

**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

**January 13, 2010
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. December 9, 2009 TAC Meeting Minutes
(Attachment 5)**

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

TAC Action: Approve minutes of the December 9, 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

Joey Hopkins, P.E., NCDOT, Dep. Div. Engineer

The MPO released amendment #1 to the 2035 Long Range Transportation Plan (2035 LRTP), amendment #11 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. Recently, the NCDOT and the Keystone developer have an agreement, in principle, for the NCDOT to provide the design and Right-of-way acquisition and Keystone to construct the roadway for the Church Street extension. The technical details of that agreement remain to be completed.

The NCDOT will conduct a Public Hearing on this project (U-4716; Hopson Road Grade Separation, Church Street Crossing Closure and Extension) from 4:30PM to 7:30PM, January 14, 2010, at the RTP Headquarters (12 Davis Drive, RTP, NC, 27709).

The following attachments provide more detailed information.

- Attachment 6 is a memorandum that presents information on the project, developer commitments and the public involvement policy.
- Attachment 6A is a copy of the public review map for the Hopson Road project.
- Attachment 6B is the resolution and referenced amendment information for Amendment #1 to the 2035 LRTP.
- Attachment 6C is the resolution and referenced amendment for Amendment #11 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 #11 to the FY2009-2015 MTIP.

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 (Completed)	12/08/09
TAC approves 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments	01/13/10

TCC Action: Recommend that the TAC approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #11 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 #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.

7. FY 2012-2018 Transportation Improvement Program – Regional Priority List – Bicycle and Pedestrian

(Attachment 7, 7A)

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

The TAC approved the original FY 2012-2018 TIP Regional Priority List in February of 2009 and re-approved the list in October of 2009 to conform with NCDOT’s request for one MPO-wide highway project list. For bicycle and pedestrian projects, the list consisted of two lists separated by Highway Division (no bicycle and pedestrian projects were requested by Chatham

County). These lists were submitted to the Strategic Planning Office of Transportation (SPOT) within NCDOT for consideration in the development of the draft STIP by October 30, 2009.

On November 19, 2009, the Bicycle and Pedestrian Division requested that MPOs provide one MPO-wide prioritized list of five bicycle and five pedestrian projects by the close of the day on November 20. They also requested that a matrix of information on each project be provided. LPA staff submitted two lists, one for each Division, noting that we did not have one MPO-wide list. On December 3, the Bicycle and Pedestrian Division again requested that we provide one MPO-wide list.

The TCC developed a recommended MPO-wide bicycle and pedestrian project list in December. Similar to the MPO-wide highway list, the TCC's recommendation alternates between Durham County projects and Orange County projects. Since several projects on the original priority lists are fully funded, only unfunded projects were included in this list. Attachment 7 is a copy of the bicycle and pedestrian lists submitted to SPOT. Attachment 7A is the TCC's recommended MPO-wide prioritized list of five bicycle and five pedestrian projects.

TCC Recommendation: That the TAC approve the MPO-wide top priority list for bicycle and pedestrian projects.

TAC Action: Approve the MPO-wide top priority list for bicycle and pedestrian projects.

**8. U-3808 Elizabeth Brady Road Extension
(Attachment 8, 8A, 8B)
Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff**

TIP project U-3808 would extend Elizabeth Brady Road from US 70 Business to US 70 Bypass on the east side of Hillsborough. Three build alternatives and the no-build alternative have been studied in the Draft Environmental Impact Statement (DEIS). A summary of the DEIS is provided as Attachment 8. A public workshop and public hearing were held in Hillsborough on December 7, 2009. The Town of Hillsborough and Orange County have passed resolutions in favor of the no-build alternative (Attachment 8A). LPA staff has prepared a draft letter on U-3808 for the TAC's consideration for submittal to NCDOT (Attachment 8B).

As the next step in the NEPA/Section 404 merger environmental review process, the NCDOT, FHWA, and state and federal resource agencies will meet to identify a Least Environmentally Damaging Practicable Alternative (LEDPA). The MPO is a partner agency in the merger process and will decide whether to concur, non-concur, or abstain from the agencies' decision.

TAC Action: Approve the submittal of a letter to NCDOT on U-3808, Elizabeth Brady Road Extension.

**9. Federal Rescission
(Attachment 9)
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 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 February 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.

REPORTS:

11. Report from the TAC Chair

Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Report from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

16. Letter to Governor Perdue re MAB Expansion and Adjustment

(Attachment 16)

17. NC 54 Corridor Study Public Workshop #1 Summary

(Attachment 17)

18. Letter to FTA from TTA re Request for Time Extension on Regional Rail/Major Transit Investments – December 30, 2009

(Attachment 18)

Adjourn

Next meeting: February 10, 2010

Dates of Upcoming Transportation-Related Meetings:

1/14/2010, 4:30pm	NCDOT Public Hearing on U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension) @ RTP Headquarters
1/22/2010, 8:30am	Regional Transit Leadership Group @ TTA
2/19/2010, 10:30am	Tri-MAP @ RDU Airport Authority
2/25/2010, 4:00pm	NC 54 Corridor Study Public Workshop #2 @ Friday Center

TAC Directives to Staff

06/11/03 – 12/31/08 (Pending/In Progress/On Going)

01/01/09 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
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.
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> See Attachment 6 of 1/13/2010 TAC Agenda.

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> Will be provided by the TAC Chair on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>

40 Mark Ahrendsen stated two handouts were distributed at the beginning of the meeting. One is
41 a NCAMPO letter regarding the rescission which will be discussed during agenda item #9 and the other is
42 an attachment to the resolution on TIP Amendment 10 which will be discussed during agenda item #6.
43 The agenda indicated that Federal Highway Administrator, John Sullivan, was not going to be able to
44 attend the meeting until January. However, it turned out that he will not be able to attend the January
45 meeting and will speak at the meeting today. Mike Woodard stated when he arrives we will make time
46 for him to speak regarding the rescission.

47 Felix Nwoko introduced a new City of Durham – Transportation Division staff member. Gurmeet
48 Virk is the new MPO GIS Analyst.

49 Mike Woodard welcomed a new member to the TAC. Mark Kleinschmidt is the new Mayor of
50 the Town of Chapel Hill.

51 Mike Woodard also announced a new department for the City of Durham. Mark Ahrendsen will
52 be the Department Head for the new Department of Transportation.

53 Eric Hallman requested to speak regarding the Elizabeth Brady Road project for the Town of
54 Hillsborough. Mike Woodard stated it will be added at the end of the action items.

55 **Public Comments**

56 There were no public comments.

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

58 The Directives to Staff are attached for review.

59 **ACTION ITEMS:**

60 **November 11, 2009 TAC Meeting Minutes (Attachment 5)**

61 A motion was made by Diane Catotti and seconded by Sally Kost to approve the November 11,
62 2009 TAC Meeting Minutes. The motion carried unanimously.

63

64 **U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension) (Attachments**
65 **6, 6A, 6B, 6C, 6D, and 6E)**

66
67 Andy Henry provided an introduction for the U-4716 (Hopson Road Grade Separation, Church
68 Street Crossing Closure and Extension), along with the attachments. It was put out for public comment
69 on October 27, 2009 and the public comment period closed yesterday, December 8, 2009. We have not
70 received any comments. At the last TAC meeting, we had a public hearing as well and there were no
71 public comments.

72 The TCC recommendation is that the TAC approve the resolutions adopting amendment #1 to
73 the 2035 Long Range Transportation Plan, amendment #10 to the FY 2009-2015 Metropolitan
74 Transportation Improvement Program, and the Air Quality Analysis and Determination Report.

75 Andy Henry stated staff had a meeting with the NCDOT Rail Division letting them know of the
76 concerns that the TAC has regarding the developer commitments. Another meeting was held with some
77 of the developers in the area.

78 Joey Hopkins stated, if this project can get funded, NCDOT is working with the developer of
79 Keystone to either donate the right-of-way or to build the Church Street extension and NCDOT would
80 buy the right-of-way. There is no agreement at this time. Keystone is most interested in NCDOT buying
81 the right-of-way and they would build the Church Street extension. NCDOT does support this project.
82 Safety is the primary concern. Improving the track will allow high speed rail in the future and the siding
83 will allow freight trains to get out of the way of the existing passenger trains. This does not preclude the
84 developer's commitments. The environmental document that is under way now includes the widening
85 of Hopson Road because the review agencies want it to be a complete project. NCDOT submitted an
86 ARRA application for rail funds and a decision should be made in March/April.

87 Mike Woodard stated the TAC needs to take action today. Andy Henry stated from the staff
88 perspective, we have time.

89 Diane Catotti has a concern about the use of public funds for the developer's contribution. Ms.
90 Catotti wants to defer for 30 days to allow time for NCDOT and the developer to reach an agreement.
91 Alice Gordon supports Diane Catotti's recommendation because we have time.

92 Mark Ahrendsen stated staff is supportive of the project. The TAC raised concerns regarding
93 the developer. The action could be deferred one month to see if we can get the private sector financial
94 agreement.

95 Joey Hopkins stated the developer is interested in doing the construction and NCDOT purchasing
96 the right-of-way for the Church Street extension. Diane Catotti stated it still seems like a significant
97 savings to the developer and there are a lot of projects that we could be using the funds on.

98 Joey Hopkins stated there is no guarantee that the Church Street extension will be built soon by
99 the developer because of the current economy. It may result in a delay leaving the safety issue
100 unimproved.

101 Mark Ahrendsen stated a month delay will allow them to finalize an agreement. Joey Hopkins
102 stated the developer has been waiting for the grade separation and NCDOT will try to resolve it in one
103 month.

104 Diane Catotti requested that staff follow-up with the Planning Department to strengthen our
105 committed elements by the developer in the future.

106 A motion was made by Diane Catotti and seconded by Alice Gordon to defer making a decision
107 for one month to allow the developer and NCDOT to reach an agreement. The motion carried
108 unanimously.

109 **Metropolitan Area Boundary Expansion (Attachments 7 and 7A)**

110 Ellen Beckmann provided an introduction for the Metropolitan Area Boundary Expansion, along
111 with the attachments. The proposed new boundary includes expansion in Orange County along the I-

112 85/I-40 corridor and adjustment of the boundary in Orange and Chatham counties to follow traffic
113 analysis zones (TAZs).

114 Sally Kost stated that, given the Chatham County Board of County Commissioners requested
115 that any changes to the MPO boundary be done after the census, why is this the only option presented
116 as opposed to shrinking the boundary. Ellen Beckmann stated the staff recommendation is to use TAZ's
117 and, in staff's opinion, taking the northern boundary of the TAZs in question would result in a more
118 substantial decrease of MPO area and population in Chatham County than the increase caused by taking
119 the southern boundary. The staff recommendation is the best fit of the current boundary to the TAZs.

120 Mike Woodard stated he received a memo from the Chatham Board through Sally Kost
121 requesting any consideration of expansion or adjustment to the MPO boundary be deferred until the
122 2010 Census.

123 Alice Gordon confirmed the Orange County Board of County Commissioner's approval of the
124 expansion of the MPO boundary in Orange County.

125 Ed Harrison stated there is a disadvantage to not following TAZs and having accurate data.

126 Sally Kost stated the use of TAZs wasn't emphasized at the first meeting with the Board of
127 County Commissioners. Alice Gordon asked what was presented to the Chatham County Board of
128 County Commissioners. The memo and documentation stated it used TAZs. Mike Woodard doesn't
129 want to take the TAZs out.

130 Ellen Reckhow stated the TAC tries to honor local opinion and as a result we did pull back the
131 boundary in Chatham County. Staff decided to follow the TAZs and had to choose to take the northern
132 or southern boundaries. The TAC is being consistent with listening to local government opinions. Sally
133 Kost stated the last plan was done using the existing MPO boundary.

134 Sally Kost asked who draws the TAZs and Felix Nwoko stated staff draws them according to
135 census blocks. Staff won't be able to adjust the TAZs after the census because it will be too late for the
136 LRTP. We are trying to avoid errors that propagate in the model.

137 John Hodges-Copple stated that the MPO boundary does not have an impact on modeling and
138 gathering data, the model will run the same. The MPO boundary establishes the decision-making.
139 Inside the MAB, the DCHC MPO makes decisions, and outside the MAB, NCDOT makes the decisions.
140 Following TAZs would make it easier to summarize data.

141 Diane Catotti suggested drawing TAZs along existing roads to be easier to understand and,
142 depending on the outcome of this vote, perhaps the Chair could draft a letter to the Chatham County
143 Board of County Commissioners on the reasoning for the action.

144 A motion was made by Diane Catotti and seconded by Mark Kleinschmidt to approve the
145 expansion and adjustment of the MPO Metropolitan Area Boundary as illustrated in Attachment 7A and
146 direct the TAC Chair to send a letter to the Governor requesting concurrence. The motion carried with
147 Sally Kost opposing.

148 Alice Gordon stated she will vote for it but hopes we can have better communication with
149 Chatham County in the future.

