraph (1), the Secretary shall determine whether the applicable State has achieved compliance with the requirements of this section.

SEC. 4. USER ACCESS AND CONSIDERATION.

Section 217 of title 23, United States Code, is amended by striking subsection (g) and inserting the following:

(g) Planning and Design-

(1) IN GENERAL- Subject to paragraph (4), all users shall be given due consideration in each comprehensive transportation plan developed by a metropolitan planning organization or a State in accordance with section 134 or 135, respectively.

(2) ACCESS FOR ALL USERS- Subject to paragraph (4), each project for new construction or reconstruction of a transportation facility shall include

consideration of appropriate bicycle transportation facilities, pedestrian walkways, and safe access to existing and planned public transportation, except in any case in which bicycle or pedestrian use is not permitted.

`(3) SAFETY CONSIDERATIONS- Subject to paragraph (4), each transportation plan and project shall provide due consideration for safety and contiguous routes for all users, including--

`(A) safe access to transit stops and facilities; and

`(B) the installation, where appropriate, and maintenance of audible traffic signals and signs at street crossings.

`(4) EXEMPTIONS- A transportation plan or project may receive an exemption from an applicable requirement under paragraph (1), (2), or (3) only if--

`(A)(i) a roadway affected by the transportation plan or project prohibits, by law, use of the roadway by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

`(ii) the cost to the exempted transportation plan or project in achieving compliance with the requirement would be excessively disproportionate (as defined in the 2001 Department of Transportation Guidance on Accommodating Bicycle and Pedestrian Travel), as compared to the need or probable use of a roadway affected by the transportation plan or project; or

`(iii) the existing and planned population and employment densities or level of transit service around a particular roadway affected by the transportation plan or project is so low, as determined by the Secretary, that there is a documented absence of a need to implement the applicable requirement; and

`(B) the exemption is approved by--

`(i) a senior manager of the metropolitan planning organization that approved the transportation plan or project;

`(ii) a senior manager of the relevant State department of transportation; or

`(iii) in the case of a transportation plan or project for which neither the metropolitan planning organization nor the State department of transportation is the agency with primary transportation planning authority, a senior manager of the regional, county, or city agency responsible for planning and approval of the transportation plan or project.!

SEC. 5. CERTIFICATION AND COMPLIANCE.

(a) In General- Not later than 1 year after the date of enactment of this Act, the Secretary shall establish a method of ensuring compliance by State departments of transportation and metropolitan planning organizations with the requirements of this Act, including a requirement that each State department of transportation and metropolitan planning organization shall submit to the Secretary a report describing--

- (1) each complete streets policy adopted by the State department of transportation or metropolitan planning organization;
- (2) the means of implementation by the State department of transportation or metropolitan planning organization of the complete streets policy; and
- (3) any exemptions provided, and the process for providing an exemption, from the requirements of the complete streets policy of the State department of transportation or metropolitan planning organization.

(b) Report- Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to Congress a report describing--

- (1) the method established under subsection (a);
- (2) the status of activities for adoption and implementation by State departments of transportation and metropolitan planning organizations of complete streets policies;
- (3) the tools and resources provided by the Secretary to State departments of transportation and metropolitan planning organizations to assist with that adoption and implementation; and
- (4) other measures carried out by the Secretary to encourage the adoption of complete streets policies by local jurisdictions.

(c) Project Certification-

(1) IN GENERAL- Except as provided in paragraph (2), each State shall require that each agency with primary design, construction, or financial responsibility for a federally funded project located within the jurisdiction of a transportation improvement program of the State shall--

(A) review the project at the final design stage to ensure incorporation in the project of each applicable complete streets policy described in section 3; and

(B) not later than 1 year after the date on which the project is opened for public use, submit to the State a certification that the project achieves compliance with each applicable complete streets policy.

(2) EXCEPTIONS- A State may provide an exception to the requirements of paragraph (1) for a project the cost of which is less than an amount to be determined by the Secretary, by regulation.

(3) SUBSEQUENT CERTIFICATIONS- During the period beginning on the date of submission of the initial certification under paragraph (1) and ending on the date on which construction of the applicable project is completed, when the

project undergoes a substantial design change, as determined by the Secretary, each agency described in paragraph (1) shall submit to the State a recertification that the project is in compliance with each applicable complete streets policy.

