

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

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

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

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

ACTION ITEMS**5. November 11, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the November 11, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 11, 2009 TAC meeting.

**6. U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension)
(Attachment 6, 6A, 6B, 6C, 6D, 6E)
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 met with developers from the project area, the NCDOT and local planning staff to ensure coordination of the different phases of the proposed project and to make clear the responsibilities of the private developers for roadway improvements.

The following attachments provide more detailed information. All these attachments have been previously distributed to the TAC except those designated as new.

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

- Attachment 6C is the resolution and referenced amendment for Amendment #10 to the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP).
- Attachment 6D is a copy of the Air Quality Analysis and Determination Report.
- Attachment 6E is the air quality analysis and determination resolution for Amendment #1 to the 2035 LRTP and Amendment #10 to the FY2009-2015 MTIP. (new document)

The following table presents the proposed process for these amendments:

Action	Completion
TCC recommends amendment to TAC (Completed)	09/23/09
TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period (Completed)	10/27/09
LPA advertises amendment on MPO Web site and local government media communications (Completed)	10/27/09
TAC holds public hearing (Completed)	11/11/09
Public comment period ends	12/08/09
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.

TAC Action: 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.

7. Metropolitan Area Boundary Expansion

(Attachment 7, 7A)

Ellen Beckmann, LPA Staff

As directed by the TAC in October, LPA staff has initiated the process to expand the MPO’s metropolitan area boundary (MAB) to include the I-85/I-40 corridor in western Orange County. LPA staff attended an Orange County BOCC meeting on November 17, 2009, to provide information, answer questions, and request feedback from Orange County. In addition, the TCC recommends making slight adjustments to the MPO boundary in other parts of Orange County and Chatham County so the boundary follows traffic analysis zone boundaries. Attachment 7 is a memo on MAB expansion. Attachment 7A is map showing the proposed expansion/adjustments with the traffic analysis zone boundaries.

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

TAC Action: Approve expansion and adjustment of the MPO Metropolitan Area Boundary as illustrated in Attachment 7A and direct the TAC Chair to send a letter to the Governor requesting concurrence.

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 Recommendation: That the TAC approve the resolution adopting Amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

TAC Action: Approve the resolution adopting Amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

9. Federal Rescission**(Attachment 9, 9A)****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 9 is a handout on the rescission from the Federal Highway Administration (FHWA). Attachment 9A is a memo on the rescission from LPA staff. LPA staff and the TCC are in the process of developing recommendations for how to address the rescission and revise our procedures to prevent future rescissions from disproportionately impacting local projects.

Due to scheduling conflicts, the presentation from John Sullivan, FHWA division administrator, has been delayed to the January TAC meeting.

TAC Action: Receive update on the federal rescission.

10. American Recovery and Reinvestment Act of 2009**(Attachment 10, 10A)****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 10 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 10A is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section 5307 ARRA funds. This table

also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects.

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

11. Election of MPO Officers for 2010

Mark Ahrendsen, TCC Chair

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December. Alice Gordon and Ellen Reckhow were appointed to the nominating committee.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties. For example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County. The Vice-Chair shall be from a jurisdiction located in one of the two other counties.

Mike Woodard and Lydia Lavelle were elected the TAC Chair and Vice-Chair in December 2008 and are therefore eligible to serve one more term.

TAC Action: Elect a Chair and Vice-Chair for 2010.

12. TCC and TAC Meeting Schedule for 2010

(Attachment 12)

Mark Ahrendsen, TCC Chair

The meeting schedule for the upcoming calendar year is adopted at the last TAC meeting of every year. Attachment 12 lists the proposed TAC and TCC meeting schedule for 2010.

TAC Action: Approve the 2010 TAC and TCC meeting schedule.

REPORTS:

13. Report from the TAC Chair

Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

14. Report from Staff

(Attachment 14)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

16. NCDOT Report
(Attachment 16)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

17. Recent News Articles and Updates
(Attachment 17)

18. DCHC MPO Letter to NCDOT re Urban Loop Prioritization Process – November 30, 2009
(Attachment 18)

Adjourn

Next meeting: January 13, 2010

Dates of Upcoming Transportation-Related Meetings:

12/7/2009, 4:00pm NCDOT Pre-Hearing Open House and Corridor/Design Public Hearing for U-3808, Elizabeth Brady Road @ Cameron Park Elementary School
12/9/2009, 11:30am Regional Transportation Alliance State of Mobility 2009 @ Brier Creek Country Club
12/18/2009, 10:30am TriMAP @ RDU Airport Authority

TAC Directives to Staff

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

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

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

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

11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u>
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>

40 Mark Ahrendsen stated three handouts were distributed at the beginning of the meeting. Mike
41 Woodard stated there will be no NCDOT representation at today's meeting because today is a state
42 holiday.

43 **Public Comments**

44 There were no public comments.

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

46 The Directives to Staff are attached for review.

47 **ACTION ITEMS:**

48 **October 14, 2009 TAC Meeting Minutes (Attachment 5)**

49 A motion was made by Lydia Lavelle and seconded by Mayor Bill Bell to approve the October 14,
50 2009 TAC Meeting Minutes as amended. The motion carried unanimously.

51 **U-4716 (Hopson Road Widening, Grade Separation and Church Street Extension) – Public Hearing**
52 **2035 Long Range Transportation Plan – Amendment #1**
53 **2009-2015 Metropolitan Transportation Improvement Program – Amendment #10**
54 **(Attachments 6, 6A, 6B, 6C, and 6D)**

55
56 Andy Henry provided an introduction for U-4716 (Hopson Road Widening, Grade Separation and
57 Church Street Extension) – Public Hearing; 2035 Long Range Transportation Plan – Amendment #1; and
58 the 2009-2015 Metropolitan Transportation Improvement Program – Amendment #10, along with the
59 attachments.

60 The TAC authorized the LPA to release the amendments for public input at the October meeting
61 and it was done on October 27, 2009. There will be a public hearing today during this meeting.

62 Andy Henry described the attachments. The public comment period ends December 8, 2009
63 instead of December 2, 2009 as noted in the agenda. The TAC asked staff to follow up with some of the
64 agencies involved in this project. Staff had a meeting with NCDOT-Rail Division, Division Office, and their
65 consultant, and City staff. The purpose of the meeting was to make sure the MPO understood certain

66 details of the project and how the project was to be funded. It was also so NCDOT could understand
67 some of the developer commitments. Keystone is the development which runs along Church Street and
68 Triangle Metro Center South is the development which runs along Hopson Road. Staff wants NCDOT to
69 be aware of the MPO's concern over using public money to take care of private sector responsibilities.

70 Andy Henry stated that NCDOT is going to continue negotiating with the developer. Mark
71 Ahrendsen stated there are two private sector improvements. (1) Church Street extension which is a
72 committed element of the Keystone development; and (2) Hopson Road widening which is to be done as
73 Hopson Road development proceeds. Hopson Road is an unfunded element of the TIP project. Church
74 Street is an essential element of crossing closure. It is needed for connectivity. Who does it is
75 dependent on the timing of the railroad project and the developer.

76 Ed Harrison stated bicycle/pedestrian facilities need to be added to the resolution. Andy Henry
77 stated whoever is responsible for the roadway is responsible for the bicycle/pedestrian facilities. Mr.
78 Harrison is concerned that the taxpayers would have to pay 50 percent of the improvements which isn't
79 right. Mark Ahrendsen stated the City would have to pay 50 percent according the NCDOT's policy. Mr.
80 Harrison stated that the developer should have to pay, not the taxpayer. Mark Ahrendsen stated we will
81 need to follow-up with NCDOT on this. The facility could not be provided as part of the NCDOT project
82 and then the City could require developers to put it in.

83 Mike Woodard opened the public hearing at 9:29 a.m. and there were no public comments so
84 the public hearing was closed at 9:30 a.m. The comment period will continue through December 8,
85 2009 and will be brought back to the TAC December 9, 2009 meeting.

86 **Urban Loop Prioritization Process (Attachments 7 and 7A)**

87 Ellen Beckmann described the Urban Loop Prioritization Process, along with the attachments.
88 NCDOT is seeking MPO input by the end of November. In general, the proposed process ranks projects

89 according to a priority ratio. This priority ratio is based on the combination of “needs” factors and
90 “benefits” factors divided by the cost of the project.

91 The LPA staff and the TCC reviewed this at their last meeting and had some comments which are
92 outlined in Attachment 7A. In addition, the Regional Transportation Alliance has organized a group of
93 consultants who are willing to assist us in the review. There are some areas where we need to collect
94 more information.

95 Ellen Beckmann stated the TCC recommendation is that the TAC authorize the TAC Chair to work
96 with LPA Staff on finalizing the DCHC MPO’s comments on the proposed Urban Loop Prioritization
97 Process.

98 Ellen Beckmann reviewed LPA and TCC staff comments in Attachment 7A. Mayor Bell asked if
99 there is an appeal process and Ellen Beckmann stated this is a new process and an appeal process hasn’t
100 been created at this time. Chuck Watts, Jr. stated the old model was driven by politics and the new
101 model is driven by data. There is an understanding by the Secretary that the East End Connector is our
102 number one project. Mark Ahrendsen stated staff is working with RTA on the criteria and looking at it in
103 light of the East End Connector.

104 Alice Gordon stated minimal impacts to the environment need to be added as a principle of the
105 process and included as a benefit factor. The multi-modal factor should also be weighted more.

106 Lydia Lavelle agrees that the environmental impact and multi-modal factors should be weighted
107 more and called a need. Ed Harrison stated the environmental documents are sometimes badly written
108 and prepared and need to be addressed before projects are funded and constructed.

109 Ellen Reckhow asked that the IMPLAN model be reviewed. The East End Connector connects to
110 RTP, existing jobs and the airport. Ellen Beckmann stated the airport connection is considered in the
111 multi-modal factor but the award of points is limited to within one mile.

112 Ellen Beckmann stated the TCC recommendation is for staff to work with RTA to complete the
113 review and then request that the TAC Chair finalize the MPO comments. Alice Gordon suggested
114 involving both the TAC Chair and Vice-Chair on finalizing the comments.

115 A motion was made by Alice Gordon and seconded by Mayor Bill Bell to authorize that the TAC
116 Chair and Vice-Chair work with LPA Staff on finalizing the DCHC MPO's comments on the proposed
117 Urban Loop Prioritization Process including the comments. The motion carried unanimously.

118 Ellen Reckhow suggested a follow-up meeting with the Secretary of State and the Board of
119 Transportation member to convey comments.

120 **American Recovery and Reinvestment Act of 2009 (Attachments 8, 8A, and 8B)**

121 Ellen Beckmann provided an introduction for the American Recovery and Reinvestment Act of
122 2009, along with the attachments.

123 Ms. Beckmann stated there is concern over being able to shift funds between projects when
124 bids came in high for some and low for others compared to the municipal agreements. NCDOT may not
125 allow the shifting of funds. Staff is continuing to work with NCDOT regarding the shifting of funds. Ed
126 Harrison asked about resurfacing of Columbia Street. David Bonk stated originally it was to be funded
127 with the allocation of resurfacing funds and NCDOT stated it might possibly be done with contingency
128 funds.

129 A motion was made by Ed Harrison and seconded by Mayor Bill Bell to approve Amendment #9
130 to the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 8B). The motion
131 carried unanimously.

132 **Comprehensive Transportation Plan – Update (Attachment 9)**

133 Andy Henry provided an update on the Comprehensive Transportation Plan – Update, along
134 with the attachment.

135 Andy Henry stated there is a delay in releasing the draft CTP. The draft CTP will be brought to
136 the TAC in March and released in April 2010. It will not be completed until September 2010. There are
137 no major impacts caused by delaying the release.

138 Ellen Reckhow asked the differences between the CTP and LRTP. Andy Henry stated the CTP has
139 no horizon year, no fiscal constraint, and uses a classification of roads based on cross sections. The
140 collector street plan will be released with the CTP for review. Ellen Reckhow asked if we will adopt a
141 complete streets policy. Alice Gordon asked about road classifications. Andy Henry stated the
142 categories are set by NCDOT. We classify roads by cross-section and access. Alice Gordon wants more
143 information on the CTP. Ed Harrison stated the cross-sections need to be visible to the public.

144 Ellen Reckhow stated she attended a conference last week on rail. HUD, DOT, and EPA urged
145 members to plan more broadly in regards to land use, environment, and economic development. There
146 is seed money for this effort and it deserves a conversation. Ellen Beckmann stated that some LPA and
147 local staff participated in a webinar on the effort but the details were still undefined. Felix Nwoko
148 stated it will be considered with the 2040 LRTP.

149 **Federal Rescission – Update (Attachment 10)**

150 Ellen Beckmann provided an update on the Federal Rescission, along with the attachment. Ellen
151 Beckmann stated that the MPO asked Congress to repeal the rescission, as has been done with previous
152 rescissions, but that was not done. Diane Catotti stated we were hit disproportionately. Mark
153 Ahrendsen questioned if we could offset the hit with future funds. Ed Harrison asked what the holdup is
154 in developing a TCC recommendation, and Mark Ahrendsen stated we need information on project
155 schedules. Alice Gordon stated there was an emphasis in the ARRA to fund projects that were shovel
156 ready, and now the rescission has affected the funds for STPDA projects that were high priorities of the
157 MPO but not ready. Staff needs to gather data on each project.

158 Ellen Reckhow stated that she read a magazine article that described how some states did not
159 use the ARRA funds on only shovel ready projects like resurfacing. These states are doing more planning
160 and meaningful projects.

161 Ellen Beckmann stated that John Sullivan with FHWA will be at the next TAC meeting to provide
162 an update on how and why the rescission occurred. Dale McKeel attended a NCAMPO discussion on this
163 and many other MPOs are also concerned.

164 **REPORTS:**

165 **Report from the TAC Chair**

166 Mike Woodard stated that the DCHC MPO received an Association of Metropolitan Planning
167 Organizations award for Outstanding Achievement in Metropolitan Planning. The focus of the award
168 was the STAC process, the LRTP, and the Air Quality Conformity Report.

169 Mike Woodard stated the City of Durham will take the lead on publicizing the award. Send
170 meeting notices to Ellen Beckmann so they can be included in the agenda. Ed Harrison stated there will
171 be a RTA meeting at the Brier Creek Country Club on December 9, 2009.

172 Michael Page requested a summary of the Regional Transit Leadership Group meeting. Mr.
173 Page asked if there were minutes of the meeting and Patrick McDonough of Triangle Transit stated
174 there were no minutes. The group is discussing intermediate products. Michael Page wants a way to
175 apprise all board members of the discussion and issues.