150 Sally Kost stated Chatham County staff will write a letter to the Governor in opposition.

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

152 Ellen Beckmann provided an introduction for the FY 2009-2015 Metropolitan Transportation
153 Improvement Program – Amendment #11.

154 A motion was made by Alice Gordon and seconded by Mark Kleinschmidt to approve the
155 resolution adopting Amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement
156 Program. The motion carried unanimously.

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

158 Ellen Beckmann provided an update on the Federal rescission, along with the attachments.
159 Diane Catotti wants it documented how Durham has been hit repeatedly. John Sullivan did not show up
160 to provide a presentation on the rescission. Staff will follow-up with him to reschedule.

161 **American Recovery and Reinvestment Act of 2009 – Attachment 10 and 10A)**

162 Ellen Beckmann provided an update on the American Recovery and Reinvestment Act of 2009,
163 along with the attachments. A lot of ARRA project bids in Durham came in low, providing for more
164 resurfacing projects in Durham.

165 Ellen Reckhow asked if Hillandale will be widened and Joey Hopkins stated it probably wouldn't
166 be.

167 Mark Ahrendsen stated Duke and Hillsborough Road are being restriped following resurfacing
168 for wide outside lanes for cyclists.

169 Alice Gordon asked if a project came in low, can the extra funds be used for another project.
170 Joey Hopkins stated there must be a supplemental agreement must be in place by December 31, 2009.

171 Michael Page asked when new projects will be considered and Joey Hopkins stated there will be
172 no new projects. Mr. Page asked about the sidewalk on Cook Road a few months ago. Dale McKeel
173 stated they will bring it forward as a revision to the Durham Walks Plan which is being prepared for City
174 Council. Cook Road will be considered for a higher priority.

175 Diane Catotti stated staff needs to alert the Board of County Commissioners of the City Council
176 agenda item on the Durham Walks Plan.

177 Ellen Beckmann stated the Town of Carrboro had a bus shelter project which may be canceled
178 because their bids came in much higher than estimated and they didn't have prequalified bidders. If the
179 project is canceled, the funds will be used for resurfacing projects that are on the list.

180 **Election of MPO Officers for 2010**

181 Alice Gordon and Ellen Reckhow were appointed last month as the nominating committee for
182 the MPO Officers for 2010. The recommendation is Mike Woodard as TAC Chair and Lydia Lavelle as
183 TAC Vice-Chair. Sally Kost thanked Mike Woodard for his leadership of the TAC. Alice Gordon also
184 thanked Mike Woodard and Lydia Lavelle for their leadership.

185 A motion was made by Alice Gordon and seconded by Michael Page to elect Mike Woodard as
186 the TAC Chair and Lydia Lavelle as the TAC Vice-Chair for 2010. The motion carried unanimously.

187 **TCC and TAC Meeting Schedule for 2010 (Attachment 12)**

188 Mark Ahrendsen provided an introduction for the TCC and TAC Meeting Schedule for 2010. Ed
189 Harrison requested that we determine the evening meetings as soon as possible.

190 A motion was made by Alice Gordon and seconded by Michael Page to approve the TCC and TAC
191 Meeting Schedule for 2010. The motion carried unanimously.

192 **Elizabeth Brady Road**

193 Eric Hallman spoke regarding the Elizabeth Brady Road project in the Town of Hillsborough. The
194 Town just received the draft environmental impact statement. A public meeting was held. At the next
195 Monday meeting, the Town Board, if they follow public opinion, will support the no build option. We
196 would want support from this Board in getting other projects funded.

197 Alice Gordon stated that she, Eric and others met with Secretary Conti regarding reprogramming
198 the funds to other projects. Ms. Gordon stated that he listened but emphasized that the substitute
199 projects still need to go through the process that they cannot automatically get funded. Orange County
200 will also consider supporting the no build option at their meeting on December 15. Ed Harrison stated
201 there is a precedence this committee worked on for moving funds from a project to another. Eric
202 Hallman stated the other projects are in the TIP list.

203 **REPORTS:**

204 **Report from the TAC Chair**

205 Mike Woodard stated the Regional Transit Leadership Group will have a full report in January.

206 **Report from Staff (Attachment 14)**

207 The Report from Staff is attached for review. Leta Huntsinger provided an update on the NC-54.

208 We had a very successful workshop and will have two more workshops. Ed Harrison stated the
209 workshop was good.

210 **Report from the TCC Chair**

211 Mark Ahrendsen stated that the UNC Highway Research Center received a grant is to study
212 pedestrian safety and enforcement. Three cities that are the focus area are Charlotte, Wilson and
213 Durham. Dale McKeel stated the focus in Durham is safety for children and minorities due to the high
214 rate of accidents.

215 Alice Gordon asked about the publication of the Outstanding Achievement in Metropolitan
216 Planning award presented at the last TAC meeting. Durham was to take care of the publication. Mark
217 Ahrendsen and Andy Henry will follow-up with the Public Affairs Office.

218 **NCDOT Report (Attachment 16)**

219 Joey Hopkins, NCDOT Division 5 Engineer, stated the report is attached for review. Mr. Hopkins
220 stated there was a fatality of a good samaritan on the beltline in Raleigh. The prime cause is speed and
221 NCDOT is going to start a public information campaign.

222 Ellen Reckhow suggested the installation of more reflectors on NC-147 and I-40. Some have
223 been installed on the median and guardrails; but more reflectors are needed.

224 Patrick Wilson, NCDOT Division 7 Engineer, stated the report is attached for review. Alice
225 Gordon asked when the projects will be awarded that say "pending award." Karen Lincoln stated that
226 the Twin Creeks greenway project was approved locally and they will be delivering the contract to
227 NCDOT today. Alice Gordon asked that Patrick Wilson work with staff to notify when the contracts have
228 been approved by NCDOT and Mr. Wilson stated he will notify them.

229 **INFORMATIONAL ITEMS:**

230 **Recent News Articles and Updates (Attachment 17)**

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

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

234
235 The DCHC MPO Letter to NCDOT re Urban Loop Prioritization Process – November 30, 2009 is
236 attached for review.

237 **Adjournment**

238 There being no further business before the Transportation Advisory Committee, the meeting
239 adjourned at 11:06 a.m.

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 11 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. In November and December, staff conducted two meetings among representatives from the NCDOT, City of Durham and local developers. At their December meeting, the TAC deferred this item until their January 2010 meeting because no agreement had been signed between the NCDOT and local developer(s) concerning responsibility for the Church Street extension.

Recently (Dec. 21, 2009), the NCDOT and the Keystone developer have an agreement, in principle, for the NCDOT to provide the design and right-of-way and for Keystone to construct the roadway for the Church Street extension. The agreement also includes a clause that Keystone will provide security for the completion of Church Street extension before any right-of-way compensation is provided to Keystone. The developer has taken this agreement to their attorney for review and it is understood that any issues are to be identified, to the extent possible, before the January 13, 2010 TAC meeting. The technical details of this agreement remain to be completed.

The NCDOT will conduct a Public Hearing on this project from 4:30PM to 7:30PM, January 14, 2010, at the RTP Headquarters (12 Davis Drive, RTP, NC, 27709).

Hopson Rd/Church St Project

This project includes:

- widening and realigning Hopson Road from NC 54 to Davis Drive (this particular improvement is not to be funded with this TIP amendment);
- constructing a grade separation of Hopson Road and the railroad tracks;
- realigning the rail tracks to reduce the curvature;
- 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	01/13/10

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

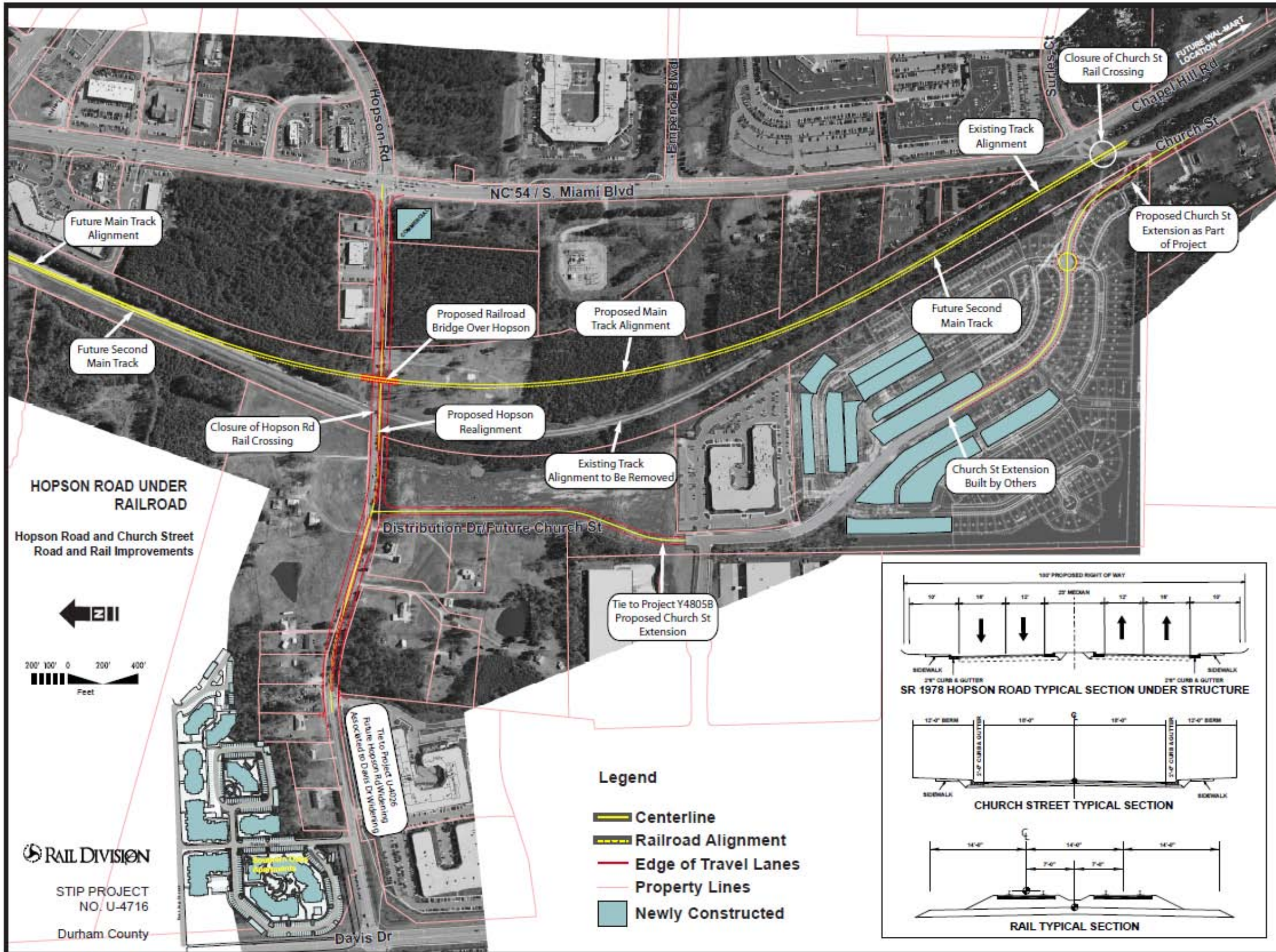
The following attachments provide more detailed information on the amendments:

- 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 #11 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 #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.



**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 13th day of January, 2010, to affix his signature to the foregoing document.

Notary Public

My commission expires _____

(Seal)

Addendum

Amendment 1 (January 13, 2010)

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 #11
January 13, 2010**

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 13th day of January, 2010.

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 13th day of January, 2010, to affix his signature to the foregoing document.