SEC. 6. SAFETY FUNDING IN NONCOMPLIANT STATES.

(a) Definition of Noncompliant State- In this section, the term 'noncompliant State' means a State that fails to achieve compliance with the requirements of section 3 by the date described in that section.

(b) Requirement- Of the funds apportioned to a noncompliant State under section 104(b)(3) of title 23, United States Code, for the applicable fiscal year, the noncompliant State shall use to carry out a highway safety program under section 402 of title 23, United States Code--

- (1) 1 percent for the first fiscal year of noncompliance;
- (2) 2 percent for the second fiscal year of noncompliance; and
- (3) 3 percent for the third fiscal year of noncompliance and each fiscal year thereafter until the noncompliant State achieves compliance with the requirements of section 3.

SEC. 7. ACCESSIBILITY STANDARDS.

(a) Final Standards- Not later than 1 year after the date of enactment of this Act, the Architectural and Transportation Barriers Compliance Board established by section 502(a)(1) of the Rehabilitation Act of 1973 (29 U.S.C. 792(a)(1)) shall promulgate final standards for accessibility of new construction and alteration of pedestrian facilities for public rights-of-way.

(b) Temporary Standards- During the period beginning on the date of enactment of this Act and ending on the date on which the Architectural and Transportation Barriers Compliance Board promulgates final standards under subsection (a), a State or metropolitan planning organization shall apply to public rights-of-way--

- (1) the standards for accessible transportation facilities contained in section 37.9 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act); or
- (2) if the standards referred to in paragraph (1) do not address, or are inapplicable to, an affected public right-of-way, the revised draft guidelines for accessible public rights-of-way of the Architectural and Transportation Barriers Compliance Board dated November 23, 2005.

SEC. 8. RESEARCH, TECHNICAL GUIDANCE, AND IMPLEMENTATION ASSISTANCE.

(a) Research-

- (1) IN GENERAL- The Secretary shall conduct research regarding complete streets to assist States, metropolitan planning organizations, and local jurisdictions

in developing, adopting, and implementing plans, projects, procedures, policies, and training programs that comply with complete streets principles.

(2) PARTICIPATION- The Secretary shall solicit participation in the research program under paragraph (1) by--

- (A) the American Association of State Highway and Transportation Officials;
- (B) the Institute of Transportation Engineers;
- (C) the American Public Transportation Association;
- (D) the American Planning Association;
- (E) the National Association of Regional Councils;
- (F) the Association of Metropolitan Planning Organizations;
- (G) representatives of disability, motoring, bicycling, walking, transit user, aging, and air quality organizations; and
- (H) other affected communities.

(3) REQUIREMENTS- The research under paragraph (1) shall--

- (A) be based on the applicable statement of complete streets research needs of the Transportation Research Board, as described in TR Circular E110; and
- (B) seek to develop new areas of inquiry, in addition to that statement.

(4) AUTHORIZATION OF APPROPRIATIONS- There is authorized to be appropriated to the Secretary \$2,000,000 for each applicable fiscal year to carry out this subsection.

(b) Benchmarks and Guidance-

(1) IN GENERAL- The research conducted under subsection (a) shall be designed to result in the establishment of benchmarks and the provision of practical guidance on methods of effectively implementing complete streets policies and complete streets principles that will accommodate all users along a facility or corridor, including vehicles, pedestrians, bicyclists, and transit users.

(2) FOCUS- The benchmarks and guidance under paragraph (1) shall--

- (A) focus on modifying scoping, design, and construction procedures to more effectively combine particular methods of use into integrated facilities that meet the needs of each method in an appropriate balance; and
- (B) indicate the expected operational and safety performance of alternative approaches to facility design.

(c) Technical Guidance-

(1) REPORT- Not later than 15 months after the date of enactment of this Act, the Secretary shall prepare and make available to all States, metropolitan planning

organizations, and local jurisdictions a report that describes the best practices by which transportation agencies throughout the United States have implemented complete streets principles in accordance with, or in anticipation of, the requirements of this Act.