176 Ellen Reckhow stated some people want a fall 2010 referendum, and we are already behind if
177 that is the case. Ed Harrison stated we should have our own media plan. Mike Woodard stated the DO
178 Transit meeting was well attended.

179 **Report from Staff (Attachment 12)**

180 The Report from Staff is attached for review.

181 **Report from the TCC Chair**

182 Mark Ahrendsen stated DO Transit may offer feedback on the final plan. Work is continuing on
183 the East End Connector and the Alston Avenue Widening. There will be a public hearing on December 7,
184 2009 from 4 p.m. – 6:30 p.m. regarding the Elizabeth Brady Road. Eric Hallman stated there will be a
185 public hearing the week before regarding the Hillsborough project. Centralina Council of Governments
186 in the Charlotte area is studying the coordination and consolidation of the MPOs and RPOs in the
187 Charlotte region.

188 Alice Gordon asked how the MPO can apprise the TAC of the status of the county plans and
189 meetings.

190 A handout on pedestrian safety was distributed at the beginning of the meeting. Diane Catotti
191 suggested drafting a letter regarding the TAC support for complete street policy. TAC needs to know
192 more about the legislation.

193 **NCDOT Report (Attachment 14)**

194 The NCDOT Report is attached for review.

195 **INFORMATIONAL ITEMS:**

196 **Recent News Articles and Updates (Attachment 15)**

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

198 **Adjustment to Agenda**

199 Mike Woodard asked Ellen Reckhow and Alice Gordon to be the nominating committee for new
200 officers for 2010. They will bring back a recommendation at the next meeting.

201 **Adjournment**

202 There being no further business before the Transportation Advisory Committee, the meeting
203 adjourned at 11:23 a.m.

204

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

FROM: Lead Planning Agency

SUBJECT: Church Street/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, and that information has been provided.

The LPA released the amendment on October 27, 2009 and the TAC conducted a public hearing at their November 4, 2009 meeting. No one from the public commented on this issue at the hearing. At that meeting, TAC members expressed a concern that the local government might have to provide fifty percent of the cost for bicycle and pedestrian facilities, and staff agreed to discuss this matter with the NCDOT. Staff met with several NCDOT division involved with this project in November, and a subsequent meeting is planned that will add the Keystone developer to the discussion.

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	10/27/09
TAC holds public hearing	11/11/09
Public comment period ends	12/08/09
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

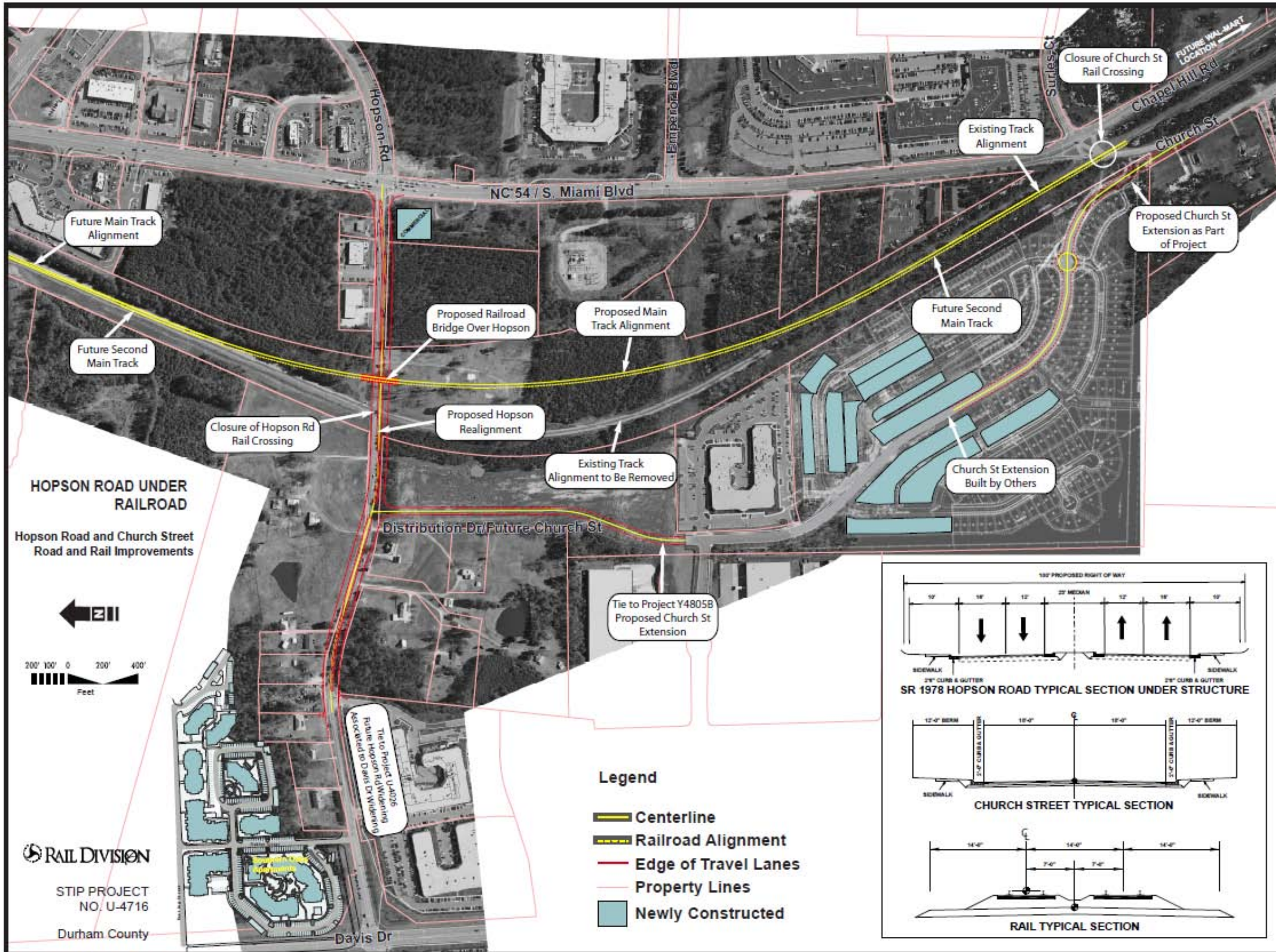
The following attachments provide more detailed information on the amendments:

- Attachment 6A is a copy of the public review map for the Hopson Road project.
- Attachment 6B shows the Resolution and proposed amendment to the 2035 LRTP.
- Attachment 6C shows the Resolution and proposed amendment to the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP).

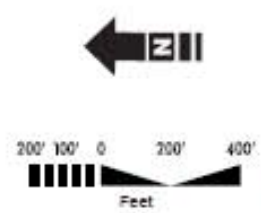
Actions

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.

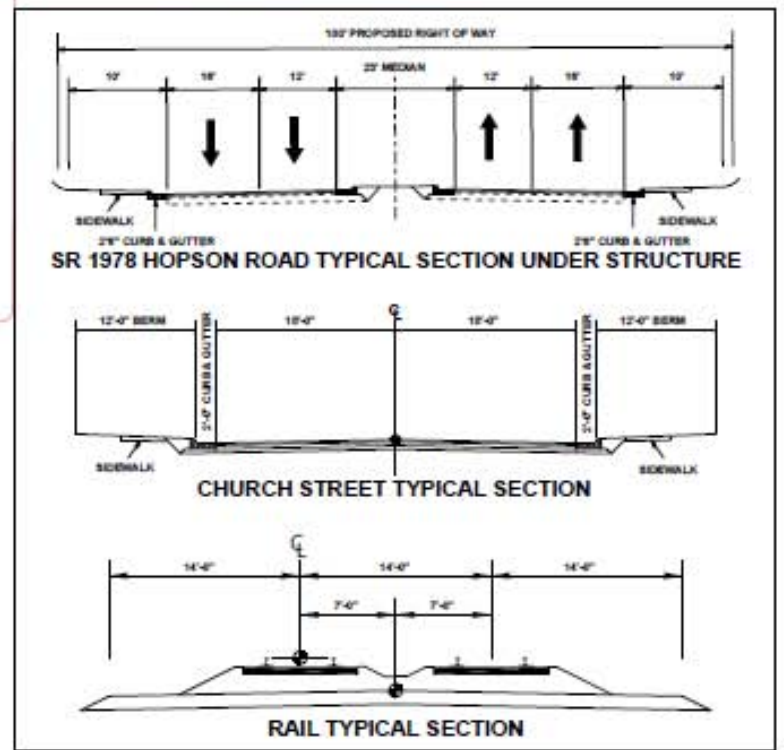
TAC Action: Approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #10 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.



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

**RESOLUTION APPROVING
AMENDMENT #1 TO
THE 2035 LONG RANGE TRANSPORTATION PLAN
FOR THE
DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

WHEREAS, the Transportation Advisory Committee is the duly recognized
transportation decision making body for the 3-C transportation planning process (i.e.,
continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro
Metropolitan Planning Organization (DCHC MPO); and,

WHEREAS, the Transportation Advisory Committee approved the DCHC MPO 2035
Long Range Transportation Plan (LRTP) on May 13, 2009; and,

WHEREAS, the DCHC MPO has amended the 2035 Long Range Transportation Plan
(LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina
State Implementation Plan (or interim emissions tests in areas where no SIP is approved
or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

WHEREAS, the Amended 2035 Long Range Transportation Plan (LRTP) meets the
planning requirements of 23 CFR Part 134 and the public involvement policies of the
DCHC MPO as adopted on October 11, 2006; and,

WHEREAS, that conformity determination was made according to the established
interagency consultation (IC) procedures for North Carolina; and,

WHEREAS, the Transportation Conformity Determination Analysis and Report
demonstrate that the Amended 2035 Long Range Transportation Plan (LRTP) conform to
the intent and purpose of the North Carolina State Implementation Plan (or interim
emissions tests in areas where no SIP is approved or found adequate) in accordance with
the Clean Air Act Amendment (CAAA); and,

(Continued)

(Continued – Resolution Adopting Amendment #1 to the DCHC MPO's 2035 LRTP)

NOW THEREFORE, BE IT RESOLVED: that the Amended 2035 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) be approved and adopted.

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)

Addendum

Amendment 1 (December 9, 2009)

Amendment 1 will make 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 – and contributions from the private sector. 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.

The following table provides the attribute data for these two additional projects using the format from Appendix 1.

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										
2	Church St extension	Park Knoll Dr	Hopson Rd	0	2	0.30	No	No	\$1,000,000	2015
38	Hopson Rd (realignment, widening, grade separation)	NC 54	Davis Dr.	2	4	0.70	No	No	\$9,000,000	2015

The Transportation Advisory Committee (TAC -- the DCHC MPO's policy board) approved Amendment 1 on December 9, 2009. Related resolutions and the Air Quality Conformity Analysis and Determination Report are available on the MPO's Web site, www.dchcmpo.org, or by contacting the MPO at (919) 560-4366.

**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

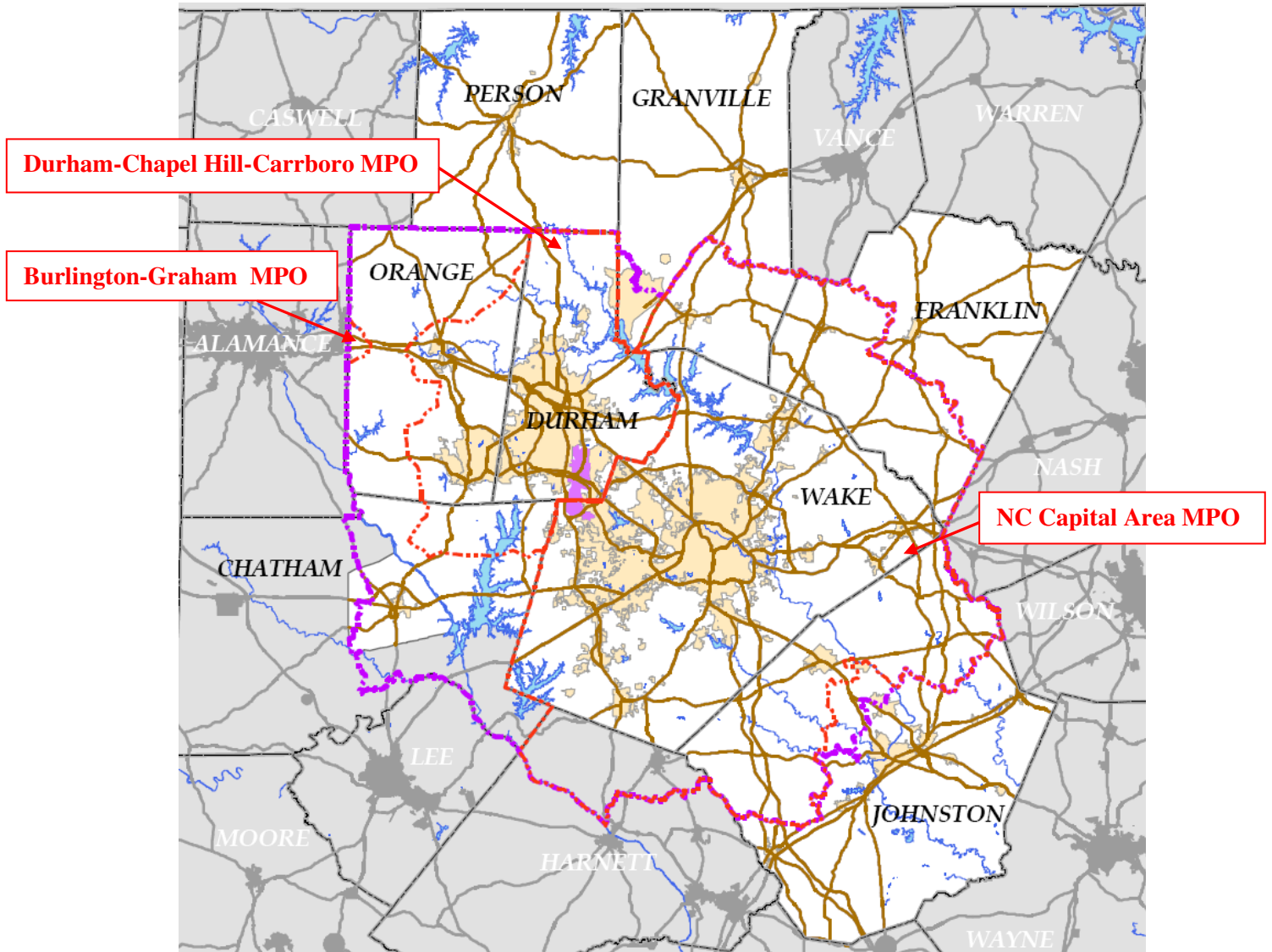
TABLE 1

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



Legend

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

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

List of Acronyms

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

Conformity Analysis and Determination Report

Amended 2035 Long Range Transportation Plans:

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

Amended FY 2009 – 2015 Transportation Improvement Programs

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

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

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

Executive Summary

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

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

1. Introduction

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

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

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

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

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

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

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

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

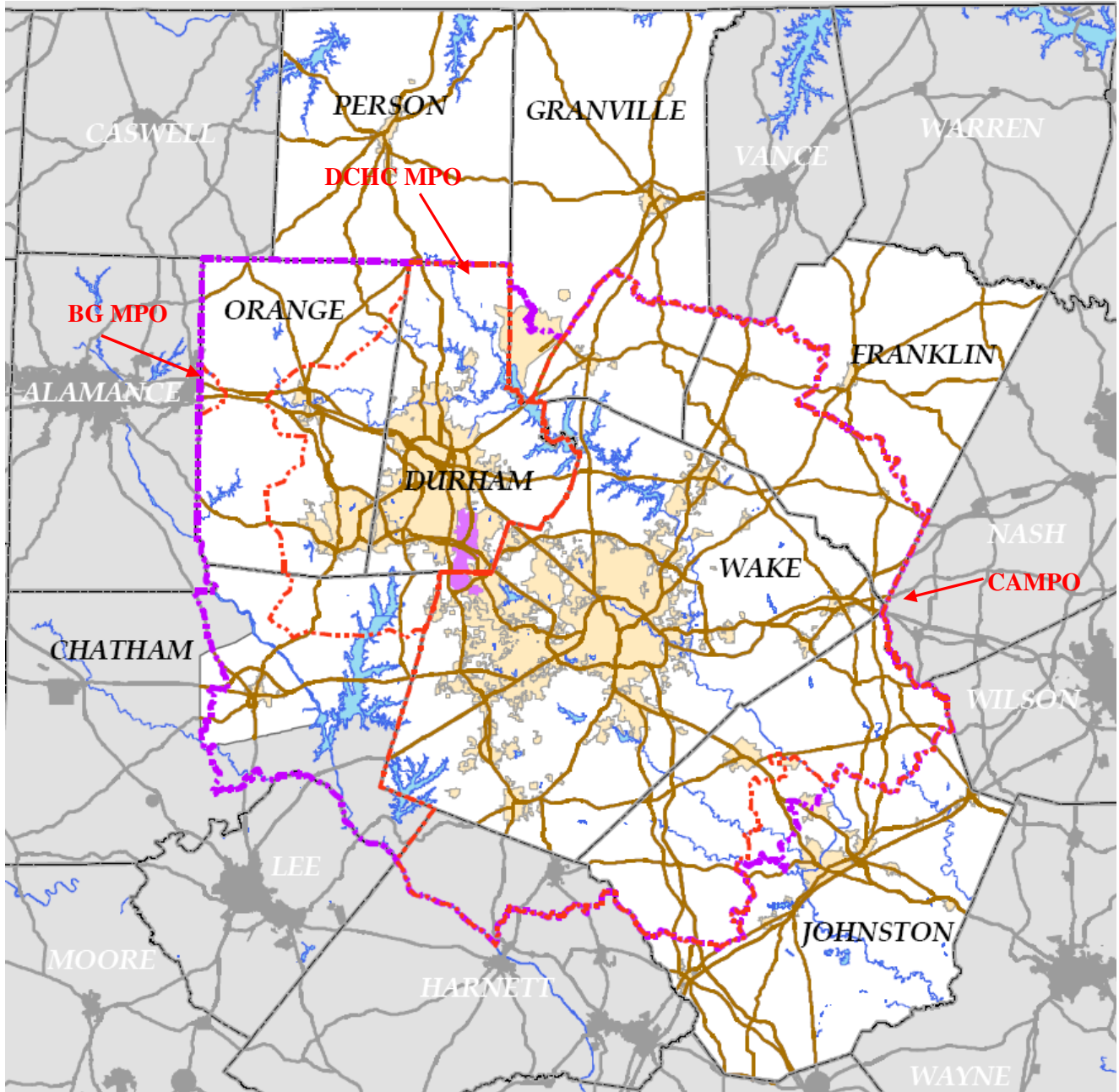
The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

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

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

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

Figure 1. Triangle Ozone Maintenance Area



Legend

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

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

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

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

2.1 Emissions Budgets

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

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

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

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

Table 1. NO_x Budget for Triangle Counties

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

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

Table 2. CO Budget - Durham and Wake Counties

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

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

3. Long-Range Transportation Plans

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

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

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

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

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

3.1 Consultation

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

3.2 Financial Constraint Assumptions

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

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

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

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

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

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

3.3 Latest Planning Assumptions

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

3.4 Future year roadway projects

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

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

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

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

Regionally Significant Project Checklist

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

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

3.5 Transit networks

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

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

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

4. Regional Emission Analysis

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

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

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

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

4.1 Transportation Control Measures

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

5. Public Involvement and Interagency Consultation

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

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

6. Conclusion

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

Table 3: Summary of Conformity Status of Triangle Transportation Plans

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

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

Yellow highlighting indicates amendments covered by this conformity report.

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

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

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

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

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

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

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

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

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

RESOLUTION FINDING AMENDMENT #1 OF THE 2035 LONG-RANGE TRANSPORTATION PLAN (2035 LRTP) AND AMENDMENT #10 OF THE FY 2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION PLAN

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

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation decision making body for the 3-C transportation planning process of the DCHC MPO as required by 23 CFR Part 134;

WHEREAS, the amended DCHC MPO 2035 Long-Range Transportation Plan and the amended FY 2009-2015 Metropolitan Transportation Improvement Program meet the planning requirements of 23 CFR Part 134;

WHEREAS, the United States Environmental Protection Agency designated Durham County, Orange County and parts of Chatham County (Baldwin, Center, New hope and Williams Townships) as non-attainment under the new 8-hour ozone standard on June 15, 2004, and redesignated the same areas as attainment with a maintenance plan on December 26, 2007.

WHEREAS, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995;

WHEREAS, the conformity analysis report used the latest planning assumptions approved by the DCHC MPO for population, employment, travel and congestion as required in 40 CFR Part 93.110;

WHEREAS, the conformity determination used the latest emissions model approved by the United States Environmental Protection Agency;

WHEREAS, interagency consultation has been made in accordance with the established interagency consultation procedures for North Carolina and the DCHC MPO;

WHEREAS, there are no transportation control measures listed in North Carolina's State Implementation Plan;

WHEREAS, the programs and projects included in the amended 2035 Long-Range Transportation Plan are consistent with the North Carolina State Implementation Plan emissions budgets based on a regional emissions analysis.

(Continued)

(Continued – Resolution stating Air Quality Conformity)

WHEREAS, the programs and projects included in the amended DCHC MPO Transportation Improvement Program for FY 2009-2015 are financially constrained in accordance with State and Federal law; and

WHEREAS, the programs and projects included in the amended DCHC MPO Transportation Improvement Program for FY 2009-2015 are a direct subset of the amended 2035 Long-Range Transportation Plan.

NOW, THEREFORE BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s amended 2035 Long-Range Transportation Plan and amended 2009-2015 Metropolitan Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 9th day of December, 2009; and

TAC Chair

STATE of: North Carolina
COUNTY of: _____

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

Notary Public for the State of NC
Residing at: _____
My commission expires _____

(Seal)

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 9, 2009

RE: Metropolitan Area Boundary Expansion

At the October TAC meeting, the TAC requested DCHC MPO initiate the process to expand the DCHC MPO Metropolitan Area Boundary in western Orange County along the I-85/I-40 corridor. The TAC decided to seek feedback from the Orange County Board of Commissioners before deciding whether or not to expand. LPA staff presented information on expansion to the Board at the November 17, 2009, meeting. The Board voted 6 to 1 in favor of expansion.

Other areas were considered for expansion by the TCC:

- Northeastern Chatham County to the Haw River and US 64
- Granville County, including Butner and Stem
- Person County, including Roxboro
- Northern and southwestern Orange County
- Pittsboro

The TCC recommended expansion to northeastern Chatham County, but decided not to recommend expansion to the other areas at this time. It is recommended that these areas be reconsidered for expansion after the 2010 Census data is released. This memo describes the requirements for the MAB, the issues and analysis that the LPA and TCC considered in making the recommendation, and the recommended next steps for MAB expansion.

Metropolitan Area Boundary Requirements

Federal legislation requires that an MPO's MAB contain, at a minimum, the entire Urbanized Area (UZA), as defined by the U.S. Census (see map on Attachment 7A). The legislation also states that the MAB should contain the area beyond the UZA that is expected to be urbanized within the next twenty years or that is affected by urban policies and influence. The DCHC MPO's UZA may be expanded by future censuses. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO's discretion.

The Memorandum of Understanding (MOU) for the DCHC MPO states that "the MAB will be periodically reviewed and revised in light of new developments, basic data

projections for the current planning period, and as may otherwise be required by federal and State laws.” The TCC’s recommendation for expansion to the two areas is based on the future land use plans for these areas, the number and type of approved developments in the areas, the 2035 socio-economic data forecasts, and commuting patterns. These factors are described further in this memo and LPA staff provided a presentation of these factors at the October TAC meeting.

According to the U.S. Code of Federal Regulations, the governing board of the MPO may approve expansion of the MAB, if there are no new member governments, subject to the Governor’s concurrence. The RPOs and local governing boards do not need to approve the new MAB. LPA staff have presented information on expansion to Chatham County, Orange County, and the Triangle Area RPO. Chatham County and Orange County have provided feedback to the TAC. Orange County will hand-out a letter at the December TAC meeting.

Using Traffic Analysis Zones as the Boundary

As presented at the October TAC meeting, the recommended new boundary was drawn to follow traffic analysis zones. Traffic analysis zones were used because this is the smallest level of geography for which transportation related Census/American Community Survey data is available. This is important because having the data at this geography will aid in determining the population and travel behavior characteristics of the MPO which are used for various planning activities including modeling, planning analysis, system performance measures and the distribution of funds. In addition, traffic analysis zone boundaries generally fall along identifiable geographic features such as roadways and waterways. Traffic analysis zones are drawn by the MPO in conjunction with the Triangle Regional Model Service Bureau. The traffic analysis zones have already been set in preparation for the current model update and the 2040 LRTP.

Regardless of the TAC decision on whether or not to expand the MAB, LPA staff strongly recommend making adjustments to the MAB in Orange and Chatham counties so that the boundary follows traffic analysis zones. Since traffic analysis zones are used in the Triangle Regional Model and by the U.S. Census Bureau for reporting demographic statistics, LPA staff will be able to more efficiently summarize data for the MPO if the MAB corresponds with these zone boundaries. Additionally, we will be able to create more accurate MPO-specific statistics for the various performance measures from the model such as general trip characteristics, vehicle miles traveled, travel time, mode share, and air quality emissions.

We will also be able to create accurate MPO-specific demographic statistics such as population, income levels, vehicle ownership, etc. When considering how to distribute funding across MPO jurisdictions, the TCC and TAC often use formulas or statistics that are based on population. Currently, the creation of these MPO-specific model and demographic statistics require staff to make crude estimates in the MPO boundary areas. This is often done manually on a case-by-case basis requiring additional staff time and sometimes resulting in inconsistent information. Tying the MAB to a geography where these Census statistics are readily available will yield more accurate and consistent estimates of populations that can be created quickly and efficiently using GIS software.

Many other MPOs also tie their MABs to model or Census geographies for the reasons outlined above. The Capital Area MPO uses census tract boundaries as its MAB. Census tracts are very large (there are only eight census tracts in all of Chatham County). Using this level of geography allows CAMPO to create accurate statistical information for their MPO. Using comparatively smaller traffic analysis zones will also allow the DCHC MPO to create similarly accurate statistical information while minimizing the land area added to the MPO by this adjustment.

Attachment 7A shows the proposed new MAB with the expansion in western Orange County and the adjustments to follow traffic analysis zones in Orange and Chatham counties overlaid on the traffic analysis zone boundaries. In areas that the MPO is not expanding, the boundary was drawn to best follow the boundary of the traffic analysis zones. Unfortunately, the traffic analysis zones are large in the more rural areas along the MPO's current boundary. As a result, the adjustment of the current boundary results in a slight expansion or contraction of the MPO in some areas. Overall, the impact of the adjustments is minor. LPA staff are not aware of any proposed projects for the areas affected by the adjustments. In addition, the slight difference in population will not have a significant impact on the distribution of funds for the MPO or RPO.

Issues and Analysis

Growth and Development of the Expansion Areas

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

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

Chatham County and the Town of Cary are in the process of developing a joint land use plan for the area east of Jordan Lake. The draft plan includes 1-2 dwelling units per acre and mixed use development between the current MAB and US 64. In addition, in recent years, several developments have been approved for the area west of Jordan Lake between the current MAB and the Haw River and US 64. While some of these developments are under construction, many have been temporarily stalled due to the recession. The 2035 socio-economic data includes modest population growth in this area and relatively little employment growth. Due to the lack of employment in northeastern Chatham County, many of the residents commute to Orange, Durham, and Wake counties

for employment. The traffic analysis zones in the area will exhibit a “suburban” trip-making pattern. Although this area of Chatham County is not projected to have as high of a population and employment density as the area of western Orange County in 2035, the TCC recommends expansion in to northeastern Chatham County due to the strong commuting patterns that exist between the area and the Durham Urbanized Area.

MPO Planning Activities

As described, many of the residents of the expansion areas commute into the current MAB for access to jobs, schools, and retail areas. The increased coordination that would result from including these areas in the MAB may result in better consideration of regional trip-making patterns in the identification and development of transportation projects. It may also provide more opportunities for staff and elected officials to discuss the growth patterns and land use decisions that impact regional trip-making patterns. This may result in better decision-making and planning.

Expanding the MPO’s MAB would entail a geographic expansion of the MPO’s planning responsibilities. The geographic boundary of the MPO affects several of the MPO’s routine planning activities. The LRTP, MTIP, and CMS must include the entire MAB. The MPO would need to participate in the NEPA review process for projects in the expansion area. The expansion area may or may not affect the MPO’s special projects. Some of these projects are MPO-wide, while others are subarea plans that only include part of the MPO.