Notary Public

(Seal)

My commission expires _____

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

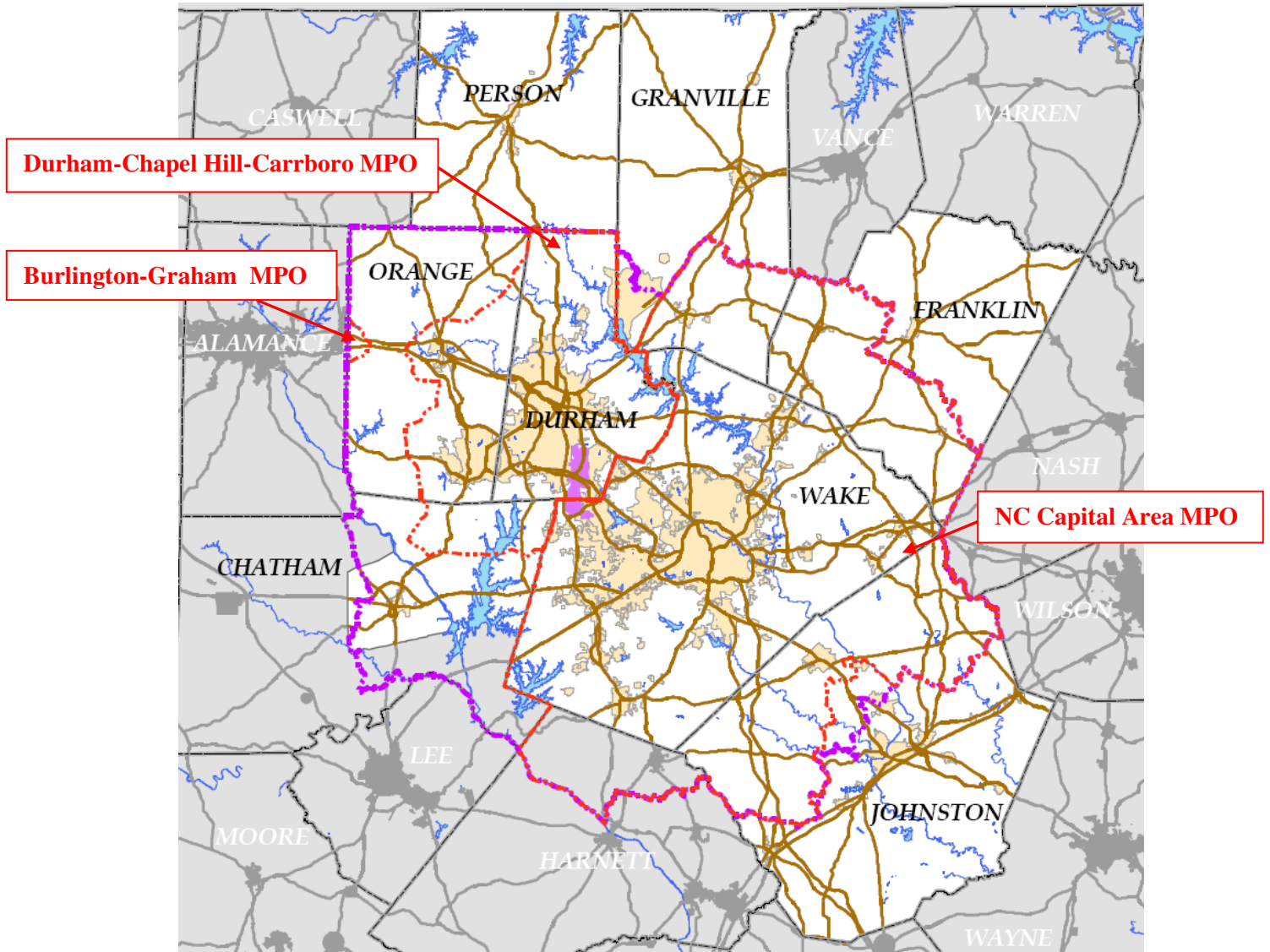
TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010	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		
		C) add second track, and	STHSR	C		1510	3504	2664	
		D) widen SR 1978 with bicycle lanes and sidewalks from east of SR 1999 (Davis Drive) to NC 54		R C					0 0
			TOTAL		634	6067	7568	7433	0

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]

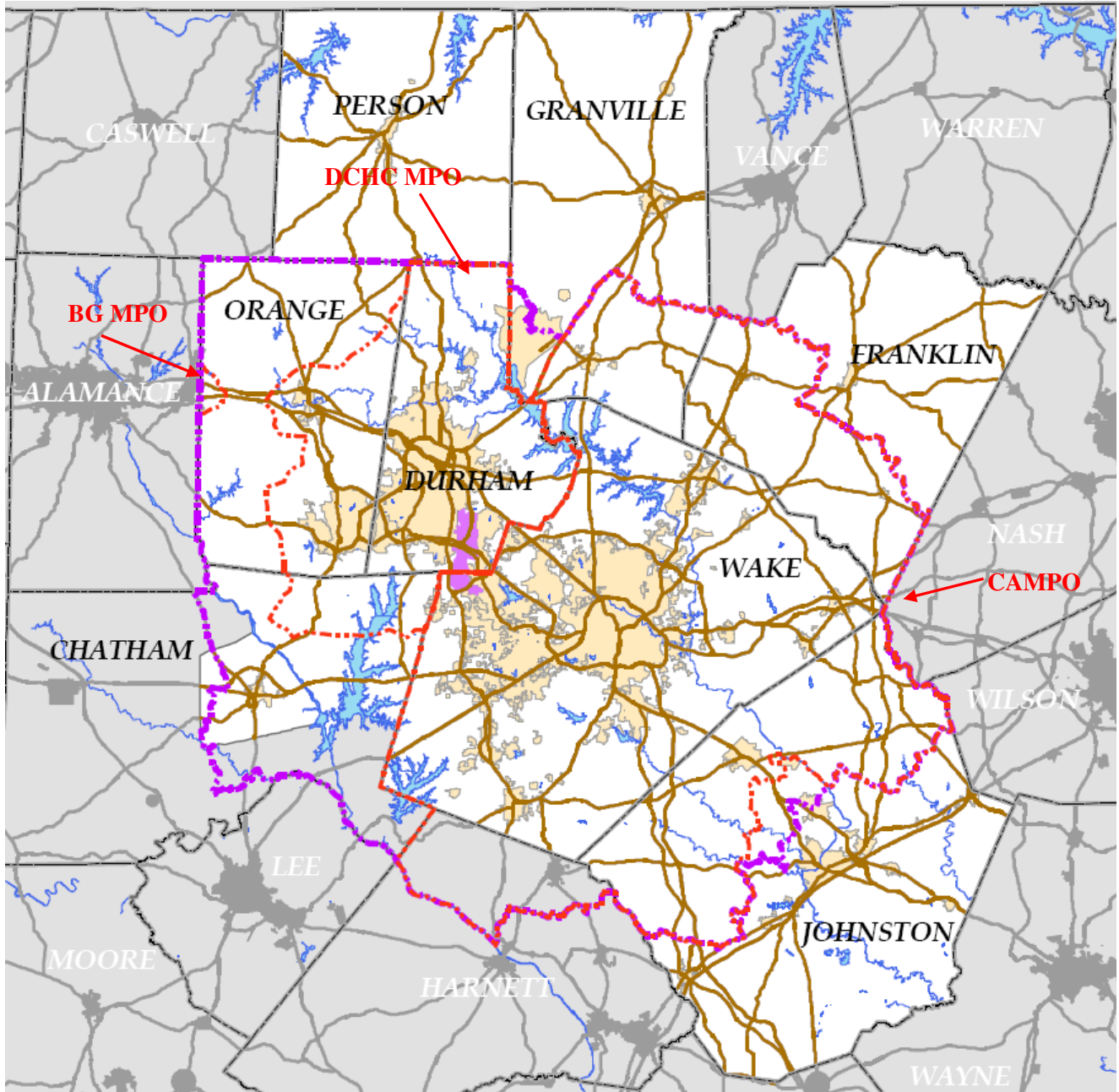
The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

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 NCRR from south of I-40 underpass to north of McCrimmon Parkway.
- d) Project Element D - Widen Hopson Road to multilanes from east of Davis Drive to NC 54 (unfunded).

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

3.1 Consultation

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

3.2 Financial Constraint Assumptions

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

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

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

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

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

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

3.3 Latest Planning Assumptions

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

3.4 Future year roadway projects

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

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

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

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

Regionally Significant Project Checklist

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

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

3.5 Transit networks

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

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

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

4. Regional Emission Analysis

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

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

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

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

4.1 Transportation Control Measures

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

5. Public Involvement and Interagency Consultation

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

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

6. Conclusion

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

Table 3: Summary of Conformity Status of Triangle Transportation Plans

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

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

Yellow highlighting indicates amendments covered by this conformity report.

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

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

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

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

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

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

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

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

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

RESOLUTION FINDING AMENDMENT #1 OF THE 2035 LONG-RANGE TRANSPORTATION PLAN (2035 LRTP) AND AMENDMENT #11 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 13th day of January, 2010.

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 13th day of January, 2010, to affix his signature to the foregoing document.

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

(Seal)

DCHC MPO – FY 2012-2018 Transportation Improvement Program Regional Priority List

Approved October 14, 2009

Bicycle and Pedestrian Projects

Division 5

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Fayetteville Rd. (Cornwallis Rd. to Nelson) bike lanes and sidewalks Safe Routes to School Project	D, DC	1.1	STP, CMAQ, SRTS, State Highway Sources	\$356,000
2	Avondale Dr. (Roxboro Rd. to Geer St.) bike lanes and sidewalks Sidewalks are a STPDA Project	D, DC	1.1	STP, CMAQ, State Highway Sources	\$515,000
3	University Dr. (Garrett Rd. to Hope Valley Rd.) bike lanes and sidewalks Portion of the sidewalks are a ARRA STPDA Project	D, DC	2.9	STP, CMAQ, State Highway Sources	\$1,025,000
4	Fayetteville Rd. (Cornwallis Rd. to NC 147) sidewalks Overlap with Safe Routes to School Project and Streetscape Project	D	2.2	STP, CMAQ, State Highway Sources	\$683,000
5	Holloway St. (Miami Blvd. to US 70) sidewalk and wide outside lanes To be built as part of U-0071 East End Connector	D, DC	0.4	STP, CMAQ, State Highway Sources	\$257,000
6	Hillandale Rd. (I-85 to NC 147) bike lanes and sidewalks STPDA Project	D, DC	0.9	STP, CMAQ, State Highway Sources	\$1,320,000
7	Club Blvd. (Ruffin St. to Geer St.) bike lanes and sidewalks	D, DC	3.5	STP, CMAQ, State Highway Sources	\$2,978,000
8	West Chapel Hill Street (Kent St. to Buchanan Blvd.) sidewalks Overlap with Streetscape Project	D	0.2	STP, CMAQ, State Highway Sources	\$62,000
9	Cheek Rd. (Geer St. to Hardee St.) sidewalks STPDA Project	D, DC	0.5	STP, CMAQ, State Highway Sources	\$695,000
10	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) bike lanes and sidewalks Sidewalks are a ARRA STPDA Project	D, DC	1.5	STP, CMAQ, State Highway Sources	\$2,389,000
11	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus) sidewalks and bicycle lanes Portion is CMAQ Project	D, DC	3.4	STP, CMAQ, State Highway Sources	\$4,916,000
12	East Main Street (Hood St. to Alston Ave.) sidewalks Overlap with Streetscape Project	D	0.4	STP, CMAQ, State Highway Sources	\$124,000
13	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) sidewalks and bicycle lanes	D, DC	2.6	STP, CMAQ, State Highway Sources	\$3,204,000
14	Angier-Driver Intersection sidewalks Overlap with Streetscape Project	D	0.2	STP, CMAQ, State Highway Sources	\$62,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
15	North Mangum-Corporation Intersection sidewalks Overlap with Streetscape Project	D	0.2	STP, CMAQ, State Highway Sources	\$62,000
16	Alston Ave. (Campus Hills to Riddle Road and Carpenter Fletcher Rd. to Sedwick Rd.) bike lanes and sidewalks Portion is CMAQ Project	D, DC	1.4	STP, CMAQ, State Highway Sources	\$2,069,000
17	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length) bike lanes and sidewalks	D, DC	2.2	STP, CMAQ, State Highway Sources	\$1,759,000
18	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, State Highway Sources	\$1,470,000
19	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk and wide outside lanes	D, DC	0.7	STP, CMAQ, State Highway Sources	\$736,000
20	Sedwick Rd. (Grandale Dr. to Alston Ave.) bike lanes and sidewalks	D, DC	1.8	STP, CMAQ, State Highway Sources	\$2,187,000
21	E. Main St. (YE Smith Elementary to Driver) sidewalks	D			

Division 7

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Martin Luther King Jr. Boulevard/NC 86 Corridor (I-40 to North Street) sidewalks and bike lanes Portion is a CMAQ Project	CH	2.5	STP, CMAQ, State Highway Sources	\$3,945,000
2	NC 54 (Fordham Boulevard to Barbee Chapel Road) sidewalks and bike lanes	CH	1.2	STP, CMAQ, State Highway Sources	\$1,550,000
3	18 Chapel Hill Intersections - bicycle and pedestrian improvements	CH	0.0	STP, CMAQ, State Highway Sources	\$1,542,000
4	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	CH	0.0	STP, CMAQ, State Highway Sources	\$2,261,000
5	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.) multi-use path Portion is a STPDA Project	CH	0.8	STP, CMAQ, State Highway Sources	\$1,500,000
6	Nash Street (Faucette Mill to Dimmocks Mill) sidewalks STPDA and ARRA STPDA Project	H	1.8	STP, CMAQ, State Highway Sources	\$679,000
7	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.) multi-use path STPDA Project	CH	1.0	STP, CMAQ, State Highway Sources	\$3,500,000
8	NC 54 Sidepath (James Street to Anderson Park) multi-use path	C	0.8	STP, CMAQ, State Highway Sources	\$700,000
9	Fordham Boulevard (Ephesus Church Road to Elliott Road) sidewalks	CH	0.3	STP, CMAQ, State Highway Sources	\$175,000