(2) TOPICS FOR EMPHASIS- In preparing the report under paragraph (1), the Secretary shall place particular emphasis on the following topics:

- (A) Procedures for identifying the needs of users of all ages and abilities of a particular roadway.
- (B) Procedures for identifying the types and designs of facilities needed to serve each class of users.
- (C) Benefits provided by the implementation of complete streets principles.
- (D) Common barriers to the implementation of complete streets principles.
- (E) Procedures for overcoming the most common barriers to the implementation of complete streets principles.
- (F) Procedures for identifying the costs associated with the implementation of complete streets principles.
- (G) Procedures for maximizing local cooperation in the introduction and implementation of complete streets principles.
- (H) Procedures for assessing and modifying the facilities and operational characteristics of existing roadways to improve consistency with complete streets principles.

(d) Data Collection- In addition to preparing the report under subsection (c), the Secretary shall collaborate with the Bureau of Transportation Statistics, the Federal Transit Administration, and appropriate committees of the Transportation Research Board--

- (1) to collect data regarding a baseline nonmotorized and transit use survey to be integrated into the National Household Travel Survey; and
- (2) to develop a survey tool for use by State departments of transportation in identifying the multimodal capacity of State and local roadways.

END

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

**AMENDMENT #11
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 #11 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

My commission expires _____

(Seal)

Attachment to Resolution for Amendment #11 to the DCHC MPO 2009-2015 MTIP

TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010
I-5142	Orange	I-40/I-85, West of SR 1114 (Buckhorn Road) to I-40/I-85 interchange. Mill, resurface, pavement markings, pavement markers, rumble strips. Construction FY 10	IM	C	12,000
			TOTAL		12,000

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
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	complete		\$175,000		\$175,000
U-4726IA	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$50,000		\$50,000
U-4726IB	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-4726IC	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009		\$350,000		\$350,000
U-4726ID	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$61,563		\$61,563
U-4726IE	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		\$185,000		\$185,000
<i>Town of Chapel Hill Uncommitted Balance</i>													(\$0)		
TOWN OF CARRBORO													\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009		\$155,200		\$155,200
U-4726DB	Bim Street	Sidewalk on one side from Jones Ferry to Fidelity	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009		\$200,100		\$200,100
EL-5103	Carrboro	Bus shelter and shelter materials	6/16/2009	7/14/2009	7/31/2009	n/a	n/a	8/20/2009	9/18/2009	8/28/2009	9/23/2009		\$48,296		\$48,296
<i>Town of Carrboro Uncommitted Balance</i>													(\$0)		
TOWN OF HILLSBOROUGH													\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a	9/2/2009	9/18/2009	9/21/2009	9/23/2009		\$319,459	\$880,541	\$1,200,000
<i>Town of Hillsborough Uncommitted Balance</i>													\$0		

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

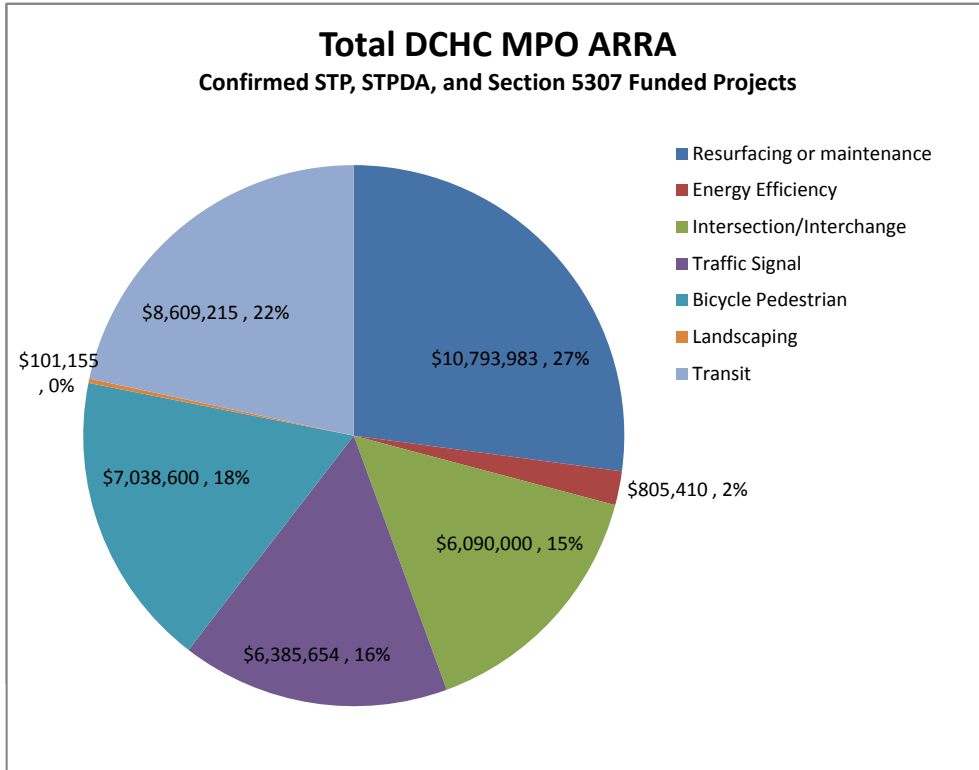
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
DURHAM COUNTY													\$827,321		
U-4726HH	Durham - Third Fork Creek Trail	Third Fork Creek Trail from Woodcroft Parkway to Garrett Road; Third Fork Creek Trail from MLK to Southern Boundaries Park; Third Fork Creek Trail MLK connector	6/15/2009	7/14/2009	n/a	n/a	n/a	9/2/2009	9/18/2009	9/1/2009	9/23/2009		\$827,000		\$827,000
<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