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

Financial Resources for Planning

Currently, “Metropolitan Planning” (PL) federal funding for the MPO is based on the population of the UZA. As a result, if the DCHC MPO decides to expand, the MPO would not receive any additional PL funding. If the UZA is expanded based on the 2010 Census, the MPO would receive additional funds. However this would not occur until 2012 or 2013.

In 2004, the NCAMPO considered recommending a change to the allocation formula for PL funds. The proposed change was to base the allocation on the population within the MAB boundary instead of the UZA. Ultimately, this proposal was not endorsed by NCAMPO. However, if this idea were to be endorsed, there would be financial benefits for MAB expansion.

Currently, the DCHC MPO does not charge member jurisdictions fees and passes through PL funds to Chapel Hill, Carrboro, Orange County, and Triangle J COG. In contrast, the Capital Area MPO charges fees to its member jurisdictions and does not pass through PL funds. The DCHC MPO may want to reconsider this policy if it expands since LPA staff will need to plan for a greater geographic area.

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

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

Base Amount = \$65,000

n = number of counties in the RPO

p = population of the RPO excluding the MPO

Minimum DOT Rural Planning Funding = \$83,700

Maximum DOT Rural Planning Funding = \$104,625

The NCDOT funding requires a 20% local match. This local match is provided by the RPO's county member governments proportional to their population in the RPO. If the MAB expansion included an entire county, such as Orange County, the Triangle Area RPO would have their NCDOT funding reduced and the other county member governments would need to make up for Orange County's share of the local match. The TCC does not recommend expanding to all of Orange County at this time. According to NCDOT staff, the funding levels for RPOs are only adjusted after each U.S. Census.

Financial Resources for Projects

Both recommended expansion areas are part of the Triangle area ozone non-attainment area so the MPO would receive more Congestion Mitigation Air Quality (CMAQ) funds if it expands. The additional CMAQ funds that the MPO would receive are not completely "new" funds; rather they are funds that the candidate jurisdictions currently receive directly from NCDOT for CMAQ projects in their areas through the Triangle Area RPO. The Triangle Area RPO divides its CMAQ funds among Orange and Chatham counties based on the population of the non-attainment areas. In contrast, the DCHC MPO uses a competitive process to award CMAQ funds to projects that is based on the estimated air quality benefits.

As with PL funding, Surface Transportation Program Direct Attributable (STPDA) federal funding for the MPO is also based on the population of the UZA. As a result, if the DCHC MPO decides to expand, the MPO would not receive any additional STPDA funding. If the UZA is expanded based on the 2010 Census, the MPO would receive additional funds. However this would not occur until 2012 or 2013. STPDA funds can be used outside of the UZA. However, historically, the MPO has generally used these funds for either planning or construction projects within the UZA. Most STPDA projects are either locally managed by the MPO's municipalities or used to provide matches for pedestrian elements of NCDOT-managed TIP projects.

Air Quality Conformity

Both of the recommended expansion areas are part of the Triangle area ozone non-attainment area. Thus, the jurisdictions and the MPO are already tied together in terms of

air quality planning and budgets. Currently, plan or budget lapses in the DCHC MPO or the Capital Area MPO affect transportation funding in the other MPO when federal approval is sought on a new TIP or LRTP. If Granville County joins the DCHC MPO, plan or budget lapses in either DCHC MPO or the Capital Area MPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government. The TCC does not recommend expanding to Granville County at this time.

MPO Governance Structure

Since the two recommended expansion areas are part of jurisdictions that are already part of the MPO, the MOU for the DCHC MPO and the bylaws of the TCC and TAC do not need to be revised. The MOU and bylaws include the number of TAC and TCC members, rules for weighted voting for the TAC, and planning responsibilities for each MPO member jurisdiction. The MOU is approved by the board of each member jurisdiction.

Current TAC membership and weighted voting:

Jurisdiction	Number of Members	Weighted Votes
City of Durham	2	6
Town of Chapel Hill	1	2
Town of Carrboro	1	1
Town of Hillsborough	1	1
Durham County	1	2
Orange County	1	1
Chatham County	1	1
NC BOT	1	1

Current TCC membership:

Member	Number of Members
City of Durham	5
Town of Chapel Hill	3
Town of Carrboro	2
Town of Hillsborough	1
Durham County	3
Orange County	2
Chatham County	1
NCDOT	5
Triangle J COG	1
Duke University	1
North Carolina Central University	1
University of North Carolina	1
Raleigh-Durham Airport Authority	1
Triangle Transit	1
Research Triangle Park Foundation	1
Greyhound Lines, Inc.	1

If the MAB were expanded to include the two recommended areas, the MPO's population would only grow by approximately 3 percent. LPA staff do not believe that this small growth warrants a revision of the number of members or weighted voting procedures noted above.

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

Timing

The timing of expansion must be coordinated with the MPO's planning activities. By law, the LRTP must include the MPO's entire MAB at the time of adoption of the LRTP. For that reason, in 2007 a decision on expansion was deferred until after the 2035 LRTP was adopted. The MPO is now in a position to evaluate expansion before work on the 2040 LRTP begins. Collection of socio-economic data for the 2040 LRTP is preliminarily scheduled to commence in early 2010. Since the recommended expansion areas are included in the Triangle Regional Model, socio-economic data will be collected for all of these areas whether or not the MPO expands. Since MAB expansion will affect the selection of projects for the 2040 LRTP, LPA staff recommends completing the process before the LRTP is far along in development.

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

Summary

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

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

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

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

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

Next Steps

The TCC recommendation is that the TAC expand the MAB to include the I-85/I-40 corridor in western Orange County and northeastern Chatham County bordered by the Haw River and US 64. In October, the TAC voted to initiate expansion only in the I-85/I-40 corridor in western Orange County. Attachment 7A displays a proposed new MAB that includes expansion in western Orange County and adjustments to the MAB in Orange and Chatham counties to follow traffic analysis zones.

If the TAC votes to accept the new boundary, the TAC Chair will send a letter to the Governor stating the reasons for expansion and adjustment and requesting concurrence on the new boundary.

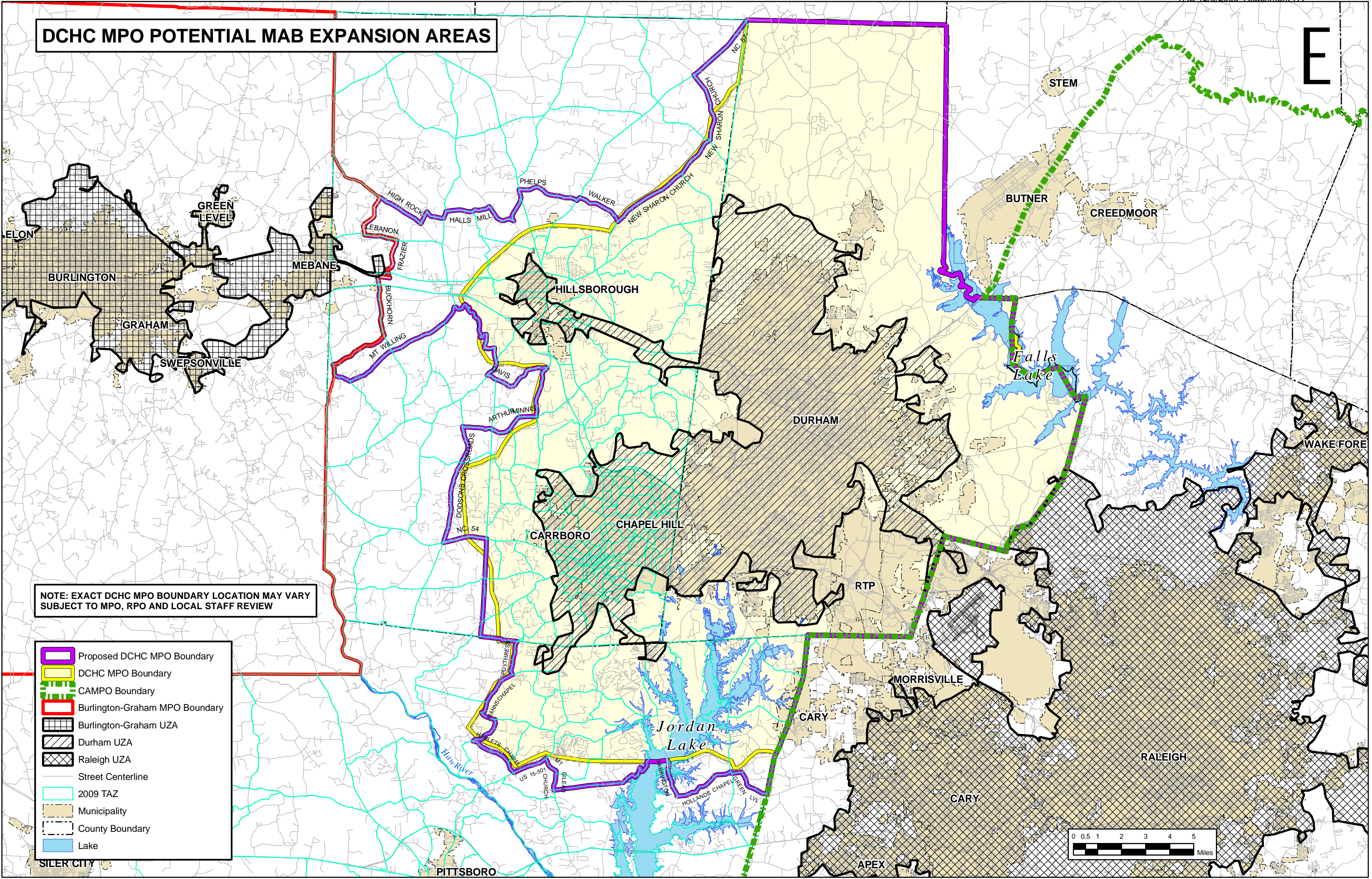
The schedule below would allow the MPO to complete expansion by early in the development of the 2040 LRTP.

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













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

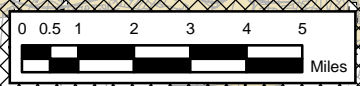
TAC Action: Approve expansion and adjustment of the MPO Metropolitan Area Boundary as illustrated in Attachment 7A and direct the TAC Chair to send a letter to the Governor requesting concurrence.

DCHC MPO POTENTIAL MAB EXPANSION AREAS



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

-  Proposed DCHC MPO Boundary
-  DCHC MPO Boundary
-  CAMPO Boundary
-  Burlington-Graham MPO Boundary
-  Burlington-Graham UZA
-  Durham UZA
-  Raleigh UZA
-  Street Centerline
-  2009 TAZ
-  Municipality
-  County Boundary
-  Lake



**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

2009 SAFETEA-LU Rescission

North Carolina Q and A

1. Why was there a rescission of Federal funds?

In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Congress included an \$8.7 billion rescission as a way to meet federal budgeting parameters. When President Bush signed the revised Continuing Appropriations Resolution on February 15, 2007, it included a directive that would rescind unobligated program balances in the amount of \$3.471 billion. This was the first time funds were rescinded by program area. The Federal Highway Administration had no discretion in the application of these rescissions.

2. Why was the rescission of 2009 larger than previous years?

Some years have called for more than one rescission, such as 2006, 2007, and 2009. Rescissions from 2004 through 2007 only affected Interstate Maintenance (IM), Highway Bridge Program (BR), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) programs. The rescission in 2008 was the first to add the following program areas: National Highway System (NHS), Equity Bonus, Recreational Trails (REC), and Metro Planning. The rescissions in 2009, affected the remaining program areas: Safe Routes to School (SRTS), Highway Safety Improvement Program (HSIP), Railway Highway Crossing (RRHC), High Risk Rural Roads (HRRR), and Appalachian Development Highway System (ADHS). In all instances, the impact of the rescission to states varied depending on the amount of unobligated balances of each state.

3. How was the rescinded amount determined?

The final rescission of 2009 totaling \$249,848,311.57 was taken from the unobligated balances in the previously identified programs as of September 25, 2009. The Rescission Notices (Section 10212 of SAFETEA-LU and Section 1132(b) of EISA) outlined the process for the rescission, setting the formula for determining the minimum and maximum amounts that could be taken from each program area. The amount rescinded was based on the aggregate amounts apportioned to each state for fiscal years 2004-2009. In implementing the rescission, if a state, such as North Carolina, did not have enough unobligated balances in a particular program area to meet the rescission amount, other program areas within the state provided the additional funding to meet the states total rescission amount. Additionally, if a state, as was the case with Nevada, did have enough unobligated balances to meet its rescission total, then unobligated balances from other states were used.

4. Why were certain program areas affected more than others?

On September 25, 2009, North Carolina had enough unobligated balances to cover its rescission amount and a proportional amount of Nevada's. When a DOT obligates higher levels of funds in only a few program areas, it creates larger unobligated balances in other programs. In North Carolina there were large unobligated balances in some program areas such as CMAQ, STP >200,000 and the bridge programs. There is flexibility in the Federal-aid Highway Program because obligation limitation is not tied to any one program, and there are variable funding options to help advance projects.

5. How can we prevent this from happening again?

Because the rescission was written into SAFETEA-LU, there was no way it could have been avoided. The Federal Highway Administration had no discretion in the application of these rescissions. In the future, the impacts of these types of budgetary parameters may be reduced if the program better reflects the revenue situation. The obligation authority limit can be a useful tool in determining appropriate spending levels for each year.