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
10	Culbreth Road (Adam Way to Smith Level) sidewalks	CH	0.5	STP, CMAQ, State Highway Sources	\$165,000
11	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	\$2,500,000
12	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	\$943,000
13	Orange Grove Rd. Pedestrian Bridge	H, OC	0.0	STP, CMAQ, State Highway Sources	\$1,000,000
14	Old NC 86 (Hillsborough to Homestead) (design may vary along length) sidewalks and bicycle lanes	OC, C	1.1	STP, CMAQ, State Highway Sources	\$1,320,000
15	Mount Carmel Church Road (US 15-501 to Bennett) sidewalks and bicycle lanes	OC, CH	0.4	STP, CMAQ, State Highway Sources	\$275,000
16	Old Mason Farm/Finley Golf Course Road sidewalks and bicycle lanes	CH	1.4	STP, CMAQ, State Highway Sources	\$1,800,000
17	Old NC 86 (Homestead to Eubanks) (design may vary along length) sidewalks and bicycle lanes	OC, C	3.4	STP, CMAQ, State Highway Sources	\$4,233,000
18	Eubanks Road (Rogers Rd to NC 86) bicycle lanes	OC	1.7	STP, CMAQ, State Highway Sources	\$824,000
19	Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	CH	1.7	STP, CMAQ, State Highway Sources	\$370,000
20	NC 86 (US 70A to I-40) wide outside lanes Portion may get 2' shoulders as possible ARRA project	H, OC	7.1	STP, CMAQ, State Highway Sources	\$933,340
21	S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	C	0.5	STP, CMAQ, State Highway Sources	\$247,500
22	Cleland Drive/Burning Tree Drive (Cleland Drive and Burning Tree Drive.) sidewalks	OC, H	1.5	STP, CMAQ, State Highway Sources	\$233,000
23	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length) sidewalks and bicycle lanes	OC, C	1.6	STP, CMAQ, State Highway Sources	\$1,992,000
24	Mount Carmel Church Road (Bennett to Chatham County Line) bicycle lanes	OC, CH	2.5	STP, CMAQ, State Highway Sources	\$940,000
25	Old NC 86 (I-40 to Homestead Road) wide outside lanes	OC	5.0	STP, CMAQ, State Highway Sources	\$1,598,000

Division 8 – none

Project Description (List project limits)	Project Limits	Population of MPO/RPO	Municipality	County	Cost estimate	ROW avail?	Connectivity (Explain, consider the examples of connectivity listed below.)	Safety Mitigates high hazard or crash location?	Benefits more than 1 mode? (B/P, Auto?)	Has regional significance? ? Explain.	Inclusion in trans or bike planning process (b/p plan or LRTP - Name the plan and adoption date)
Bicycle / Pedestrian											
University Drive sidewalks and bicycle facilities	Garrett Rd to NC 751 (Hope Valley Rd)	370,214	Durham	Durham	1,025,000	adequate	9 connections (Academy Rd. sidewalks, Weymouth St sidewalks, Shannon Rd sidewalks, Westgate Dr sidewalks, Lyckan Pkwy sidewalks, Martin Luther King sidewalks and bicycle facilities, Ivy Creek Blvd sidewalks, Old Chapel Hill Rd sidewalks, Garrett Rd sidewalks), Access to Hope Valley Elementary School, Durham Academy, South Square commercial area, Office parks, DATA route 5, 10, TTA route 412, 413	8 bicycle or pedestrian crashes	bicycle, pedestrian, transit	Part of regional connection between Durham and Orange Counties	DurhamWalks Plan 2006, Durham Bicycle Plan 2006, DCHC MPO 2035 LRTP 5/13/2009
NC 86 (ML King, Jr Blvd/NC 86 Corridor) sidewalks and bicycle facilities.	I-40 to North St	370,214	Chapel Hill	Orange	3,945,000	adequate	18 connections (N. Columbia St. south sidewalks, Hillsborough St sidewalks, Umstead Dr sidewalks, Bolin Creek Trail, Bollingwood Dr sidewalks, Airport Dr sidewalks, Estes Dr sidewalks, Piney Mountain Rd sidewalks, Timber Hollow Ct sidewalks, Ashley Forest Rd sidewalks, Chapel Ridge Dr sidewalks, Homestead Rd sidewalks, New Stateside Dr sidewalks, New Parkside Dr sidewalks, Blossom Dr sidewalks, Westminster Dr sidewalks, Weaver Dairy Rd sidewalks and bicycle lanes, Perkins Dr sidewalks), Access to downtown Chapel Hill/UNC, commercial areas, Chapel Hill Town Hall, CHT route NS, A, T, G, HS, NU, TTA route 420, 500, 550	1 bicycle or pedestrian crash	bicycle, pedestrian, transit	Part of regional connection between Chapel Hill and Hillsborough	Chapel Hill Bicycle and Pedestrian Action Plan 10/24/2004, DCHC MPO 2035 LRTP 5/13/2009
SR 1669 (Club Blvd) sidewalks and bicycle facilities	Ruffin St to SR 1670 (E Geer St)	370,214	Durham	Durham	2,978,000	adequate	5 connections (west Club sidewalks, Washington sidewalks and bicycle facilities, N. Roxboro sidewalks, Bluefield sidewalks, North-South Greenway Trail), Access to Club Blvd Elementary School, Northgate Park, Commercial area at N. Roxboro St., DATA route 9, 4, and 1	10 bicycle or pedestrian crashes	bicycle, pedestrian, transit		DurhamWalks Plan 2006, Durham Bicycle Plan 2006, DCHC MPO 2035 LRTP 5/13/2009
NC 54 sidewalks and bicycle facilities.	US 15-501 (Fordham Blvd) to SR 1110 (Barbee Chapel Rd)	370,214	Chapel Hill	Orange	1,550,000	adequate	8 connections (Hamilton Rd sidewalks, Audley Ln sidewalks, W Barbee Chapel Rd sidewalks and bicycle lanes, Meadowmont Ln sidewalks and bicycle lanes, Friday Center Dr sidewalks), Access to commercial areas at Glen Lennox and Meadowmont, Glenwood Elementary School, CHT route FCX, G, HU, S, V, TTA route 500, 550, 402, 403, 412, 413	4 bicycle or pedestrian crashes	bicycle, pedestrian, transit	Part of regional connection between Chapel Hill and Durham/RTP	Chapel Hill Bicycle and Pedestrian Action Plan 10/24/2004, DCHC MPO 2035 LRTP 5/13/2009
SR 1666 (Dearborn Dr) sidewalks and bicycle facilities	SR 1669 (E Club Blvd) to Ruth St.	370,214	Durham	Durham	4,916,000	adequate	1 connection (Dearborn Dr west sidewalks to be funded through ARRA), Access to Lakeview School, Lakeview Park, DATA Route 9	6 bicycle or pedestrian crashes	bicycle, pedestrian, transit		DurhamWalks Plan 2006, Durham Bicycle Plan 2006, DCHC MPO 2035 LRTP 5/13/2009
18 Chapel Hill Intersections-bicycle and pedestrian improvements.	various	370,214	Chapel Hill	Orange	1,542,000	adequate	multiple connections at various locations to sidewalks and bicycle lanes, multiple connections to transit routes	7 bicycle or pedestrian crashes	bicycle, pedestrian, transit		Chapel Hill Bicycle and Pedestrian Action Plan 10/24/2004, DCHC MPO 2035 LRTP 5/13/2009
SR 1158 (W Cornwallis Rd) sidewalks and bicycle facilities	SR 1306 (Erwin Rd) to SR 1127 (Chapel Hill Rd)	370,214	Durham	Durham	2,700,000	adequate	3 connections (Chapel Hill Rd sidewalks and bicycle facilities, Pickett Rd sidewalks, Academy Rd sidewalks), Access to Jewish Community Day School, Cornwallis Road Park, Duke Cross Country Trail, Duke Forest Trail System, DATA route 10	4 bicycle or pedestrian crashes	bicycle, pedestrian, transit	Part of regional connection between Durham and Orange Counties	DurhamWalks Plan 2006, Durham Bicycle Plan 2006, DCHC MPO 2035 LRTP 5/13/2009
US 15-501 (Fordham Blvd) pedestrian and bicycle overpass/underpass across Fordham Blvd between SR 1902 (Manning Dr) and Old Mason Farm Rd.	n/a	370,214	Chapel Hill	Orange	2,300,000	adequate	1 connection (Manning Dr sidewalks), Access to Dean Smith Center, UNC, CHT route FCX, HU, S	2 bicycle or pedestrian crashes	bicycle, pedestrian, transit		Chapel Hill Bicycle and Pedestrian Action Plan 10/24/2004, DCHC MPO 2035 LRTP 5/13/2009
SR 1945 (S Alston Ave) sidewalks and bicycle facilities	Capps St to SR 1171 (Riddle Rd)	370,214	Durham	Durham	1,759,000	adequate	2 connections (S Alston St north sidewalks, American Tobacco Greenway Trail), Access to Campus Hills Park and Recreation Center, DATA route 8, 14	2 bicycle or pedestrian crashes	bicycle, pedestrian, transit	Part of regional connection between Durham and RTP	DurhamWalks Plan 2006, Durham Bicycle Plan 2006, DCHC MPO 2035 LRTP 5/13/2009
Bolin Creek Greenway	NC 86 (Martin Luther King, Jr. Boulevard) To Umstead Park.	370,214	Chapel Hill	Orange	1,500,000	adequate	2 connections (NC 86 sidewalks, Umstead Dr sidewalks), Access to CHT route, G, HS, NS, NU, T, A, TTA route 420, 500, 550	0 bicycle or pedestrian crashes on parallel route	bicycle, pedestrian, transit	Part of regional connection between Chapel Hill and Carrboro	Chapel Hill Bicycle and Pedestrian Action Plan 10/24/2004, 2006 Greenways Master Plan, DCHC MPO 2035 LRTP 5/13/2009

DCHC MPO
Ellen Beckmann or Dale McKeel

* Please put in priority order, from one to five. If for some reason you are unable to rank the projects, please still try to fill out the information requested in this spreadsheet. If you don't have time to enter anything but the project description, that is fine.

*** Connectivity Examples (Can use these items to describe connectivity in column D "Connectivity")**

- part of a larger system of interconnected bicycle and/or pedestrian facilities
- direct access to a school
- connection to downtown/CBD
- direct access to higher density residential area
- connection to park
- regional connection
- integrates with bus route network
- direct access to commercial/employment area or mixed use area
- pedestrian/bicycle generator present at 1/4-mile distance

*The DCHC MPO ran TEAAS analyses for bicycle and pedestrian crashes for a three year period of 7/2005-7/2008. Data is provided for that time period.

Administrative Action
**Draft Environmental Impact Statement
and Draft Section 4(f) Evaluation**

US Department of Transportation, Federal Highway Administration
North Carolina Department of Transportation

Elizabeth Brady Road Extension

Federal-Aid No. STP-0711 (1)
NCDOT Project Definition: 34975.1.1
STIP No. U-3808
Orange County, North Carolina

Submitted Pursuant to the National Environmental Policy Act 42 USC 4332(2)(c) and 49 USC 303

Cooperating Agency
US Army Corp of Engineers

9/15/09 Eric Medkiff
Date FOR Gregory J. Thorpe, Ph.D.

Branch Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation

9/18/09 Clarence W. Coleman, Jr.
Date for John F. Sullivan III, P.E.

Division Administrator
Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

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(919) 733-3141

The proposed project is the widening and extension of Elizabeth Brady Road (SR 1879) from the intersection of NC 86 with US 70 Business to north of US 70 Bypass at the intersection of St. Mary's Road (SR 1002) in Orange County. This report documents the purpose and need for the widening and extension as well as the planning process leading to the selection of the proposed project. Existing and projected conditions in the project area are described. Direct, indirect, and cumulative impacts of the three alternatives are assessed, including community, visual, cultural resource, natural resource, and environmental quality considerations.

Comments on this DEIS are due by _____ and should be sent to Gregory J. Thorpe, Ph.D. at the above address.

SUMMARY

S.1 FEDERAL HIGHWAY ADMINISTRATION

Administrative Action Environmental Impact Statement

(x) Draft () Final

(x) Draft Section 4(f) Evaluation

S.2 CONTACTS

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S.3 PROPOSED ACTION

The North Carolina Department of Transportation's (NCDOT) *2009 to 2015 State Transportation Improvement Program (STIP)* (NCDOT, 2008) includes a proposal to widen and extend Elizabeth Brady Road from the intersection of NC 86 with US 70 Business to north of US 70 Bypass at the intersection of St. Mary's Road (STIP Project No. U-3808). Consequently, the Federal Highway Administration (FHWA), in cooperation with NCDOT is preparing an Environmental Impact Statement in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended.

S.3.1 Description of Proposed Action

Elizabeth Brady Road is presently a two-lane road, 24 feet wide. Three detailed study alternatives are evaluated in the Draft Environmental Impact Statement (DEIS). The proposed action would involve the construction of an approximate 3-mile multi-lane road with a possible new crossing of the Eno River. Two of the proposed Build Alternatives would construct a four-lane median divided facility on a 100-foot right-of-way entirely on new location. The third Build Alternative would widen an approximate one-mile section of US 70 Bypass to five lanes with a section of the alternative between US 70 Business and US 70 Bypass on new alignment. The proposed road cross-sections would accommodate bicycle traffic.