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
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:**

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Bid opening cancelled
Orange	39276 MA07120R	SR 1942 (Jones Ferry Rd.) from SR 1140 (Wilson Rd.) to Chatham Co.	Widen existing pavement to 22' with a 1' paved shoulder on each side and resurface. Finished pavement width will be 24'.	\$800,000	NCMA funds to be combined with resurfacing funds; Spending Authority for '09-'10
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency); Total project = +/- \$1,000,000	Town to include as part of STP-DA ARRA sidewalk project ; See U- 4726 JA
Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove- Calvander Rd.)	Install guardrail at the culvert	\$24,000	100% complete
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	\$10,000	Flashers operating 10/6/09
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. given Spending Authority '09-'10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement pending; Const. FY '10-'11
Orange	7B.206814.10	SR 1902 (Manning Dr.) 0.3 mi. north of US 15/501	Reline ex. 84" CMP w/ 72" "Ultra Flo" aluminum pipe		100% complete
Orange	7CR.10681.15	NC 57 from joint north of SR 1544 (Pearson Rd.) to approx. 685' south of centerline of NC 157	Widening, resurfacing and pavement markings		S.T. Wooten Corp.- compl. by 4/30/10
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$750,000.00	Dane Const., Inc. = 100% complete

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Sanford Contractors, Inc. = 98.84 % complete
Orange	B-5191A	Various	Repairs to Bridge expansion joints (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	Applied Polymerics, Inc.- has not begun work
	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	Rea Contracting, LLC; Avail. 3/29/10 Compl. 7/16/10
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	Riley Paving, Inc.; Avail. 4/5/10 Compl. 7/30/10
Orange	42170 SS- 4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Design underway; minor R/W & utility relocation; Const. FY '10-'11
Orange	42171 SS- 4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design underway; Const. FY '10-'11
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.; CBS & KLJ met w/ B.Thomas & property owner on site; Const. FY '10- '11
	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.175 million	Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga.; Avail. 10/26/09 Compl. 8/1/12
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Jan. 19, 2010
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Design by Town; Letting by Division 11/24/09
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$300,000	ARRA- Letting by Town 11/9/09

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA-Letting by Town-10/29/09; award pending approval
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Letting Jan. 2010
Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Letting not scheduled
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 2011
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA Letting in Raleigh; Jan. 19, 2010
Orange	U-3306	SR 1733 (Weaver Dairy Rd.) from NC 86 to SR 1734 (Erwin Rd.)	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$155,200.00	ARRA Letting by Town 10/27/09; award pending approval
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	\$200,100.00	ARRA Letting by Town 10/27/09; award pending approval
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA Letting by County 11/19/09
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$50,000.00	ARRA Letting by Town 10/29/09; award pending approval
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$50,000.00	ARRA Letting by Town 10/29/09; award pending approval
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$350,000.00	ARRA Letting by Town 10/29/09; award pending approval
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$61,563.00	ARRA Letting by Town 10/29/09; award pending approval
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$185,000.00	ARRA Letting by Town 10/29/09; award pending approval
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA Letting by Town 11/19/09

**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