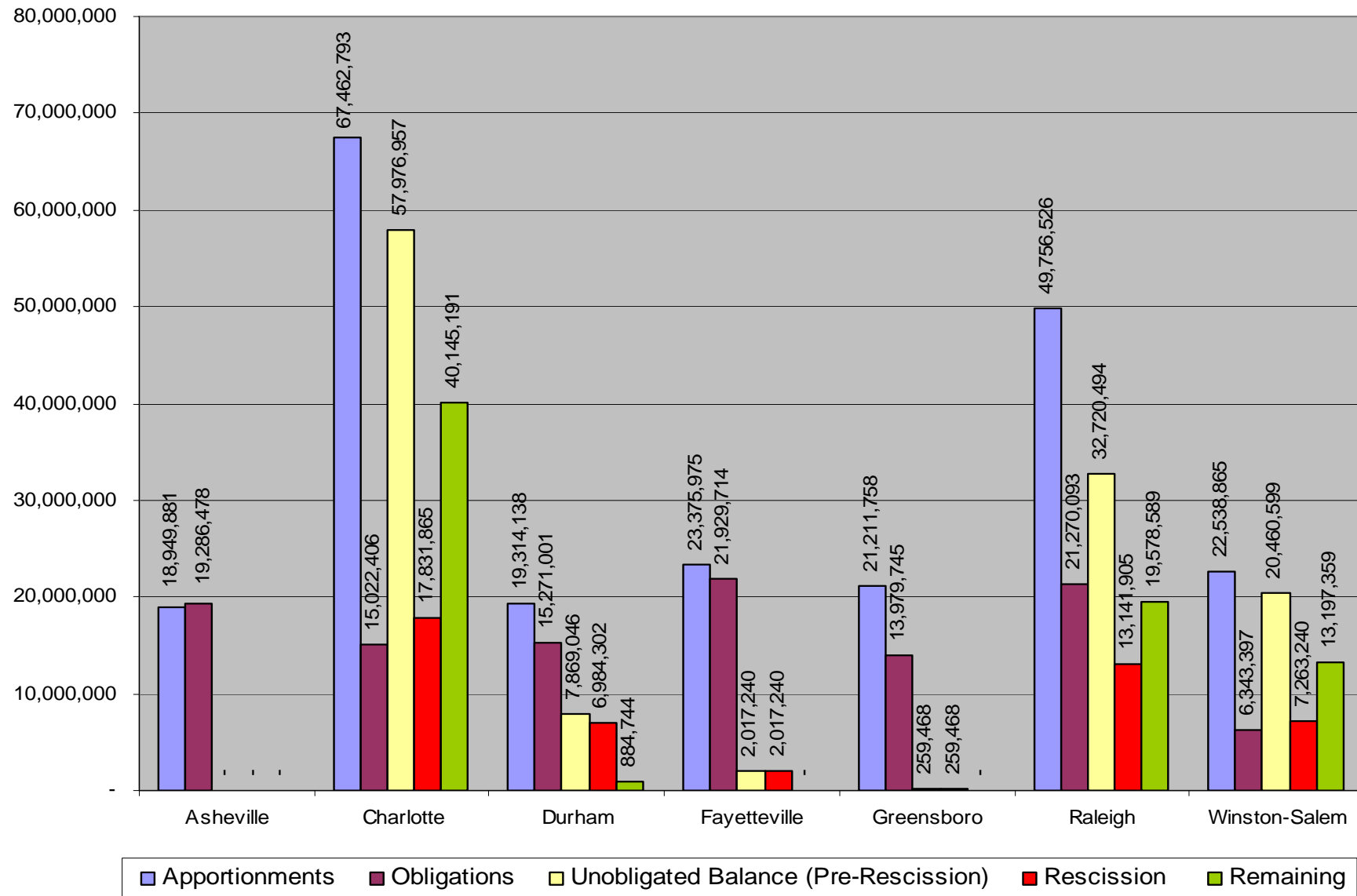
For more information, please visit www.fhwa.dot.gov/safetealu/rescissionfaq09.doc

Or contact the FHWA North Carolina Division

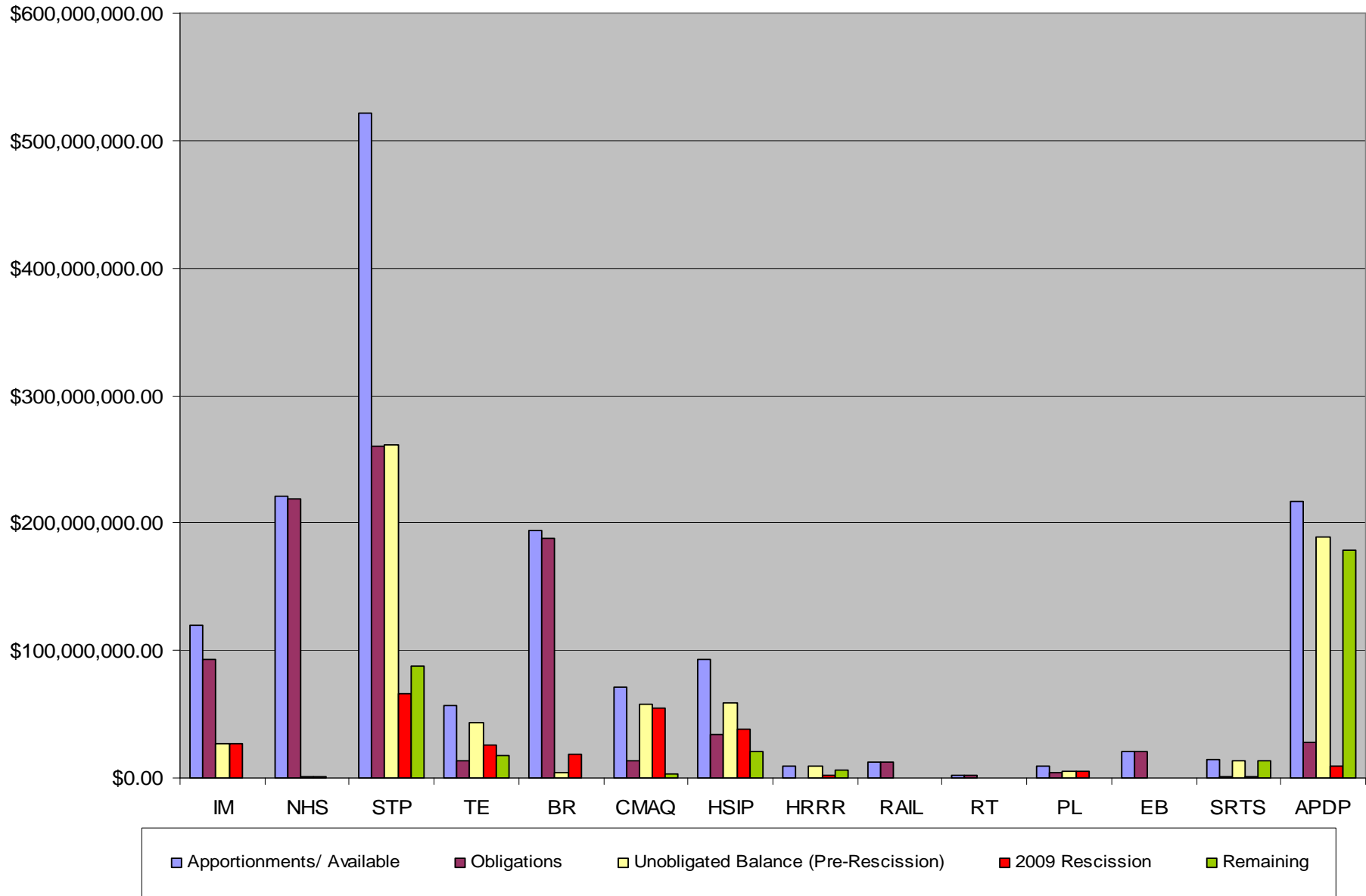
SAFETEA-LU Rescissions by Year and Program Area

	2004 ISTEA P.L. 108- 199	2005 SAFETEA- LU P.L. 108- 447	2006 SAFETEA- LU P.L. 109- 115	2006 SAFETEA- LU P.L. 109- 148	2006 SAFETEA- LU P.L. 109- 234	2007 SAFETEA- LU P.L. 110-5	2007 SAFETEA- LU P.L. 110-28	2008 SAFETEA- LU P.L. 110- 161	2009 SAFETEA- LU P.L. 111-8	2009-EISA P.L. 110-140	TOTAL
Interstate Maintenance	5,631,715			6,376,309	9,555,661	30,000,00	10,891,022	21,837,431	31,602,644	26,926,365	142,821,147
National Highway System								22,241,684		1,191,615	23,433,299
STP						7,369,596		6,998,151	21,603	65,966,978	80,356,328
Enhancements			13,608,941				6,166,661	2,995,259	10,674,503	25,851,464	59,296,828
Bridge		32,185,921	27,217,880	6,376,309		40,000,000	3,453,766	17,662,790	12,694,484	18,344,107	157,935,257
CMAQ		2,000,000	13,608,941	18,348,475	9,555,561	20,000,000	3,918,642	6,115,286	33,073,930	55,083,064	161,703,999
Equity Bonus								9,000,000		0.33	9,000,000
Recreational Trails								225,754			225,754
Metro Planning								500,000		5,419,747	5,919,747
Safe Routes to School										700,384	700,384
Highway Safety Improvement Program										38,157,660	38,157,660
Railway Highway Crossings										35,038	35,038
High Risk Rural Roads										2,576,155	2,576,155
Appalachian Development Highway Program										9,595,732	9,595,732
TOTAL	5,631,715	34,185,921	54,435,762	31,101,092	19,111,322	97,369,596	24,430,091	87,576,355	88,067,164	249,848,311	691,757,329

TMA STP-DA Funds 2004-2009



FY 2009 Funding By Program Area



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 9, 2009

RE: Federal Rescission

Background

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.

NCDOT has announced that the following funds will be rescinded from the Metropolitan Planning program by MPO. This corresponds with the unobligated balances for each MPO:

Area	Metropolitan Planning Funds Rescinded
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.

Impact on STPDA Projects in the DCHC MPO

The DCHC MPO programs STPDA funds for a variety of projects including bicycle and pedestrian facilities, enhancements to highway projects, transit capital, and planning activities. These projects are either administered locally, by NCDOT, or by the LPA. Traditionally, funding has been programmed by the MPO in advance of the actual obligation of funds. For locally administered projects, once the funding was programmed by the MPO, the local governments were required to execute agreements with NCDOT, obtain the necessary certifications for the design, right-of-way, and environmental impacts, implement the project, and seek reimbursement from NCDOT. The funding is considered to be obligated when the certifications have been received from FHWA and the project is under contract. Often the time needed to execute the agreements and obtain certifications took longer than expected or the projects were delayed because the local match was not available. Several projects were programmed by the MPO in fiscal years 2009 and earlier but have not yet been obligated.

In May of 2008, the DCHC MPO approved an STPDA project schedule that programmed much of the MPO's unprogrammed funds and anticipated future funds through FY 2015. The MPO used a formula to divide the total funding by category and by local jurisdiction. At the time, the unprogrammed previous years balance was \$3,993,060 and the anticipated future funds through FY 2015 were \$3,977,133 per year (\$27,839,931 over the seven years) for a total of \$31,832,991 available to program. The MPO set aside \$596,570 per year as part of an annual reserve to be used to cover unanticipated expenses, planning activities, and cost over-runs. The MPO also did not fully program some of the project categories designated during the process. \$94,214 of transit funding was assigned to either DATA or Chapel Hill Transit, but not programmed; \$1,405,546 of regional bicycle and pedestrian funding was not programmed; and \$313,109 of local discretionary funding was assigned to Durham, Chapel Hill, Carrboro, and Hillsborough, but not programmed. As a result, the MPO had a total of \$5,392,288 of FY 2010 through FY 2015 anticipated future funding unprogrammed.

Category	Funding Available for FY 2009-2015 Using Formula	Programmed for FY 2009-2015	Unprogrammed
Annual Reserve	\$4,175,990	\$596,570	\$3,579,420
Staff & Routine Planning	\$4,542,818	\$4,542,818	\$0
Extra Planning	\$1,800,000	\$1,800,000	\$0
Transit	\$5,328,546	\$5,234,332	\$94,214
Regional Bicycle and Pedestrian	\$5,328,546	\$3,923,000	\$1,405,546
Local Discretionary	\$10,657,092	\$10,343,983	\$313,109
Total	\$31,832,991	\$26,440,703	\$5,392,288

In summary, in May of 2008, the DCHC MPO considered that the following funds were available and either programmed or set aside the funds for future programming:

Pre-Rescission (May 2008)			
Funds Available		Funds Programmed or Set Aside for Future Programming	
Unprogrammed Balance From Pre-FY 2009	\$3,993,060	Programmed FY 2009-2015	\$26,440,703
FY 2009-2015 Anticipated Funding	\$27,839,931	FY 2010 and Later Funds Not Programmed	\$5,392,288
Total	\$31,832,991	Total	\$31,832,991

Since the rescission, the MPO's total unprogrammed balance is no longer available since \$6,984,302 of unobligated funding was rescinded. The total now available is the MPO's unobligated balance that was not rescinded plus the anticipated future funding for FY 2010 through 2015 minus \$100,000 that was already obligated in FY 2010 (the process for the obligation of these funds had begun prior to MPO knowledge about the rescission). The TCC is developing a recommendation for how to accommodate the projects programmed but not yet obligated in FY 2009 and earlier and the projects programmed but not yet obligated in FY 2010 and later. The programmed funds exceed the funds available by \$1,168,665. This calculation assumes that the unprogrammed annual reserve, transit, regional bicycle and pedestrian, and local discretionary funds for FY 2010 and beyond are used to fund already programmed projects. The MPO would no longer have an annual reserve for unanticipated expenses.

Post-Rescission (Today)			
Funds Available		Funds Programmed	
Unobligated balance from pre-FY 2009 (not rescinded)	\$884,744	Programmed FY 2009 and Earlier and Not Obligated	\$8,661,585
Anticipated Funds Available FY 2010-2015	\$23,862,798	Programmed in FY 2010 and Later and Not Obligated	\$17,151,622
Already Obligated in FY 2010	-\$100,000		
Total	\$24,647,542	Total	\$25,816,207
		Difference	\$1,168,665

The TCC is reviewing the status of every STPDA programmed project and is developing a recommendation for future project scheduling.

Impact on Metropolitan Planning Projects in the DCHC MPO

The LPA is in the process of gathering information about the impact the rescission may have on the planning activities funded with PL and will bring back a recommendation at a future TAC meeting.

Impact on CMAQ Projects in the DCHC MPO

NCDOT Transportation Planning Branch has not provided any information about which CMAQ projects in the State may be impacted by the rescission. CMAQ funds are allocated to the State based on the population of the air quality non-attainment and maintenance areas and the degree that each area is in non-attainment. NCDOT then sub-allocates the funds to MPOs and RPOs in those non-attainment areas. The DCHC MPO has held several calls for projects for CMAQ funds within the past several years. The DCHC MPO has programmed all of its CMAQ funds through the year 2017. Some projects from FY 2009 and earlier have not been fully obligated and may be subject to the rescission. Once NCDOT provides further information, the TCC will develop a recommendation for the TAC. CMAQ projects affected by the rescission may be eligible for STPDA funding. The TCC intends to consider the impact to CMAQ and STPDA concurrently so that all eligible funding sources are considered for each impacted project.

Future STPDA, Metropolitan Planning, and CMAQ Project Funding Procedures

In addition to developing recommendations for how to accommodate projects that had been programmed but not yet obligated, the TCC will be developing recommendations for future project funding procedures that will help ensure that future rescissions do not affect MPO projects. LPA staff will work with other MPOs in the state and NCDOT to develop these procedures. Communication must improve between NCDOT's Financial Management Division and the MPOs, and the MPOs must have continuous access to information about the obligation of federal funds.