S.3.2 Statement of Purpose and Need for Proposed Action

The need associated with the proposed action is:

Growing traffic congestion in terms of traffic delay at intersections and travel time through the Hillsborough central business district on Churton Street.

The purpose of the proposed action 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.

S.4 DETAILED STUDY ALTERNATIVES (INCLUDING NO-BUILD ALTERNATIVE)

Seven alternatives were evaluated as potential detailed study alternatives. The seven alternatives were selected based on their potential to meet the project purpose of reducing congestion in the central business district along Churton Street and St. Mary's Road. The potential detailed study alternatives evaluated were the No-Build Alternative (Alternative 1), the Transportation Systems Management (TSM) Alternative (Alternative 2), and five Preliminary Corridor Alternatives (Alternatives 3 through 7), which involve a combination of road widening and construction on new location.

The five Preliminary Corridor Alternatives were identified based upon comments and concerns raised at a December 2000 scoping meeting and subsequent meetings with Town of Hillsborough staff. The Preliminary Corridor Alternatives were selected to allow for consideration of alignment options that:

- Follow the original alignment proposed in Hillsborough's 1997 Transportation Plan and NCDOT's STIP;
- Avoid impacts to the Occoneechee Speedway, a property listed on the National Register of Historic Places (NRHP);
- Avoid a new crossing of the Eno River;
- Utilize existing road corridors; and
- Avoid or minimize potential impacts to other historic resources.

As discussed in Sections 2.2.3 and 2.2.4, the NEPA/404 Merger Team for the Elizabeth Brady Road Extension project concurred that three Build Alternatives (i.e., Alternatives 3, 4, and 6) and the No-Build Alternative would be studied in detail in the DEIS, and that Alternatives 2, 5, and 7 would be eliminated from further study. The Merger Team agreed that all three Build Alternatives would provide the greatest travel benefits with the least amount of environmental impacts. The detailed study alternatives are shown in Figure S-1 and described below.

S.4.1 Alternative 1 – No-Build

Alternative 1 (No-Build) – The No-Build Alternative would forego improvements to Elizabeth Brady Road except routine maintenance. It would include other NCDOT programmed roadway improvements and other roadway projects in the area that are included in the adopted *2025 Long-Range Transportation Plan* of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) (DCHC, 2005), such as widening of US 70 Bypass.

S.4.2 Alternative 3 – STIP Alignment

Alternative 3 is essentially the alignment defined in the NCDOT's *2009 to 2015 State Transportation Improvement Program*. This alternative would widen existing Elizabeth

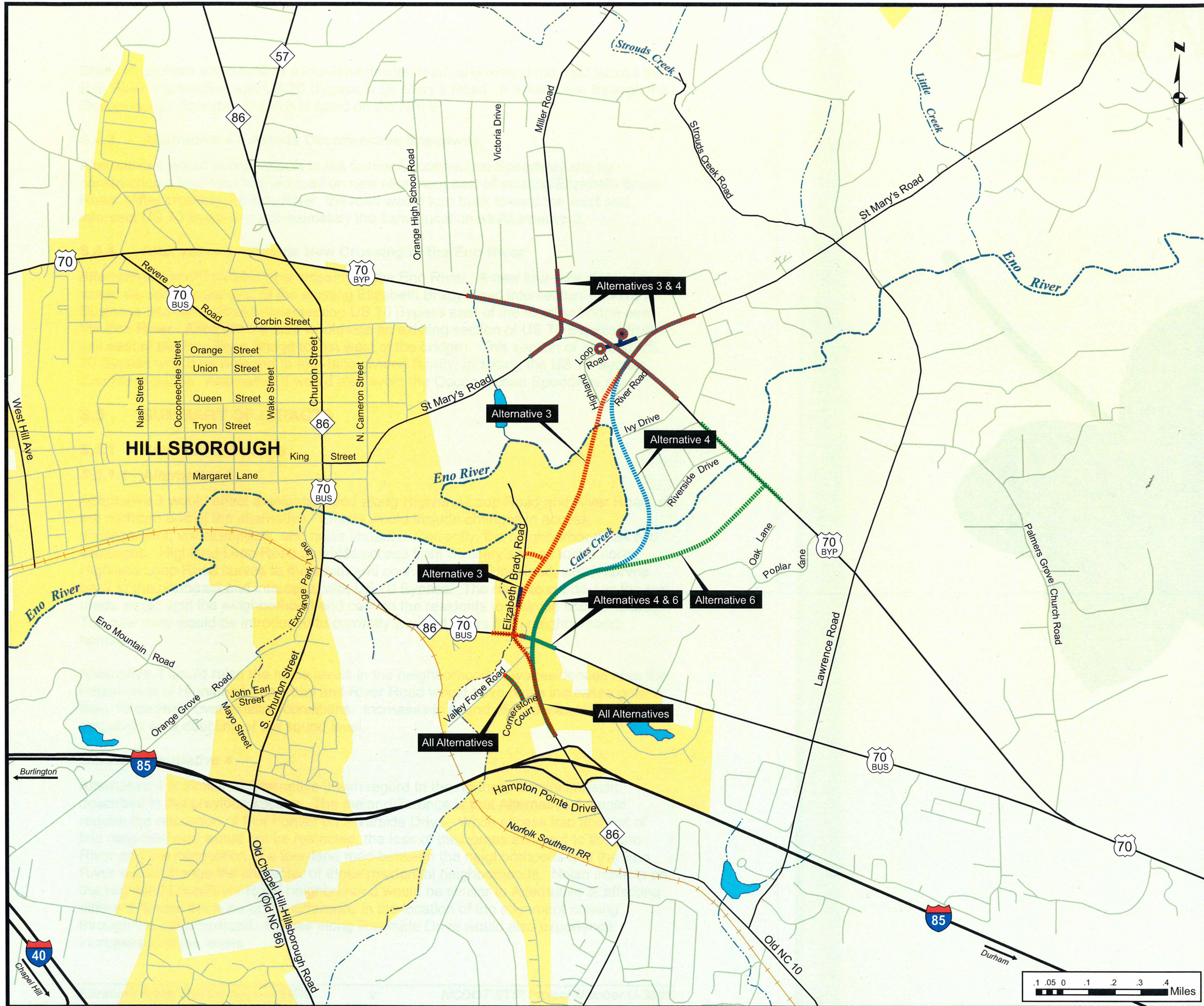
Elizabeth Brady Road Extension

ORANGE COUNTY

NCDOT T.I.P. Project No.: U-3808

State Project No.: 8.2501901

Federal Aid Project No.: STP-0711(1)



Legend

- - - - - Alternative 3
- - - - - Alternative 4
- - - - - Alternative 6
- Pavement Removal
- Cul de sac
- Major Roadway Networks
- Streets
- Railroads
- - - - - Rivers and Streams
- Lakes
- Municipalities
- Orange County

Build Alternatives

Figure S-1

Brady Road from a two-lane to a four-lane divided road, and extend the road across the Eno River intersecting with US 70 Bypass at St. Mary's Road. It would pass through the Occoneechee Speedway, which is listed on the NRHP.

S.4.3 Alternative 4 – Avoids Occoneechee Speedway

Alternative 4 would avoid impacts to the former Occoneechee Speedway site by constructing a four-lane divided road on new alignment east of existing Elizabeth Brady Road. After crossing the Eno River, the road would turn back toward the west and intersect US 70 Bypass in approximately the same location as Alternative 3.

S.4.4 Alternative 6 – Avoids New Crossing of the Eno River

Alternative 6 would avoid a new crossing of the Eno River. A new four-lane divided road would be constructed east of the existing Elizabeth Brady Road intersection with US 70 Business and run northeast intersecting US 70 Bypass east of the existing bridge over the Eno River. Alternative 6 also would use an existing section of US 70 Bypass (from just east of the Eno River bridge to just west of the bridge). This section of existing US 70 Bypass would be widened to four-lane divided facility, including the US 70 Bypass Eno River bridge. Alternative 6 would also avoid the Occoneechee Speedway site.

S.5 SUMMARY OF IMPACTS

S.5.1 Community Impacts

S.5.1.1 Alternative 3

Alternative 3 would affect a neighborhood along Highland Loop Road and River Road, at the northern end of the alternative. Effects would include changes in access, displacement, visual impacts, and noise impacts. Currently, the neighborhood has two entrances. Highland Loop Road provides access from St. Mary's Road to the north. Highland Loop Road curves to the south and connects with River Road, which curves back to the northeast and intersects with US 70 Bypass. The need to cul-de-sac the two roads would split the neighborhood and confine the residents to a single access location. The new road would be introduced to currently wooded views from neighborhood homes.

Alternative 3 would raise the noise levels in the neighborhood. Two residences near the intersection of Highland Loop Road and River Road would have noise increases greater than 10 decibels over existing conditions. Increases in sound of 10 decibels are perceived as a doubling of the sound level.

S.5.1.2 Alternative 4

Alternative 4 is similar to Alternative 3 with regard to the northern termini impacts described in the previous section. The major difference is that Alternative 4 would require the relocation of four homes on Riverside Drive. While access into and out of this neighborhood would not be restricted, the loss of the homes adjacent to the Eno River and the interjection of a four-lane road between the neighborhoods and the Eno River would change the character of these residential neighborhoods. Noise impacts on the Highland Loop/River Road neighborhood would be similar to Alternative 3, affecting different homes because of the difference in the location of the alignment coming through the neighborhood. Homes along Riverside Drive would also experience increases in noise levels.

S.5.1.3 Alternative 6

Alternative 6 would not traverse existing neighborhoods. The alignment would be approximately 300 feet from the closest house in the Poplar Ridge neighborhood. It would not affect neighborhood access. The homes within the neighborhood were constructed with a minimal removal of trees, and the parcel located between the Poplar Ridge neighborhood and the Eno River is undeveloped. The proximity of the road would affect the nature of the neighborhood's rural setting.

S.5.1.4 No-Build Alternative

Under the No-Build Alternative, the general project area, including Churton Street and St. Mary's Road, would experience increased congestion. The increase congestion on the main thoroughfares would affect the daily activities of people living and working in the area, including the Hillsborough Historic District.

S.5.2 Relocations

Alternative 4 would result in the largest number of residential relocations (eleven). Alternative 3 would relocate four residences and Alternative 6 would relocate one residence. No businesses would be relocated by Alternatives 3 or 4. Alternative 6 would relocate one business. There would be no relocations with the No-Build Alternative.

S.5.3 Community Services Impacts

None of the detailed study alternatives would directly affect any community facilities or services, including schools, churches, public transportation, hospitals, police and fire protection, ambulance service, and correctional facilities. The improved access between US 70 Business and US 70 Bypass and resulting reduction in traffic congestion in downtown Hillsborough would improve access to community facilities and service in the Hillsborough downtown area and potentially improve response times for emergency services.

School bus, public transportation, fire and police protection, and ambulance service could experience potential construction-related delays. Providers of these services would be notified in advance of any temporary detours or lane closures to allow adjustments in service.

S.5.4 Parks and Recreation Impacts

The detailed study alternatives would not directly affect any publicly owned parks or publicly owned recreational facilities. Alternative 3 would cross the recreational trail system at the Occoneechee Speedway, a privately owned recreational facility within the project area. The trail system was developed by managers of the property to provide public access to the historic site and recreational hiking.

S.5.5 Environmental Justice

There are no concentrations of minority or low-income populations within the project area. Therefore, neither the detailed study alternatives nor the No-Build Alternative would cause disproportionately adverse impacts to minority or low-income populations.

S.5.6 Economic Impacts

Potential economic impacts of the detailed study alternatives are associated with the potential displacement of one business for Alternative 6 and the lost tax base for Orange County associated with the purchase of private land for new right-of-way. Both impacts would be minimal. Access to businesses and services in downtown Hillsborough would be improved by reductions in congestion on Churton Street with the detailed study alternatives. The impacts and benefits of the detailed study alternatives would not occur with the No-Build Alternative.

S.5.7 Compatibility with Land Use Plans and Zoning

The detailed study alternatives would be compatible with zoning in both Orange County and the Town of Hillsborough. The alternatives also would be compatible with both the Orange County Comprehensive Plan's Land Use Element and Vision 2010, the Town of Hillsborough's comprehensive plan.

S.5.8 Compatibility with Transportation Plans

The Elizabeth Brady Road Extension project would be compatible with the NCDOT's *2009 to 2015 State Transportation Improvement Program (STIP)* (NCDOT, 2008). The STIP includes the proposal to widen and extend Elizabeth Brady Road from the intersection of NC 86 with US 70 Business to north of US 70 Bypass at the intersection of St. Mary's Road as STIP Project No. U-3808. The proposed project was listed as the top priority on the Town of Hillsborough's 2007 – 2013 STIP Priority List, which was adopted by the Town Council on March 14, 2005.

The proposed project also would be compatible with the adopted *2025 Long-Range Transportation Plan (LRTP)* of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO). The proposed project also is included in the draft 2035 LRTP jointly prepared by the DCHC MPO and the Capital Area MPO (CAMPO) in March 2009.