TAC Action: Receive update on the rescission.

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 2U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONESTIMATED AMOUNTS OF UNOBLIGATED BALANCES TO BE RESCINDED ON SEPTEMBER 30, 2009 UNDER THE PROVISIONS IN TITLE XI, SUBTITLE D, SECTION 1132 OF THE ENERGY INDEPENDENCE
AND SECURITY ACT OF 2007 AND SECTION 10212 OF SAFETEA-LU, AS AMENDED
Inclusive of additional rescission amounts due to shortfall in unobligated balances

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

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

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

TABLE 3: STP > 200K Population Rescission Adjustment

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

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

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: December 9, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The transportation funds are being distributed through the agencies within the U.S. Department of Transportation.

TIP Administrative Modifications and Amendments

The TAC approved FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Administrative Modification #3 on March 11, 2009, Administrative Modification #5 on April 8, 2009, Amendment #7 on August 12, 2009, Amendment #8 on September 9, 2009, and Amendment #9 on November 11, 2009. These five modifications/amendments added ARRA funded projects to the TIP. These projects were funded using the ARRA funding provided through the Surface Transportation Program, Surface Transportation Program Direct Allocation, and Section 5307/5340 transit program. The State Board of Transportation has approved similar STIP modifications/amendments.

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 10A. 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 will use some of the \$438,840 programmed for this project to cover cost over-runs on other ARRA projects and will request that NCDOT use the remainder 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.

One STPDA project programmed by the Town of Chapel Hill, the installation of in-street pedestrian lighting, has been withdrawn because no bidders were able to meet the specifications for the project. The Town of Chapel Hill will use some of the funds for this project to cover cost over-runs on other ARRA projects and will request that NCDOT use the remainder on resurfacing state-maintained roads in and around Chapel Hill.

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			\$5,200,000		\$5,200,000
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	Sep-09	\$525,504	\$100,096	\$625,600
U-5143	Durham - NC 55 and SR 1171 (Riddle Road)	Installation of turn lanes	Confirmed 6/09, STIP 5/09	Complete	Jul-09	\$203,323		\$203,323
		Total				\$12,652,032		
		DIVISION 7						
U-4704	Chapel Hill Orange Durham	Signal System Upgrade	Confirmed 4/09, in STIP	Complete	9/29/2009	\$5,174,666	\$511,780	\$5,686,446
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	Complete	Aug-09	\$123,203		\$123,203
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				\$10,924,572		
		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	Complete	Sep-09	\$346,450		\$346,450
		Total				\$346,450		

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	\$342,183	\$647,133
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 1/12/2010	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		\$108,572		\$108,572
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				cancelled				
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		\$579,977		\$579,977
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	CC 11/19/2009			
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		\$342,183		\$342,183
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	CC			
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	CC 11/19/2009			
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	9/1/2009	\$100,096	\$525,504	\$625,600
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		\$125,729		\$125,729
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				
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		\$232,071		\$232,071
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				
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		\$346,539		\$346,539
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	CC 11/19/2009	\$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			\$2,394,413		\$2,394,413
		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 1/12/2010	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	TC 11/23/2009	\$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	9/29/2009	\$175,000		\$175,000
U-4726A	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$47,040		\$47,040
U-4726B	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$65,189		\$65,189
U-4726C	NC 86	Martin Luther King Jr. Blvd. Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$370,052		\$370,052
U-4726D	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		cancelled		
U-4726E	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$142,611		\$142,611
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		\$71,671		\$71,671
		Town of Chapel Hill Uncommitted Balance											(\$0)		
		TOWN OF CARRBORO											\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009				
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	BOA 11/17/2009	\$284,176		\$284,176
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
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a				
		Town of Carrboro Uncommitted Balance											\$71,124		
		TOWN OF HILLSBOROUGH											\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a	9/2/2009	9/18/2009	9/21/2009	9/23/2009		\$319,459	\$880,541	\$1,200,000
		Town of Hillsborough Uncommitted Balance											\$0		

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

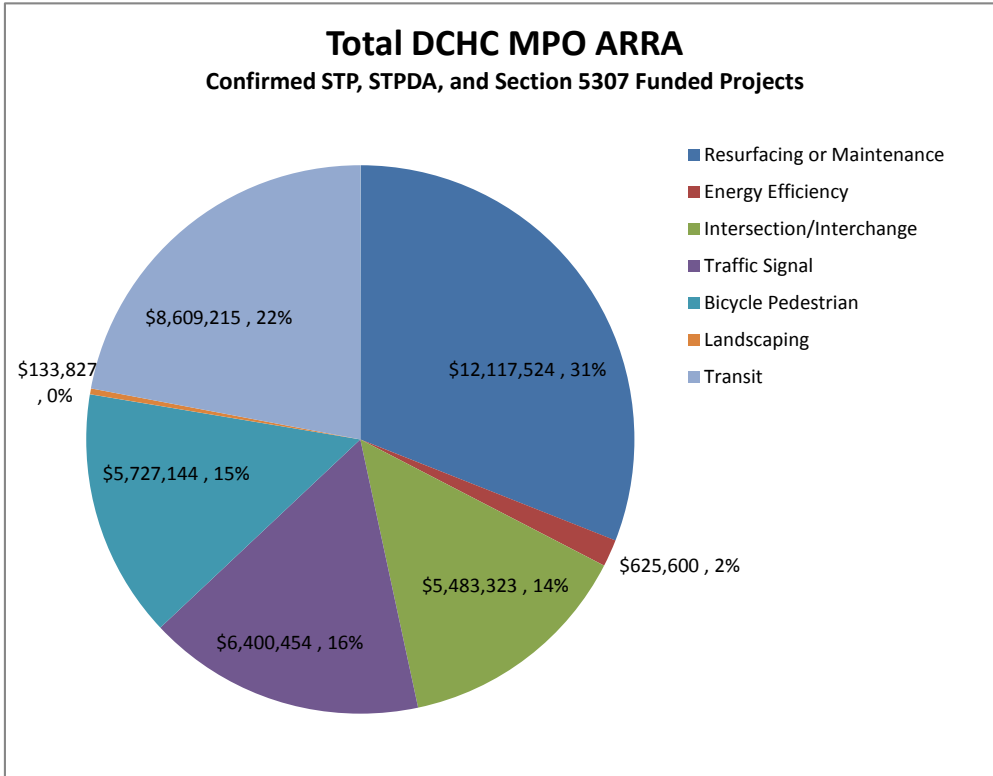
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NDDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	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	Carrboro-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													\$71,445		

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	\$ 12,117,524
Energy Efficiency	\$ 625,600
Intersection/Interchange	\$ 5,483,323
Traffic Signal	\$ 6,400,454
Bicycle Pedestrian	\$ 5,727,144
Landscaping	\$ 133,827
Transit	\$ 8,609,215
Total	\$ 39,097,087



DCHC MPO TAC/TCC Meeting Dates 2010
Durham City Hall, Committee Room

TAC	TCC
<i>13-Jan-10</i>	<i>27-Jan-10</i>
<i>10-Feb-10</i>	<i>24-Feb-10</i>
<i>10-Mar-10</i>	<i>24-Mar-10</i>
<i>14-Apr-10</i>	<i>28-Apr-10</i>
<i>12-May-10</i>	<i>26-May-10</i>
<i>9-June-10</i>	<i>23-June-10</i>
<i>No July TAC meeting</i>	<i>28-July-10</i>
<i>11-Aug-10</i>	<i>25-Aug-10</i>
<i>08-Sept-10</i>	<i>22-Sept-10</i>
<i>13-Oct-10</i>	<i>27-Oct-10</i>
<i>10-Nov-10</i>	<i>17-Nov-10*</i>
<i>08-Dec-10</i>	<i>15-Dec-10*</i>

Tentative Joint TAC Meeting Dates (locations TBD)

31-Mar-10
29-Sept-10

*Rescheduled to avoid a holiday.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 9, 2009

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2009-2010 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

2009-2010 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - Public Workshop #1 – Fall 2009
- Development and Evaluation of Scenarios – Apr 2010
 - Public Workshop #2 – Feb/Mar 2010
- Transportation/Land Use Master Plan – June 2010

- Public Workshop #3 – Spring 2010
- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Pilot study
- ✓ Obtain DMV records
- ✓ Finalize sample plan
- Begin survey mail out – Jan 2010
- Surveyor Training – Jan 2010
- Survey Data Collection – Jan through March 2010
- Data Processing/Geocoding – April 2010
- Weighting and Expansion – April 2010
- Analysis/Draft Report – May 2010
- Final Report/Draft Dataset – June 2010
- Presentation of Results – July 2010

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 – Jan 2010
- Installation and documentation – Feb 2010
- Parcel level model for DCHC
 - Initial database – Mar 2010
 - Initial model estimation – Apr 2010
 - Initial calibration – May 2010
 - 2035 model run – June 2010
- Installation and documentation – July 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 – Jan 2010
- 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

- MPO expansion and revision of MOU expected to be completed after the 2035 LRTP.

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: 8.18%
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: 3/1/2010
Last Estimate Thru: 10/31/2009	Scheduled Progress: 99.6%
Last Estimate Paid: 11/16/2009	Actual Progress: 93.62%

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: 2.79%
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: 10/31/2009	Scheduled Progress: 60%
Last Estimate Paid: 11/30/2009	Actual Progress: 63.27%

Contract Number: C201994	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number:
Resident Engineer: Jason R. Peterson, PE	RE Phone Number: (919)571-3000
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
Contractor Name: S. T. WOOTEN CORPORATION	
Contract Amount: \$137,446,000.00	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began: 8/3/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202313	Route: US-501
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127
Length: 16.62 miles	Federal Aid Number: STM-1004(39)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	
Contractor Name: BARNHILL CONTRACTING COMPANY	
Contract Amount: \$3,611,898.13	Cost Overrun/Underrun: 0%
Availability Date: 7/27/2009	Letting Date: 6/16/2009
Completion Date: 5/14/2010	Work Began: 7/28/2009
Revised Completion Date:	Estimated Completion: 5/14/2010
Last Estimate Thru: 11/7/2009	Scheduled Progress: 77.5%
Last Estimate Paid: 11/19/2009	Actual Progress: 84.84%

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:** 3.22%
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:** 11/30/2009
Last Estimate Thru: 10/7/2009 **Scheduled Progress:** 20%
Last Estimate Paid: 11/23/2009 **Actual Progress:** 15.13%

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)	Town to include as part of STP-DA ARRA sidewalk project ; See U- 4726 JA
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	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-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 Polymeric, Inc.- has not begun work
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 under review & pending award
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 #1 by Town- 10/29/09 rejected- Letting #2- 12/1/09; award pending approval
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	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
Orange	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
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; NCDOT concurrence in award 12/1/09
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	\$200,100.00	ARRA Letting by Town 10/27/09; Suppl. Agreement to adjust funds-NCDOT concurrence in award 12/1/09
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA Letting by County 11/19/09; award pending approval

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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; Suppl. Agreement to adjust funds
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; Suppl. Agreement to adjust funds
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$61,563.00	ARRA Letting by Town 10/29/09; award pending approval; Suppl. Agreement to delete project and adjust funds
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; Suppl. Agreement to adjust funds
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA Letting by Town 11/19/09; award pending approval
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	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	Jan. 19, 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

**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	\$2,641,575.45	Awarded to Riley Paving, Inc.; 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 scheduled for 12/3/09; 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 scheduled for 12/3/09; 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

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Tobacco Trail stretch almost finished

Not open, but already in use

BY JORDAN COOKE, Staff Writer

CARY - Work is expected to wrap up by Thanksgiving on a 4.7-mile segment of the American Tobacco Trail from Green Level Church Road near Apex to Scott King Road in Durham.

Once completed, the \$2.2 million project, funded by a partnership between the town and the N.C. Department of Transportation, will offer cyclists, walkers and even horseback riders new options to travel from Wake County to Durham County.

Doug McRainey of the town of Cary's parks and recreation department, which is overseeing the construction of the project, said the trail through Chatham County is already being used, even though it is officially closed to the public.

And while it's probably not condoned, "it speaks well, in one sense, that people are already out there enjoying the trails," McRainey said.

McRainey said the trails should open within the next few weeks.

The American Tobacco Trail has been under development since 2005. Construction of the newest section of the trail will bring the 23-mile uninterrupted trail, from downtown Durham to New Hill Road in western Wake County, closer to completion.

Portions of the trail south of the Amberly development near the Wake-Chatham county line will remain unpaved, McRainey said. Sections north of New Hope Church Road will contain a 10-foot wide paved trail and a six-foot wide bridal trail.

Although the Chatham County project falls outside of Cary's jurisdiction, town officials say the trails will benefit citizens here.

McRainey also noted that, in exchange for the town of Cary's help in administering the project, Chatham County commissioners agreed to contribute \$60,000 toward development of a trail head of the American Tobacco Trail on a 12-acre site near the Amberly development in western Cary.

"This will have benefits not only for our citizens," he said, "but for our region."

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Hearing set on where widened road would extend

From staff reports

HILLSBOROUGH — The politically ticklish issue of relieving the continuously growing traffic congestion around Hillsborough will be in the spotlight on Dec. 7 when the N.C. Department of Transportation hosts an open house and hearing on where a widened Elizabeth Brady Road would be extended.

The punch-through project has drawn opposition from landowners who fear the loss of their property, but is supported by the growing legions of commuter residents who have been moving into housing developments and subdivisions that have sprung up in northern Orange County and clogged the limited road network around the

county seat.

The Transportation Department plan is to extend Elizabeth Brady Road from the intersection of N.C. 86 and U.S. 70 Business to north of U.S. 70 Bypass at the intersection of St. Mary's Road. The proposed project would involve the construction of a 3-mile, multi-lane roadway.

Transportation planners have three alternatives under consideration. Two of the proposals include a four-lane, median-divided facility entirely on new locations and would require a new crossing of the Eno River. The third option would widen a 1-mile section of existing U.S. 70 Bypass with the section between U.S. 70 Business and U.S. 70 Bypass on new alignment. The proposed roadway will accommodate bicycle traffic.

The purpose of the project is to reduce congestion on Churton Street in the central business district in terms of traffic delay at intersections and travel time for the peak period/peak direction. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The Transportation Department will hold a pre-hearing open house and corridor/design public hearing on Dec. 7 at Cameron Park Elementary School, 240 St. Mary's Road.

NCDOT representatives will be available at the pre-hearing open house between the hours of 4 and 6:30 p.m. to answer questions and receive comments regarding the proposed project. The pre-hearing open house will be held in the cafeteria. The opportunity to submit written comments or questions will also be provided. Interested citizens may attend at any time during the above hours.

A formal presentation will begin at 7 p.m. in the gymnasium. It will include an explanation of the proposed location, design, the state-federal relationship, and right of way and relocation requirements and procedures. Citizens will have the opportunity to comment or ask questions. The presentation and comments will be recorded and a transcript will be prepared.

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Charlotte's toll-free loop nettles Wake

Now that Wake County leaders have accepted the hard fact that local drivers must pay tolls to finance the rest of the 540 Outer Loop, they're peeved at the news that Charlotte drivers will see their own loop finished toll-free.

"It's a fairness issue," Sen. Richard Stevens of Cary told Gene Conti, the state transportation secretary, at a legislative meeting this week.

Last week Gov. Bev Perdue announced a novel plan to finance the final 5-mile link of Charlotte's congested Interstate 485 loop and to build a new interchange with I-85.

The state can afford only \$290 million for a job that is expected to cost roughly \$340 million, Perdue said.

So when contractors bid for the chance to design and build the two I-485 projects, they will also be asked to finance the remaining \$50 million. In an arrangement used elsewhere but never before in North Carolina, the state will repay this highway loan over the next 10 years with future revenue earmarked for urban loops.

"I want it done," Perdue said in Charlotte on Nov. 9. "And the people of North Carolina want it done."

The state Department of Transportation was on track several years ago to start construction in 2008 on the next leg of the 540 Outer Loop in western Wake County, from Research Triangle Park south to Holly Springs. Then Conti's DOT predecessor, Lyndo Tippet, abruptly announced that construction would be delayed until 2012 -- and perhaps many years longer.

Almost overnight, the Western Wake Freeway turned into the leading candidate to become the state's first modern toll road. Toll-paid RTP workers could be counted upon to pay tolls for a faster drive to work.

After a lot of arm-twisting, Wake leaders accepted Tippet's warning that if they insisted on seeing the freeway built without tolls, they might have to wait until 2030.

"We were told there were no other options," Stevens said in an interview, "and now apparently there is another method."

Apex Mayor Keith Weatherly said, "They were telling us it was the toll road or no road."

The state Turnpike Authority is now building the 18.8-mile Triangle Expressway, which includes the Western Wake Freeway. It is expected to open for paying customers in late 2012. The remaining southern and eastern legs of the 540 Loop are expected to be toll roads also.

Urban loop money has long been a source of sibling envy in North Carolina. Charlotte officials protested the loudest two years ago when Tippet moved Fayetteville to the front of the line for a dose of scarce loop funds.

Perdue and Conti said the I-485 plan would not affect funding for other urban loops, even though it would be financed with future loop money. Winston-Salem Mayor Allen Joines, waiting to build his own loop, was skeptical.

"We are obviously concerned that this might divert money from our beltway," Joines told the Winston-Salem Journal.

When Stevens commented that Charlotte and Mecklenburg County would get off without having to accept a toll road, Conti suggested that this argument wasn't quite fair. In fact, he said, two of the state's next three planned turnpikes will lie partly in Mecklenburg.

"The Monroe [Connector] down there in the Charlotte area is our next toll project, and the Gastonia project [Garden Parkway] is right behind that," he said.

Conti said the design-build-finance model worked for Charlotte because it required financing for only \$50 million of the project cost. It would not have been feasible to use the same method to finance several hundred million dollars on the 540 loop, he said.

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Town moves on roadway projects

By Gregory Childress

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CHAPEL HILL — The Town Council on Monday approved the awarding of up to \$696,563 in federal stimulus money to pay for several roadway construction projects designed to improve pedestrian safety.

The town must now sign contracts before Dec. 31 to meet the federal schedule under the American Recovery and Reinvestment Act for roadway funded projects.

The town will submit the bid proposals and its recommendations to award the contract to the state Department of Transportation. If NCDOT approves, Town Manager Roger Stancil will award the bids to contractors and enter into an agreement with a private engineering and consulting firm for construction engineering inspection services.

The projects to be funded by the American Recovery and Reinvestment Act (ARRA) 2009 include:

- n Pedestrian Safety Improvements along Martin Luther King Jr. Boulevard and selected locations.

- n Sidewalk Construction: U.S. 15-501/N.C. 54 (Manning Drive to Old Mason Farm Road).

- n ADA ramps at selected locations.

- n Raised crosswalks/traffic calming.

Nearly half of the money — \$350,000 — will be spent on pedestrian refuge islands along Martin Luther King Jr. Boulevard and other areas heavily traveled by pedestrians. The islands will allow pedestrians to cross major roads incrementally.

“These are projects that will greatly improve pedestrian safety in Chapel Hill,” said Kumar Neppalli, the town’s engineering services manager.

So far the town has been awarded \$3.7 million in stimulus money and is pursuing \$7 million more.

In other business, the council adopted a resolution authorizing Stancil to negotiate and execute a contract with the lowest responsive bidder, Sullivan Eastern, Inc., in an amount not to exceed \$1.2 million for the construction of the Morgan Creek Trail, Phase I.

The Morgan Creek Trail is a proposed 10-foot wide concrete trail that would allow pedestrian and bicycle traffic to travel from the current terminus of the Fan Branch Trail at Culbreth Road, west to the Carrboro Town line near Frank Porter Graham School.

The \$2 million project will be built largely with \$640,000 in federal highway funds and \$300,000 in stimulus money.

The council’s approval also authorized Stancil to transfer up to \$154,600 from the Dry Creek Trail project and \$180,000 from the Bolin Creek Trail project to provide for required local funds, construction administration, testing services and contingency.

Also to be used are \$90,000 in Greenways Capital Improvement Program funds to the Morgan Creek Trail project and \$70,622 from lease payments received for parking at Pritchard Park.

Transportation to leave Public Works Jan. 1

By Ray Gronberg

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DURHAM -- Plans to split transportation away from Durham's Public Works Department are moving ahead, with

the transportation staff set to become a full-fledged department on Jan. 1, officials said Tuesday.

The move will consolidate the Durham Area Transit Authority, long-range road and transit planning, taxicab regulation and parking management under the leadership of the city's present transportation manager, Mark Ahrendsen.

Officials believe the reorganization will improve the city's ability to deal with transportation issues at the same time it frees Public Works to focus more on regulating stormwater-induced pollution, City Manager Tom Bonfield said.

The announcement came a year and four days after Bonfield first said he wanted to consolidate the management of DATA, parking and taxicabs under a new department.

The original idea was that a reorganization would help officials better supervise Durham's bus system.

But as the months went by, it became clear to the manager that the plan was flawed for proposing to leave the long-range planners in Public Works.

That prompted skepticism from some members of the City Council, as the planners play a key role in working the state and federal bureaucracies to land money for road and transit projects desired not just by Durham, but by other cities and counties in the western Triangle.

Though there's precedent locally in the transportation arena for splitting planning and administration, it's just as common in large cities to keep those functions under one roof. In the end, Bonfield decided that was the way to go.

The original plan "just wasn't deep enough to be fully effective," he said, adding that his "learning curve" since coming to in the summer of 2008 included seeing how officials here have made transportation planning "an integrated city responsibility."

The new department will fit within the city's existing budget and staffing, Bonfield added.

Parking management is the one function the new department won't be inheriting from Public Works. It's now under the aegis of the General Services Department.

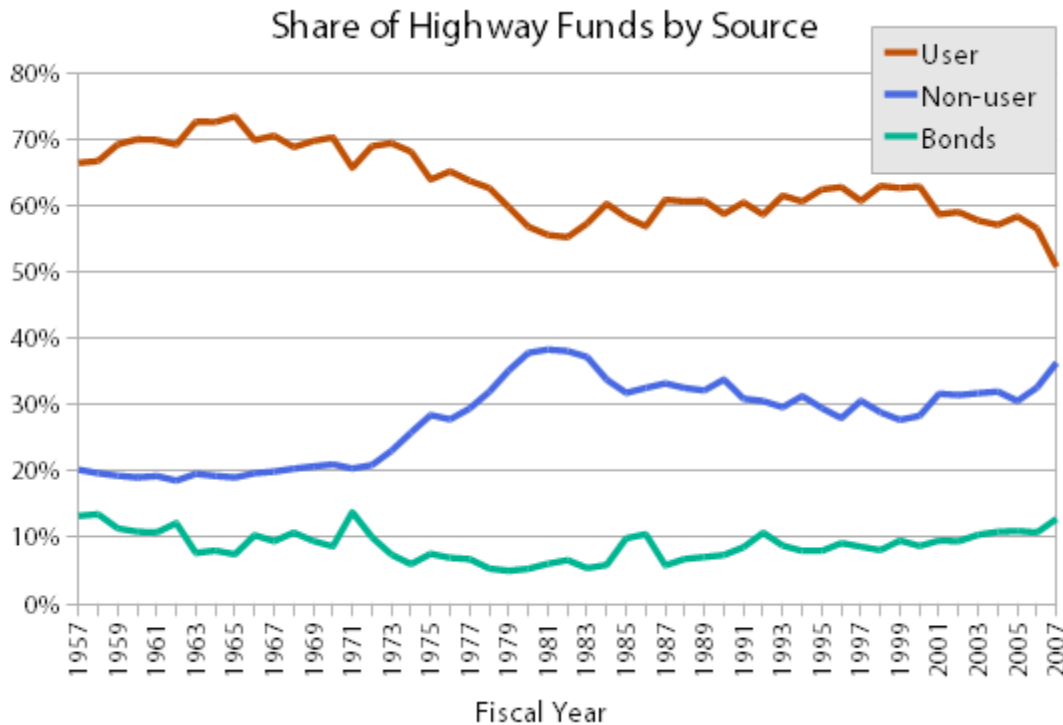
The reorganization should give Public Works leaders more time to focus on maintenance in addition to stormwater regulation, officials said.

Though the department is already active on stormwater issues, Durham's effort is "really still in the infancy stages" compared to what's common in some other parts of the country, Bonfield said.

Analysis Finds Shifting Trends in Highway Funding: User Fees Make Up Decreasing Share

The way America's roads are funded is changing. Revenues that predominantly come from users of roads ("user fees"), including fuel taxes, vehicle registration fees and tolls, pay for a decreasing share of road costs. Taxes and fees not directly related to highway use ("non-user fees") are making up the difference.

Using Federal Highway Administration statistics, Subsidyscope has calculated that in 2007, 51 percent of the nation's \$193 billion set aside for highway construction and maintenance was generated through user fees—down from 10 years earlier when user fees made up 61 percent of total spending on roads. The rest came from other sources, including revenue generated by income, sales and property taxes, as well as bond issues.



Source: [Highway Statistics](#), forms HF-10 and HF-210, Federal Highway Administration.

Going back further, the trend is more pronounced. Forty years ago, user fees amounted to 71 percent of revenues spent on roads. Today, user fee revenue as a share of total highway-related funds is at an all-time low since the Interstate Highway System was created in 1957. A complete data set of [highway revenue by source is available for download](#). In 2007, non-user revenues contributed \$70 billion to the highway system. By comparison, this contribution totaled \$26 billion in 1967 (in 2007 dollars).

Not all user fees collected are made available for highway purposes. Of the 18.4 cent per gallon federal tax on gasoline, 2.86 cents are allocated specifically for mass transit projects. Another 0.1 cent per gallon is used to pay for environmental cleanup resulting from leaking fuel storage tanks. From 1990 to 1997, the federal government also set aside a portion of taxes on gasoline, diesel and other fuels to reduce budget deficits.

However, even if those funds were fully devoted to highways, total user fee revenue accounted for only 65 percent of all funds set aside for highways in 2007, according to Subsidyscope calculations. This is down from 84 percent in 1997 and 77 percent in 1967. Subsidyscope provides a complete data set of [user fee revenues and allocations for download](#).

Various factors account for the shift in funding away from users fees. Gas taxes lose their buying power unless adjusted to keep pace with rising highway construction and maintenance costs. [The amount of federal gas tax allocated to highway purposes has not increased since 1997](#) and states have had trouble increasing fuel taxes to keep up with inflation. Further, changes in driving patterns and fuel consumption can lead to unexpected dips and peaks in user revenues. For instance, increases in gas prices at the pump can cause vehicle owners to cut back on driving, reducing revenues. Similarly, changes in vehicle efficiency can reduce revenues available from fuel taxes while vehicle usage remains constant.

Another major funding source for roads is borrowing through bond measures, which made up almost 13 percent of highway funds available in 2007. This number has fluctuated over the years. Moreover, the use of bonds to fund roads varies widely from state to state. Subsidyscope considers bonds separately from user fees and other revenue because it is not clear which sources of revenues will be used to repay the bonds.

In addition to a decline in user fee revenue, federal dollars have gradually declined as a share of total highway funding. As a result, state and local governments have taken on a higher share of road costs and are increasingly reliant on alternative sources of revenue.

All data are from [Highway Statistics](#), forms HF-10 and HF-210, Federal Highway Administration. All figures adjusted for inflation using the Engineering News Record [Construction Cost Index](#).

<http://subsidyscope.com/transportation/highways/funding/>

Perdue picks Greensboro lawyer for Board of Transportation

Submitted by Bruce Siceloff on 12/02/2009 - 14:55

Gov. Bev Perdue has picked Greensboro lawyer Michael S. Fox to succeed J. Douglas Galyon in the Division 7 seat on the state Board of Transportation.

Fox, a former member of the Greensboro Planning Board, contributed \$2,500 to Perdue's campaign in 2007 and 2008. He also backed Perdue's predecessor, Mike Easley, with contributions totaling \$5,500 between 1996 and 2004.

Once his name is reviewed by members of a legislative oversight committee, Fox is expected to join 10 other Perdue appointees on the 19-member board. One seat is vacant, an at-large position dedicated to rural transportation needs previously held by Louis W. Sewell Jr. of Jacksonville, who resigned in 2008.

Fox will succeed the board's chairman, Galyon, 79. Galyon was first named to the board in 1993 to represent Division 7, which includes Alamance, Caswell, Guilford, Orange and Rockingham counties.

OPPOSITION MOUNTS ON ROAD EXTENSION

By Dan E. Way

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HILLSBOROUGH -- Safety, historic preservation and environmental protection were the rallying cries among a crush of people who turned out at a Town Commission meeting to oppose a proposed extension of Elizabeth Brady Road to relieve traffic congestion off of South Churton Street.

But residents of adjacent communities outside of Hillsborough said they worry that the Churton Street traffic problem could be diverted to their outlying neighborhoods if the town rejects the N.C. Department of Transportation's \$60 million proposal to route traffic over a four-lane punch-through from U.S. 70A to U.S. 70 within the town's borders.