S.5.9 Noise

Future (2025) noise levels were modeled at 37 noise sensitive receivers for the no-build conditions. The noise analysis found that the alternatives would result in noise impacts at:

- No-Build Alternative: six receptors;
- Alternative 3: nine receptors including five of the receptors with the No-Build Alternative;
- Alternative 4: seven receptors including five of the receptors with the No-Build Alternative; and
- Alternative 6: six receptors including five of the receptors with the No-Build Alternative.

The additional receptors with Alternatives 3 and 4 would see a substantial increase in noise levels of between 15 to 26 dBA over existing levels depending on the site. An increase of 10 dBA is perceived as doubling the sound levels. Increases would be substantial because these receptors currently do not experience traffic noise and

existing levels are thus very low. A noise barrier analysis found that barriers would not be cost effective for so few receptors.

S.5.10 Air Quality

Peak one-hour and eight-hour concentrations for carbon monoxide (CO) were calculated at the most highly congested or "worst case" intersection in the project area in 2025, US 70 Business and NC 86/Elizabeth Brady Road, to determine if the National Ambient Air Quality Standards (NAAQS) for CO would be violated in 2025. The analysis found that neither the one-hour nor the eight-hour standard would be violated.

S.5.11 Farmlands and Farmland Soil Impacts

None of the alternatives would affect active farms. The US Department of Agriculture, Natural Resource Conservation Service (NRCS) has identified three general categories of important farmland soils – prime, unique, and statewide and local important. The total acres used and the associated NRCS points would be similar for the three alternatives, with Alternatives 3 and 4 using more prime farmland soils and Alternative 6 using more locally important farmland soils.

S.5.12 Utility Impacts

All of the detailed study alternatives would relocate utilities. Water and sewer lines, telephone lines, electric transmission lines are within or adjacent to the highway right-of-way along NC 86, US 70 Business, Elizabeth Brady Road, US 70 Bypass, St. Mary's Road, and the residential streets south of US 70 Bypass. All relocations would be coordinated with utility companies. The No-Build Alternative would not affect utilities.

S.5.13 Visual Impacts

S.5.13.1 Alternative 3

The principal viewers of the project would be those who are hiking the trails within historic Occoneechee Speedway. Their current view is of dense woods and the remaining historic features of the former NASCAR track. Alternative 3 would introduce an approximate 100-foot wide corridor that would cut through the middle of this undeveloped historic/recreational area. Hikers along the Historic Occoneechee Speedway Trail (HOST) trail system, located within the historic site, would be able to see the road. Because of the dense vegetation, views of the road would be obstructed except immediately adjacent to the road. Alternative 3 would require construction of a trail under the new bridge, making the bridge clearly visible to hikers as they cross under. The new bridge over the Eno River would be at about the same elevation as the racetrack. Ayr Mount, another historic site, is immediately across the Eno River from the Speedway. A portion of the Poet's Walk trail, which is on the Ayr Mount site, goes along the Eno River. The view from the trail of the Eno River bridge would be partially blocked by trees.

Residents along Riverside Drive and Highland Loop Road who currently have views overlooking an undeveloped Eno River valley would be able to view the new road. The relatively dense vegetation and large lots would block views of the road from the majority of the homes. Homes that would be located close to the proposed alignment may have unblocked views.

S.5.13.2 Alternative 4

Because the area is undeveloped, the southern portion of the proposed road, south of the Eno River, would have minimal visual impacts. Users of the HOST trail system would have an obstructed view of the Alternative 4 bridge over the Eno River from a point where one of the trails comes down to Cates Creek. Other than from this location, which is near the confluence of Cates Creek and the Eno River, the new road would not be visible from the HOST.

North of the Eno River, Alternative 4 would result in the relocation of approximately eight homes along the south side of Riverside Drive. Residents along the north side of Riverside Drive who currently have a view of their neighbors would lose that view, but would be able to see the new road. The road would be situated at a slightly lower elevation than the homes, but would be clearly visible to most of the homes. This view would be in addition to the view of Riverside Drive, which would remain as the neighborhood's access to US 70 Bypass.

S.5.13.3 Alternative 6

The new portion of the Alternative 6 would be along the slopes of Poplar Ridge, in an area that is currently undeveloped and forested. The road would be below the Poplar Ridge subdivision. Construction of Alternative 6 would introduce a new road, requiring relatively extensive sections of cut and fill, into the view shed of the homes on Poplar Lane and Oak Lane. The views of the road from the properties overlooking the corridor would be partially blocked by the dense vegetation. The new road would not be visible from Poplar Lane.

S.5.14 Hazardous Material Site and Underground Storage Tank (UST) Impacts

Several sites were identified within the project study area that presently or formerly had tanks for the storage of petroleum products. Only four of the sites have a potential affect on any of the detailed study alternatives. These four include two active gasoline service stations on US 70 Bypass (one potentially affecting all alternatives and one Alternatives 3 & 4), one inactive gasoline service stations at US 70 Bypass and St. Mary's Road (all alternatives), and one residential property on St. Mary's Road, north of US 70 Bypass (Alternatives 3 and 4).

No hazardous waste sites were identified within the project area. No landfills were identified within the project area. The principal affect of these sites would be the potential of contamination, which would be confirmed prior to construction. Either contaminated sites would be mitigated on site or the contaminated soil excavated and disposed of properly.

S.5.15 Floodplain/Floodway Impacts

The proposed bridge structures for each alternative would be sized to span the Federal Emergency Management Administration (FEMA) floodway in accordance with FEMA floodplain management ordinances without approval of a conditional letter of map revision (CLOMR). During final design, detailed hydraulic studies of proposed bridge locations would be conducted to quantify the impacts of the proposed structure. If a CLOMR is pursued during final design, it may be possible to reduce the bridge length and modify the floodway to compensate for the increase in flood heights that would be

incurred by such a structure. Impacts on downstream businesses and property owners also would be assessed in detail during final design.

S.5.16 Protected Lands Impacts

None of the detailed study alternatives would affect designated wild or scenic rivers, state or national forests, game lands or preserves, or any other protected land resources.

S.5.17 Cultural Resources Impacts

Alternative 3 would be the only detailed study alternative to adversely effect historic resources; including Occoneechee Speedway and Ayr Mount which is within the Hillsborough Historic District. No known archaeological resources would be affected by the detailed study alternatives. The No-Build Alternative would not affect cultural resources.

Alternative 3 would bisect the Occoneechee Speedway, cutting through the northern half of the former dirt track. In addition, Alternative 3 would result in visual and noise impacts that would affect its use as a hiking and recreational area. Alternative 3 would not encroach on the Ayr Mount historic site, but would be within approximately 100 feet at its closest location. Alternative 3 would result in a substantial increase in noise at Poet's Walk, which is within the historic site boundary. Poet's Walk would experience a 26 dBA increase in noise over existing levels. In addition, the road would be visible from Poet's Walk at least during the winter months when the trees have lost their leaves.

S.5.18 Natural Environment Impacts

Each of the detailed study alternatives, except Alternative 6, would require multiple stream crossings, resulting in impacts to the streams and adjacent buffer. None of the alternatives, however, would directly affect streams designated as Water Supply I (WS-I), Water Supply II (WS-II), High Quality Waters (HQW), or Outstanding Resource Waters (ORW).

Temporary construction impacts caused by erosion and sedimentation would be minimized through implementation of a stringent erosion control schedule and the use of the NCDOT's Best Management Practices (BMP). Short- and long-term impacts to stream geomorphology would be limited to stream reaches within the road footprint. Short-term impacts to stream reaches adjacent to the road footprint would be temporary and localized during construction and could include sediment deposition and erosion. Long-term impacts to adjacent reaches, resulting from construction, could include altered surface flows resulting from increases in impervious surfaces, increased nutrient inputs, and various pollutants (e.g., volatile organic compounds [VOC]).

The extent of impacts to plant communities resulting from highway construction reflects the relative abundance of communities within the project area. All three detailed study alternatives would fragment natural forested plant communities, resulting in a change in plant and species diversity, while edge and maintained area specialist plants, as well as invasive exotics, move into these areas.

Short-term displacement of local wildlife populations would occur during initial construction. Most local species are habituated to anthropogenic disturbances and are expected to move back into the vicinity once construction is complete. Movement

through the area would become more dangerous for many transient species because of traffic on the new road. Animals would be able to cross the road corridors for Alternatives 3 and 4 under the proposed new bridges. Alternative 6 would cross the Eno River in the same location as the current bridge, so access along the Eno River would be maintained at that location.

Impacts to water resources in the project area could result from activities associated with project construction, including clearing and grubbing on stream banks, riparian canopy removal, in-stream construction, fertilizers and pesticides used in revegetation, and pavement/culvert installation.

Long-term impacts to streams along the proposed project would be limited to stream reaches within the footprint of the roadway. Impacts to stream reaches adjacent to the footprint would be temporary and localized during construction. Long-term impacts to adjacent reaches resulting from construction are expected to be negligible. Alternative 3 would have no wetland impacts. Alternative 4 would affect 0.02 acre of wetland and Alternative 6 would affect 0.05 acre.

The proposed project could potentially impact one federally endangered species, the dwarf wedge mussel (*Alasmodonta heterodon*). Suitable habitat for dwarf wedge mussel does exist within the project area, but further field studies would be required to determine if the species is present.

S.6 ACTIONS REQUIRED BY OTHER FEDERAL AND STATE AGENCIES

A US Army Corps of Engineers Section 404 permit to place fill into Waters of the United States would be required. Issuance of the Section 404 permit would require a water quality certification by the North Carolina Division of Water Quality (NCDWQ) under the provisions of Section 401 of the Clean Water Act.

A sediment and erosion control permit would be required from the North Carolina Department of Environment and Natural Resources prior to construction.

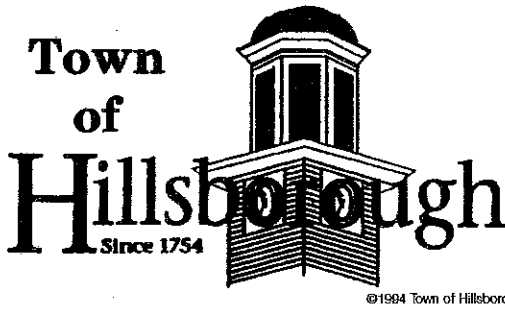
It is likely that the proposed project would be covered by a NW 14 or an IP, thus requiring a water quality certification by the NCDWQ. A Buffer Certification also is expected because the proposed project is located in the Neuse Buffer Basin.

S.7 SECTION 4(F)

Since Alternative 3 would use land from the Oconeechee Speedway, Section 4(f) of the Department of Transportation Act of 1966, as amended, (49 U.S.C. 303) applies to this alternative. Alternatives 4 and 6 would not use Section 4(f) resources. Section 4(f) states that the US Department of Transportation may not approve the use of land from a significant publicly owned public park, recreation area, wildlife, and waterfowl refuge, or any significant historic site unless a determination is made that:

- There is no feasible and prudent alternative to the use of land from the property; and
- The action includes all possible planning to minimize harm to the property resulting from such use.

An alternative is feasible if it is buildable. An alternative is considered not prudent only if "there are unique problems or unusual factors involved in the use of the alternatives that avoid these properties or that the cost, social, economic, and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitudes" (Title 23 *Code of Federal Regulations*, Section 771.135(a)(2)). The feasibility and prudence of alternatives that meet the purpose and need of the Elizabeth Brady Road project and that avoid Section 4(f) resources will be determined based on a combination of the severity of construction and long-term impacts, traffic service provided, and cost. Both the impact assessment contained in the DEIS and DEIS review comments will be considered when making this decision. This decision on feasibility and prudence will be made by the FHWA and will be presented in the Final Environmental Impact Statement.

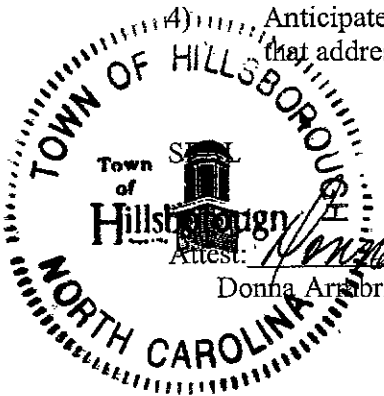


Resolution in Support of the No Build Alternative for U-3808

- Whereas, Elizabeth Brady Road extension (U3808) is a component of Hillsborough Transportation Plan and has been since approximately 1969, and
- Whereas, the Town of Hillsborough has routinely requested funding for this project through the Transportation Improvement Plan process as a top priority, and
- Whereas, the Town received and reviewed the draft Environmental Impact Statement report from the Department of Transportation in November 2009, and
- Whereas, the Draft Environmental Impact Statement shows minor positive impacts to congestion on Churton Street through downtown Hillsborough for the three build alternatives analyzed, and
- Whereas, the Department of Transportation amended the statement of purpose and need for this project due to findings of the Draft EIS, and
- Whereas, the documented impacts in the Draft EIS to the natural, human, and cultural environment of Hillsborough and Orange County the outweigh benefits, and
- Whereas, specific impacts to natural, human, and cultural environment include division of 265 acres of publically accessible green space that forms a central park for Hillsborough, disruption of neighborhoods, and long-term impacts to river from run-off.

Now, Therefore be it resolved by the Board of Commissioners for the Town of Hillsborough that the Town of Hillsborough:

- 1) Only supports the No Build Option, including other NCDOT programmed improvements as described in the Draft EIS,
- 2) Will be working to remove the project from Transportation Improvement Plan requests as well as local and regional transportation plans, and
- 3) Urges NCDOT to consider funding a package of alternative improvements which will be submitted consistent with MPO processes
- 4) Anticipates working closely NCDOT and the MPO to develop new ways of doing business that address our transportation and traffic issues under a complete streets philosophy.



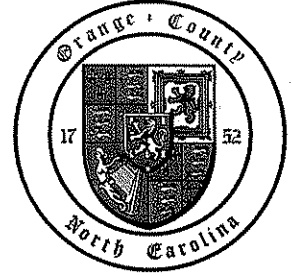
Attest: *Donna Ambuster*
Donna Ambuster, Town Clerk

Tom Stevens
Tom Stevens, Mayor

Date 12/17/09

VALERIE P. FOUSHEE, CHAIR
BERNADETTE PELISSIER, VICE CHAIR
ALICE M. GORDON
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ORANGE COUNTY BOARD OF COMMISSIONERS
POST OFFICE BOX 8181
200 SOUTH CAMERON STREET
HILLSBOROUGH, NORTH CAROLINA 27278

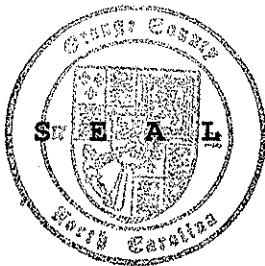


**CLERK'S
CERTIFICATION**

I, Donna S. Baker, Clerk to the Board of Commissioners of Orange County, North Carolina, do hereby certify that the attached is a true and correct copy of the resolution entitled " A RESOLUTION ENDORSING THE NO-BUILD ALTERNATIVE FOR TIP PROJECT NUMBER U-3808, ELIZABETH BRADY ROAD EXTENSION AND SUPPORTING FUNDING FOR IMPROVING TRAFFIC FLOW IN HILLSBOROUGH," which was adopted by the Orange County Board of Commissioners on December 15, 2009.

This 21st Day of December 2009.

Donna S. Baker, CMC
Clerk to the Board



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ORANGE COUNTY BOARD OF COMMISSIONERS

A RESOLUTION ENDORSING THE NO-BUILD ALTERNATIVE FOR TIP PROJECT
NUMBER U-3808, ELIZABETH BRADY ROAD EXTENSION AND
SUPPORTING FUNDING FOR IMPROVING TRAFFIC FLOW IN HILLSBOROUGH

WHEREAS, the North Carolina Department of Transportation has released the Draft Environmental Impact Statement for Transportation Improvement Program Project Number U-3808, the Elizabeth Brady Road Extension; and

WHEREAS, the Draft Environmental Impact Statement contains detailed studies for four alternatives for the project including a No-Build Alternative that would include other North Carolina Department of Transportation programmed roadway improvements and other roadway projects in the area that are included in the adopted 2035 Long Range Transportation Plan of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization but no improvements to Elizabeth Brady Road except for routine maintenance; and

WHEREAS, the Draft Environmental Impact Statement indicates implementation of Build Alternatives 3, 4 or 6 would have greater negative impacts to area physical, cultural and human environments than the No-Build Alternative while reducing traffic delay on Churton Street by only 13% to 23%; and

WHEREAS, Orange County has previously submitted comments regarding the County's concerns with protecting the natural and cultural resources in the vicinity of the Elizabeth Brady Road project; and

WHEREAS, Orange County has participated in several joint endeavors with the Town of Hillsborough to study transportation projects and develop plans recommending projects to address traffic congestion in and around Hillsborough; and

WHEREAS, Orange County has included projects recommended by those joint studies in its priority list requests for programming in the Transportation Improvement Program; and

WHEREAS, the Town of Hillsborough has developed a list of alternatives to replace construction of the Elizabeth Brady Road Extension project; and

WHEREAS, the North Carolina Department of Transportation will consider such things as safety, costs, traffic service, environmental impacts and public comments in making a recommendation for a Preferred Alternative Corridor for preparation of the Final Environmental Impact Statement;

NOW THEREFORE BE IT RESOLVED by the Orange County Board of Commissioners Orange County endorses the No-Build Alternative for Transportation Improvement Program Project Number U-3808, the Elizabeth Brady Road Extension, and supports

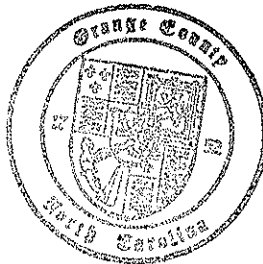
programming of roadway improvements in the 2035 Long Range Transportation Plan of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization to alleviate traffic on Churton Street in downtown Hillsborough, including the following three projects on the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Regional Priority List::

- Transportation Improvement Program Project Number R-2825, South Churton Street improvements (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization priority project number 9);
 - Transportation Improvement Program Project Number U-3436, realignment of the intersections of Eno Mountain Road and Mayo Street at Orange Grove Road (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization priority project number 20); and
 - Extension of Orange Grove Street to US 70 A (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization priority project number 16).
- BE IT FURTHER RESOLVED by the Orange County Board of Commissioners Orange County urges the North Carolina Department of Transportation to consider funding a package of alternative improvements, which will be submitted consistent with Metropolitan Planning Organization processes.

Upon motion of Commissioner Gordon, seconded by Commissioner Perkins, the foregoing resolution was adopted this the 15th day of December, 2009.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on December 15, 2009, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this 15 day of December 2009.



Donna Baker
Clerk to the Board of Commissioners



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

January 13, 2010

Mr. Jamine Robbins
 North Carolina Department of Transportation
 1583 Mail Service Center
 Raleigh, NC 27699-1583

Dear Mr. Robbins:

On January 13, 2010, the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) reviewed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for project U-3808, Elizabeth Brady Road Extension, and voted to support the no-build option. The MPO supports the no-build option due to the low impact the proposed project would have on addressing congestion in downtown Hillsborough, the high negative environmental, community, and cultural impacts of the three build alternatives, and the high cost of the project.

Elizabeth Brady Road Extension has been included in our MPO's Long Range Transportation Plan ever since the Hillsborough area was added to our MPO's planning area in 1994. The road has also been in the Town's Thoroughfare Plan for many years before Hillsborough joined the MPO. The project was envisioned to provide a north-south connection on the east side of Hillsborough to relieve traffic on NC 86/Churton Street through downtown Hillsborough.

Unfortunately, the results of the measures of effectiveness analysis do not reveal that any of the build alternatives will result in an acceptable level of congestion relief for NC 86 through downtown Hillsborough. While all three alternatives decrease travel times in 2025 as compared to the no build option for NC 86 from US 70 Business to US 70 Bypass, the travel times are four to six times the existing travel times in the peak hour. The analysis forecasts that it may take up to 41.4 minutes to travel 1.2 miles southbound through downtown in the PM peak in 2025 with the project built as compared to 7.7 minutes today. It is clear that the proposed project is not the solution to congestion on Churton Street as was originally envisioned by the Town and the MPO.

Furthermore, on April 21, 2009, the NEPA/404 Merger Team agreed to change the project purpose from "Reduce traffic congestion and improve the level-of-service in

the central business district of the Town of Hillsborough, including Churton Street and St. Mary's Road" 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." While the MPO understands that level-of-service is inadequate to measure all the benefits of the project, the MPO abstained from signing the revised purpose and need statement because of concern that the new purpose and need would not ensure that the project will result in a sufficient amount of congestion relief to justify the monetary and environmental costs of constructing the project. As evidenced in the DEIS, the build alternatives may meet the revised purpose and need by reducing traffic delay and travel time. However, the improvement is not significant enough to be acceptable to our MPO.

In addition, the environmental cost of the three build alternatives is too high in comparison to the relatively minor congestion relief benefits. Alternative 3 would require a new crossing of the Eno River and pass through the Occoneechee Speedway which is on the National Register of Historic Places. Alternative 4 also would require a new crossing of the Eno River, parallels the Eno River, and impacts the Riverside Drive neighborhood. Alternative 6 parallels the Eno River, requiring extensive cut and fill on steep slopes and crossing several feeder streams, and traverses property owned by the Classical American Homes Preservation Trust that is protected from development through deed restrictions.

The monetary costs of the build alternatives range from \$31.7M to \$45.2M. With increasingly scarce and inadequate funding for transportation projects, the MPO does not believe that investing this much money into a project with insignificant benefits and high negative impacts is justified. Instead, the MPO supports the development and construction of other transportation projects in Hillsborough as submitted in the MPO's FY 2012-2018 Transportation Improvement Program (TIP) Regional Priority List:

- R-2835 South Churton Street Improvements
- Orange Grove Road Extension to US 70 Business
- U-3435 Eno Mountain Road, Mayo Street, and Orange Grove Road Realignment

In addition, the following projects in Hillsborough are in the 2035 Long Range Transportation Plan and funding will be pursued through future TIPs:

- Widening of NC 86 from Old NC 10 to US 70 Business
- Widening of NC 86 from US 70 Bypass to NC 57

Operational improvements to roads in Hillsborough should also be implemented in order to optimize the efficiency of the current roadway system.

The purpose of the DEIS is to document the purpose of the project, the alternatives, and the impacts of the proposed project to help the NEPA/404 Merger Team develop a consensus on how to proceed. The MPO greatly appreciates the effort that NCDOT staff has put forth to study U-3808, Elizabeth Brady Road Extension, and develop the DEIS. However, the findings in the DEIS have led us to conclude that the project provides too little benefit and has too high of impacts to justify the cost of construction. We will proceed with taking this project out of our Long Range Transportation Plan and Metropolitan Transportation Improvement Program. There

is still a great need for transportation improvements in the Hillsborough area, and we look forward to working with the department on the development of other projects.

Sincerely,

J. Michael Woodard, Chair
Transportation Advisory Committee

Cc: J. Douglas Galyon, NC Board of Transportation - Division 7
Chuck Watts, NC Board of Transportation – Division 5
Eugene A. Conti, Jr., NCDOT
DCHC MPO TAC
Town of Hillsborough Town Board
Orange County Board of Commissioners
Eric Peterson, Town of Hillsborough
Frank Clifton, Orange County
Mike Mills, NCDOT – Division 7
Derrick Weaver, NCDOT – PDEA
Vincent Rhea, NCDOT – PDEA
Margaret Hauth, Town of Hillsborough
Karen Lincoln, Orange County

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: January 13, 2010

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 available funds exceed the funds programmed by \$1,537,335. 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.

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	\$5,958,585
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	\$23,110,207
		Difference	-\$1,537,335

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 STDPA, 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.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: January 13, 2010

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. All projects have been put out to bid by the local governments. Contracts with the qualified low bidders have been executed by the January 1, 2010 deadline. The Town of Carrboro has an extension for the bus shelter project to allow them to re-bid this project.