More than 60 people crammed into the Town Barn meeting room Monday night and applauded the speakers who represented their differing viewpoints.

Mayor Tom Stevens told the assemblage that the Town Commission is "trying to figure out what we know

and what we don't know" about the best way to move forward on solving the town's traffic woes.

"It appears that the benefits may not be enough to outweigh the impacts" of putting in the Elizabeth Brady Road extension, town Planning Director Margaret Hauth said.

She unveiled a series of proposals to relieve the bottlenecks on and around Churton Street that are separate from the Elizabeth Brady Road project and would have roughly the same traffic relief results if done as a package.

Among those projects are replacing the congested Interstate 85 interchange at exit 165, putting in bike and pedestrian lanes; a South Churton Street project to fund a feasibility study of putting in an I-85 interchange at exit 164; building an Orange Grove Road extension from near Exchange Park to U.S. 70A that would be "critical to the development of the rail station" the town is seeking in that vicinity; an Eno Mountain/Mayo Street project off of Orange Grove Road to serve as "an in-town bypass ... making a local shortcut"; implementation of a circulating bus whose "route would capture some major destinations in town" and connect to the Orange Bus route to Chapel Hill.

Other new projects being examined include designating N.C. 86 a bypass; more aggressive use of signs to divert and guide traffic, such as from Interstate 40 in Research Triangle Park to the Durham Freeway and U.S. 70 instead of using N.C. 86; assess the impacts and viability of extending U.S. 70A west to connect with Faribault Lane; and making use of traffic improvements downtown that would discourage drive-through traffic.

Still, Hauth and Town Commission members are wrestling with the reality that, if they reject the Transportation Department's plans, the town could get "put on the bottom of the pile" for future funding of other transportation projects, Hauth said.

After Hauth explained the options the town is looking at, Stevens said the Town Commission is "looking for other pots of money" to do several traffic-abatement projects, but "it's pretty clear we can't just swap one project for another."

Town Commissioner Eric Hallman said any funding of newly pitched transportation projects will be years off and would compete with funding requests from Greensboro.

"You can't expect traffic to get any better" through town, Hallman said. "It's never going to go back to the way you remember it."

"I would really encourage you not to give up" on the possibility of moving money from one Department of Transportation project to another, said resident Robin Jacobs. And, she said, just because one of the state's proposed alignments for Elizabeth Brady Road might cause fewer houses to be lost to construction doesn't mean that's a better route, because there could be considerable environmental damage from the other options.

"Historically, we have opposed this project from the very beginning" due to environmental concerns, said Annette Jurgelski, with the Sierra Club Orange-Chatham Group. "If it were ever built, I think the backwash would be considerable."

And Dave Gephart of the Poplar Ridge Homeowners Association said he is concerned that state studies show there are "flora and fauna of some species that don't exist anywhere else in the Piedmont" that would be affected by the Elizabeth Brady Road alignment.

Frank Craig, who represents the Historic Speedway Group, said the ongoing restoration of the Historic Occaneechee Speedway could be lost to the Elizabeth Brady Road project.

"I look at it as throwing away a lot of money on a bad project," Craig said. "I know we don't need to lose any more history."

But Scott Ray, who lives on Lawrence Road, said he was concerned that Hillsborough might push its traffic woes into other areas if it rejects the Elizabeth Brady Road connector.

"As a town, you've built commercial areas" but didn't update the streets to accommodate the increased housing and businesses, Ray said.

And Joe Phelps, who owns a real estate business, noted that the Elizabeth Brady Road project has been on the books since 1969 and has gradually moved up the state's priority list for funding. The town needs to consider that it could be another 35 years or more to get an alternative into the funding stream if it turns down the existing project, he said.

"I've been in on this stuff 30, 35 years now," said Jim Ray. "It's the same old go-around. Hillsborough needs to do something."



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Member Governments

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

November 30, 2009

Mr. Don Voelker
 Director, Strategic Planning Office of Transportation
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Dear Mr. Voelker:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has reviewed the proposed process for prioritizing urban loop projects across the state and is submitting the following comments. We recognize the importance of the urban loop program to the state's economy and mobility and agree that NCDOT should employ a quantitative methodology to ensure that the limited funding available is used in a cost-effective manner. It is critically important that the details of the quantitative methodology be thoroughly thought out and reviewed by multiple stakeholders. We appreciate this initial opportunity to review and provide comments.

It is clear that some of the proposed factors in the draft report have been developed more than others. Some of the proposed factors do not include details on how points are to be assigned. As a result, we found it difficult to provide meaningful feedback on these factors. We request that NCDOT provide MPOs another opportunity to comment on the proposed methodology once these details have been developed in spring of 2010 before Board of Transportation approval. In addition, as with our MPO's quantitative methodology for prioritizing TIP projects, we recognize how difficult it is to develop a fair and comprehensive methodology for ranking projects. The urban loop prioritization process will need to be flexible to adapt to changing growth patterns, data availability, statewide goals, etc. We request that NCDOT update this methodology during each TIP development cycle and provide MPOs the opportunity to comment on the methodology each time.

The needs factors proposed are congestion, safety, and infrastructure health. The MPO agrees that congestion and safety are important factors but disagrees that infrastructure health should be a factor. Infrastructure health is a measure of operational effectiveness and proper maintenance. The construction of urban loop projects will not help improve the pavement condition on the parallel routes. In addition, this creates a perverse incentive to not properly maintain the pavement on the parallel routes. The MPO suggests that NCDOT omit infrastructure health and weight safety by 20 percent instead of 10 percent.

Since the scores for congestion and safety are proposed to be based on data collected for parallel routes, it needs to be clarified how those parallel routes will be selected. Sometimes these parallel routes may be near the proposed project and sometimes they may be several miles away. Some urban loops will primarily divert traffic from another freeway while others will divert traffic from a network of urban surface streets. The average daily traffic, crash density, severity index, and critical crash rate varies significantly for freeways and urban surface streets. The scale at which points are assigned is also an important detail for which information has not been provided.

The MPO suggests that the scores for congestion be based on peak hour volume to capacity ratios. Daily volume to capacity ratios do not reflect the conditions present when the urban loop projects would provide the most benefits as an alternative to congested roadways. In addition, the MPO suggests that the safety score be simplified so that it is based on the standard statewide crash rates for facility types. Safety is most improved when traffic is diverted from urban surface streets with multiple traffic signals, driveways, and pedestrians and bicyclists to grade-separated freeway facilities. Urban loop projects that divert traffic from these routes should receive more safety points than projects that divert traffic from other freeways.

The benefits factors proposed are travel time savings, economic development, air quality conformity, multi-modal, environmental readiness, freight, and land use. Travel times savings is the most heavily weighted category yet the measurement of travel time savings and assignment of points is undefined in the draft report. MPOs need to have an additional opportunity to comment on this category once a methodology has been developed. The DCHC MPO suggests that travel time savings points be based on the decrease in vehicle hours traveled resulting from the project for the urban area's modeled network. Urban loop projects provide travel time savings for multiple trips. Comparing the travel time savings for a discrete number of origins and destinations will not result in an accurate measurement of the total travel time savings attributable to the project.

The economic development factor is the second most heavily weighted category, and the methodology for the assignment of points in this category is also undefined in the draft report. The draft report references the use of the IMPLAN model to measure "the total economic impacts of direct, indirect, and induced effects, i.e. employment created." This factor should not only measure new jobs created. It should also include a measurement of existing employment served by the project. During the current recession, North Carolina has experienced facility closures and downsizing (i.e. Dell's plant closure in Winston-Salem). Transportation facilities also have a role in maintaining the economic viability of existing employment centers. The preservation of existing nearby employment must be added to the measurement of economic development.

We agree that air quality conformity should be considered when prioritizing loop projects because of the impact conformity lapses may have on transportation funding. However, the current point scale as proposed is too complicated and will not provide valuable distinctions between projects. The point scale is proposed to be based on the horizon year of the project. Since these urban loop projects are

complex and expensive, any project within a five or ten year planning horizon likely is under construction and/or already has funding secured. In addition, the scale creates an incentive for MPOs to assign unrealistic horizon years to projects in order to receive more points. Instead, the DCHC MPO suggests that this factor be changed to award twenty points to projects needed to meet air quality conformity and zero points to project not needed to meet air quality conformity or not in non-attainment areas.

The multi-modal factor proposes to award nine points if a project includes HOV/HOT, light rail, or bus rapid transit in the highway right-of-way and seven points if there is a connection to another transportation terminal within one-half mile or one mile (both distances are referenced in the text). There is no reference to impacts on bicycle or pedestrian connectivity. Durham has projects eligible for urban loop funding that are not grade-separated freeways and may include bicycle and pedestrian improvements. In addition, there are many impacts to bicycle and pedestrian connectivity caused by the reconstruction or severance of y-lines associated with grade-separated freeway projects. Bicycle and pedestrian connectivity should be added to this factor. The recently adopted Complete Streets Policy requires that NCDOT “incorporate multi-modal alternatives in the design and improvement of all appropriate transportation projects.” Transit, bicycle, and pedestrian facilities should be part of every urban loop project, and the point methodology should acknowledge this new policy.

In addition, the selection of one-half mile or one mile as the distance to qualify as a connection to another transportation terminal will not accurately reflect the impact a project may have on multi-modal connectivity. Instead, the travel time savings to the transportation terminal resulting from the urban loop project should be used. A project that is not adjacent to a terminal, but shortens the trip to the terminal for many should receive points.

The environmental readiness factor should be deleted from the methodology since it does not measure the benefits of a project. Projects that have a completed environmental document are not necessarily better projects than those that do not. Some cities have been more successful at having their urban loop projects added to NCDOT’s work plan and thus are farther along in the environmental review process than others. This factor as proposed would only reinforce the inequities of past decisions by NCDOT to set project development schedules. We recognize that a project cannot advance to right-of-way or construction without a completed environmental document. We propose that the status of the environmental document should be considered after a prioritized list of projects has been created when the specific project schedules are being developed for the TIP.

As a substitute for environmental readiness, the DCHC MPO suggests that an environmental impact factor should be added. As proposed, there are no factors that measure the impact a project may have on natural or community resources. NCDOT could base this factor on the acres of protected or critical watershed impacted, stream crossings, the fragmentation of natural habitat, the relocation of homes and

businesses, and indirect and cumulative effects such as urban sprawl induced by the project.

The freight mobility factor is proposed to be based on the volume of truck traffic carried by the project. The text in the draft report includes this statement “urban loop projects provide the opportunity to divert through truck traffic from central business district areas, thus increasing safety, reducing congestion and helping extend the pavement life.” We agree that urban loop projects will provide these benefits. However, the assignment of points is only based on truck traffic carried. It does not differentiate between truck traffic diverted from other grade-separated facilities and truck traffic diverted from urban surface streets in central business districts. In order to better measure the benefits of the urban loop projects, the facility type that the truck traffic is diverted from should be considered.

The land use factor awards points based on if the corridor and interchanges are in locally adopted land use plans. We recognize that in parts of the state land use planning is not as established as in others. However, these urban loop projects are in the state’s largest urbanized areas that generally have the most highly developed land use plans. It is unlikely that any urban loop is not included in a locally adopted land use plan. As a result, this factor would not be very useful in identifying distinctions between projects. We suggest that this factor be changed to a measurement of the preservation of the corridor. Points should vary from zero to ten on the following scale:

0 points: less than 10 percent of the right-of-way protected

2 points: between 10 and 25 percent of right-of-way protected

4 points: between 25 and 50 percent of right-of-way protected

5 points: greater than 50 percent of right-of-way protected

Points should be doubled if the right-of-way is owned by NCDOT, not just protected, for a maximum of ten points

Preservation of the corridor more accurately reflects the foresight that the local governments and NCDOT have used in planning for these projects. It also reflects the impact the projects will have on neighborhoods and businesses.

In addition to the factors above, NCDOT should add two additional factors. One should be a measurement of the miles of existing or authorized urban loop roadways per urbanized area population. North Carolina has long regarded the geographic equity of the distribution of transportation funding to be an important consideration in funding projects. Urban loop funding is rightly not subject to the equity formula used for other transportation funding. However, some measurement of equitable geographic distribution needs to be considered to ensure that the populations of the state’s urban areas all benefit from this program. Urbanized areas that have not received urban loop funding in the past should receive priority. Urbanized area populations (as defined by the U.S. Census) should be used instead of city populations to reflect the regional benefits of urban loop projects.

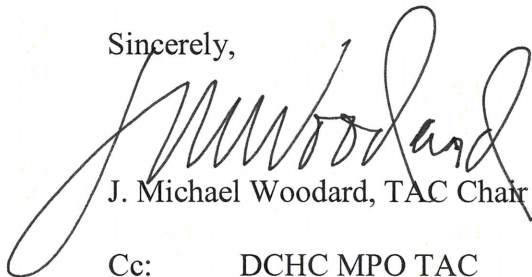
A second factor that should be added is a qualitative ranking factor. The highway prioritization process includes a qualitative ranking factor to reflect the priorities of the MPOs/RPOs and highway divisions. Although the urban loop program is

legislatively required, the reality is that there currently is not enough funding to fund every project in the near future. As a result, the priority order of projects for each MPO is a relevant factor. Projects that are more highly ranked by MPOs should receive more points and be advanced more quickly than others.

The ranking of urban loop projects is proposed to be based on a priority ratio that divides the need and benefit points by the cost of the project. NCDOT must ensure that the cost denominator in this equation is updated for all projects. When projects enter the environmental review phase, the cost is updated. In recent experience, this has generally resulted in the escalation of the estimated costs of projects. To ensure that all projects are being compared fairly, NCDOT must update costs for all projects before calculating the priority ratio.

The development of an objective quantitative prioritization methodology for urban loop projects is a positive step forward in the establishment of more transparent and strategic decision-making by NCDOT. We recognize that the details of the draft methodology as proposed by NCDOT and the details of some of our comments above still need to be refined. We would like to work with you to develop these details. Please contact Mark Ahrendsen (mark.ahrendsen@durhamnc.gov) or Ellen Beckmann (ellen.beckmann@durhamnc.gov) to discuss these comments further. We look forward to continuing to work with you in improving transportation decision-making and implementing the urban loop projects.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Michael Woodard". The signature is fluid and cursive, with a large loop at the end of the last name.

J. Michael Woodard, TAC Chair

Cc: DCHC MPO TAC
Mark Ahrendsen, City of Durham/DCHC MPO
Ellen Beckmann, City of Durham/DCHC MPO
Joe Milazzo, Regional Transportation Alliance