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) (3.80 miles) Mill, Resurface	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 (Hilldendale/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 Durham Orange	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, STIP 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-5178B	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)				\$250,000		\$250,000
R-5200	Orange, NC 86	SR 1730 (Whitfield Road) to Railroad Bridge south of SR 1710, Orange County. Widen for 2 foot paved shoulders on both sides.	Confirmed 9/09, in STIP			\$950,000		\$950,000
		Total				\$11,174,572		
		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						
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				\$3,267,000		
		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	12/21/2009	\$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	12/16/2009			
U-4726HI	Durham - North-South Trail	Resurfacing the North-South Greenway Trail from Lavender to Murray	6/15/2009	7/14/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/21/2009	9/18/2009				
U-4726HJ	Durham - American Tobacco Trail	Resurfacing Riddle Road Spur	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/27/2009	9/18/2009		\$342,183		\$342,183
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	12/16/2009			
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	12/21/2009	\$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	12/21/2009	\$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	12/21/2009	\$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	12/16/2009	\$80,000	\$ 344	\$80,344
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	12/8/2009	\$300,000	\$ 1,099,334	\$1,399,334
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-4726IA	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009	12/14/2009	\$53,924		\$53,924
U-4726IB	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	12/14/2009	\$65,189	\$ 3	\$65,192
U-4726IC	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009	12/15/2009	\$370,052		\$370,052
U-4726ID	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	cancelled	cancelled		
U-4726IE	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	12/15/2009	\$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	n/a	\$64,787		\$64,787
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	12/3/2009	\$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	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	12/14/2009	\$319,459	\$880,541	\$1,200,000
Town of Hillsborough Uncommitted Balance													\$0		

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

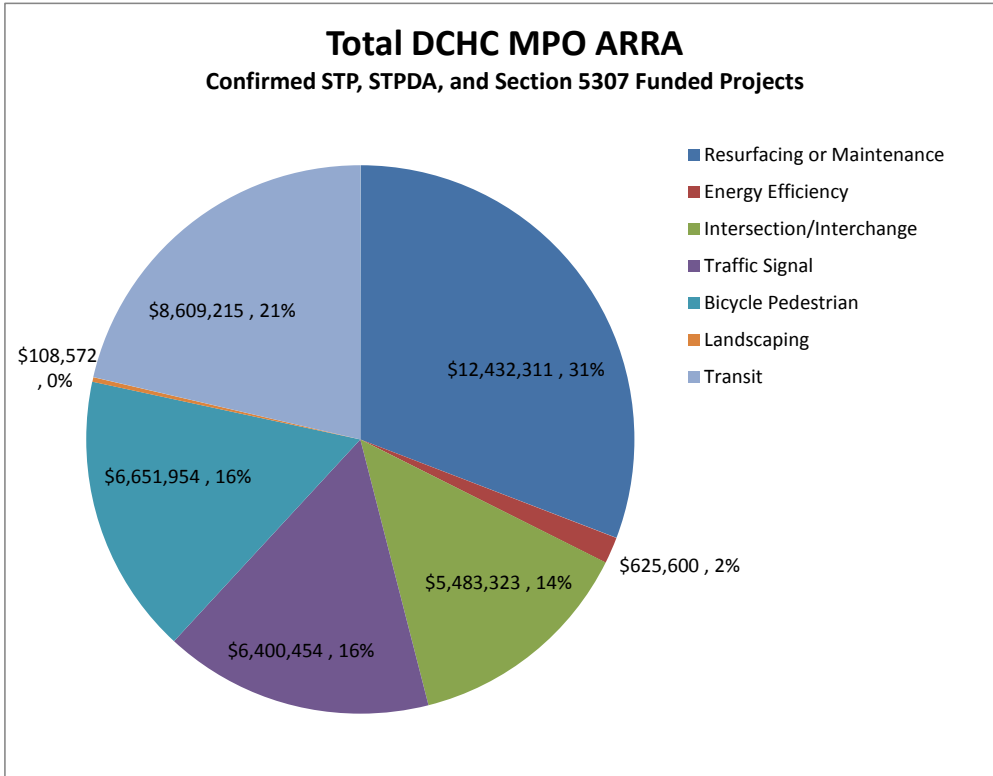
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	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	12/16/2009	\$827,000	\$125,583	\$952,593
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			\$321		\$321
<i>Durham County Uncommitted Balance</i>													(\$0)		
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	12/14/2009	\$429,457	\$144,384	\$573,841
<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				
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	12/21/2009	\$187,926		\$187,926
R-XXXX	Chatham	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$57,329		\$57,329
<i>Chatham County Uncommitted Balance</i>													(\$0)		
Uncommitted Balance													\$71,124		

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

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

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

Resurfacing or Maintenance	\$ 12,432,311
Energy Efficiency	\$ 625,600
Intersection/Interchange	\$ 5,483,323
Traffic Signal	\$ 6,400,454
Bicycle Pedestrian	\$ 6,651,954
Landscaping	\$ 108,572
Transit	\$ 8,609,215
Total	\$ 40,311,429



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 – Feb 2010
- Database Design Document – Feb 2010
- Strategic Planning Document – Feb 2010
- TELUDE User's Handbook v1 – Mar 2010
- Hands-on Training – May 2010
- TELUDE Test and Evaluation Manual – July 2010
- Project Completion – Sept 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 Assessment – signed December 2009
- Public meeting/hearing – February 2010

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:** 7.22%
Availability Date: 2/5/2007 **Letting Date:** 12/19/2006
Completion Date: 11/1/2009 **Work Began:** 2/19/2007
Revised Completion Date: 12/4/2009 **Estimated Completion:** 4/1/2010
Last Estimate Thru: 12/31/2009 **Scheduled Progress:** 100%
Last Estimate Paid: 1/5/2010 **Actual Progress:** 97.02%

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:** 2.98%
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: 11/30/2009 **Scheduled Progress:** 60%
Last Estimate Paid: 12/28/2009 **Actual Progress:** 65.68%

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

Contract Number: C202313 **Route:** US-501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5135, U-5122, U-5124
Length: 16.62 miles **Federal Aid Number:** STM-1004(39)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: BARNHILL CONTRACTING COMPANY
Contract Amount: \$3,611,898.13 **Cost Overrun/Underrun:** 0%
Availability Date: 7/27/2009 **Letting Date:** 6/16/2009
Completion Date: 5/14/2010 **Work Began:** 7/28/2009
Revised Completion Date: **Estimated Completion:** 5/14/2010
Last Estimate Thru: 12/7/2009 **Scheduled Progress:** 81%
Last Estimate Paid: 12/14/2009 **Actual Progress:** 87.9%

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:** 8.91%
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:** 3/20/2010
Last Estimate Thru: 12/7/2009 **Scheduled Progress:** 100%
Last Estimate Paid: 12/21/2009 **Actual Progress:** 63.75%

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	Spending Authority FY '10- '11
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'.	\$654,342	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 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	42810	SR 1713 (Mt. Hermon Ch. Rd.) and SR 1710 (Old NC 10)	Install a flasher	\$15,000	Installation pending
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.- began work 11/16/09 for 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. = 100 % complete
Orange	B-5191A	Various	Repairs to Bridge expansion joints (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	ARRA- Applied Polymeric, Inc.- to be compl. 5/29/10
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Letting by Town 11/9/09; Sullivan Eastern to be compl. 365 days after NTP

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 rejected; Letting #3-1/5/10 award pending approval
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Design by Town, Let by DOT; Plymouth Nursery and Landscaping to be complete by 4/30/12
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	ARRA-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	ARRA-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.	\$284,176.00	ARRA Letting by Town 10/27/09; Centurion Construction Co. to be compl. 120 days after NTP

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	See U-4726 DA
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; McQueen Construction to be compl. 190 days after NTP
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA Letting by Town 10/29/09; Econ International to be compl. 150 days after NTP
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA Letting by Town 10/29/09; Turner Asphalt to be compl. 150 days after NTP
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA Letting by Town 10/29/09; Econ International to be compl. 150 days after NTP
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$0.00	ARRA-Project voided by request of Town; funds redistributed to other Town projects
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$142,613.00	ARRA Letting by Town 10/29/09; Holmes Contracting to be compl. 150 days after NTP
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency Letting by Town 11/19/09; S.T. Wooten Corp. to be compl. 501 days after NTP
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	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	12.0 million	March 16, 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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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

Backers of DOT plan speak out

01.05.10 - 07:56 pm

BY BETH VELLIQUETTE

bvelliquette@heraldsun.com; 419-6632

HILLSBOROUGH -- In 2025, it will take a person driving a car on Churton Street more than a half hour, maybe even 45 minutes, to get through the downtown area, according to N.C. Dept. of Transportation projections.

That's one of the reasons why Jim and Scott Ray, who own the Occoneechee Golf Course on Lawrence Road, believe the elected officials of Hillsborough and Orange County are making a great mistake by rejecting a DOT plan to build a new road that will run from the intersection of N.C. 86 and U.S. 70 north to St. Mary's Road and the 70 Bypass to help remove the congestion in downtown Hillsborough.

The proposed project is called the Elizabeth Brady Road Extension.

The Rays say the town of Hillsborough and the Orange County Commissioners are rejecting all of the Elizabeth Brady Road Extension options that the DOT has proposed and asking the DOT to accept the "No-Build" option.

The Rays, whose family has lived in Orange County since the 1700s, say they've been watching and studying the issue of an Elizabeth Brady Road Extension for years.

They can pull out documents they saved in boxes for more than two decades that show the progress of the thought and planning behind the extension plans and the DOT's projections.

If nothing is done, Churton Street will become so congested that cars and trucks will sit at nearly a standstill spewing out exhaust fumes for thousands of hours every day, they said, pointing to DOT projections.

The study was done in 2005, with projections made to the year 2025. The traffic delay on Churton Street at Margaret Lane and King Street is expected to increase by more than 700 percent, with the delay at Tryon Street expected to increase by more than 4,000 percent, according to the DOT.

"What this means for motorists is, it takes six to eight minutes in 2005 conditions to travel 1.2 miles of Churton Street through downtown Hillsborough, whereas it is projected to take 36 to 48 minutes to travel the same distance in 2025," if no other roads are built to reduce the traffic on Churton Street, the DOT states.

Opponents of the Elizabeth Brady Road extension say building a new bridge over the Eno River would disrupt the environment of the river and spoil the pastoral area near Ayr Mount, a Federal-style plantation house built in 1815 on St. Mary's Road, and around the old Occoneechee Speedway.

The Eno River Association and other environmental groups favor the no-build option, saying the town doesn't need a multi-lane road and a new bridge that cuts a swath through the forests just so developers can build more houses north of Hillsborough.

The Rays worry that if nothing is done, people will seek alternative routes including driving on Lawrence Road, where they live and work. Lawrence Road is a two-lane road that includes several big hills that make it difficult for people pulling out of their driveways to see cars coming their way, said Scott Ray, the son of Jim Ray.

If Lawrence Road and all the other roads mentioned as possible alternative roads, such as the Efland-Cedar Grove Road, Eno Mountain Road and Pleasant Green Road, are eventually widened to accommodate the increase in traffic, it will affect the homes of many residents on those roads, not just the few who would now be affected if Elizabeth Brady Road is extended to Bypass 70.

The Rays say they are trying to educate people of just what the ramifications would be for residents living on Lawrence Road and the other alternate roads and for those traveling on Churton Street if the Elizabeth Brady

extension project is rejected for good.

The DOT is accepting comments on the project until Friday.

"We've got until Friday to get the people to write the DOT, e-mail the DOT and fax the DOT their ideas on this thing and to let DOT know there are some people in town and outside of town that think Elizabeth Brady Road is a better solution than to doing nothing," Jim Ray said.

The Rays are distributing letters explaining the possibilities of the future transportation routes in and around Hillsborough, along with several pages of information that the DOT has prepared about the Elizabeth Brady Road Extension options.

People may pick up a copy of the information at the Occoneechee Golf Course.

WANT TO BE HEARD?

Anyone wishing to make a comment to the DOT about the Elizabeth Brady Road Extension may do so by sending a letter to: Mr. Jamille A. Robbins, NCDOT - Human Environment Unit, 1598 Mail Service Center, Raleigh NC 27699-1598, by faxing him at (919) 431-2002 or e-mailing Robbins at jarobbins@ncdot.gov
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Triangle road contracts awarded

RALEIGH The state Department of Transportation has awarded contracts to widen sections of U.S.401 in northern Wake County and T.W. Alexander Drive in Durham County, starting as soon as Feb.1.

U.S.401 will be widened from two to four lanes, with traffic signals and noise walls, from Ligon Mill Road to Louisbury Road. The 2.3-mile project would extend the widened 401 close to Rolesville. D.H. Griffin Infrastructure LLC of Greensboro won the \$8.6million contract.

A little more than a mile of T.W. Alexander Drive will be widened to four lanes from Cornwallis Road to the Durham Freeway.

The project will include improved traffic signals at Cornwallis Road, Moore Drive and the Durham Freeway, and a bicycle lane will be installed. Thompson Contracting, Grading, Paving and Utilities Inc. of Raleigh won the \$6.5million contract.

The state also awarded a contract to build a 0.6-mile extension of District Drive and an access road in West Raleigh. The roads will serve a building under construction that will house the state National Guard headquarters, the State Emergency Operations Center, a DOT transportation operations center and the N.C. Turnpike Authority.

Federal stimulus money will pay for all three projects.

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Modified Thu, Dec 31, 2009 03:48 AM

Durham sets up traffic cameras

DURHAM Starting Monday, the city will be broadcasting rush-hour feeds from 15 traffic cameras on cable channel 8 and the city Web site at www.durhamnc.gov/dtv8.

The service lets drivers check traffic conditions during rush hours: 6:30 to 8:30 a.m. and 4:30 to 6:30 p.m.

Feeds will come from U.S.15-501 and Martin Luther King Jr. Parkway; N.C.147 and Mangum Street; U.S. 70 and Miami Boulevard/Mineral Springs Road; N.C. 54 and N.C. 751/Garrett Road; Interstate 85 and Roxboro Street; I-85 and Guess Road; and Roxboro Road and Latta Road/Infinity Road.

Also, U.S. 15-501 and Hillsborough Road; I-40 and U.S. 15-501; I-40 and N.C.54; I-40 and Fayetteville Road; I-40 and N.C. 55; I-40 and Miami Boulevard; I-40 and I-540; and N.C. 147 and Ellis Road.

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Train victim was on her cell phone

Erin Brett Lindsay-Calkins was talking on her mobile phone when she crashed through an Orange County rail crossing gate into the path of a train that struck her car, killing her and her 5-year-old son, the state Highway Patrol reported Wednesday.

Michael Lindsay-Calkins was searching for his wife's phone at dusk Wednesday near the Dec. 22 crash site on Mount Willing Road in Efland.

"Nobody has come forward to say she was talking to them, so I don't know if she was on the cell phone," said Lindsay-Calkins, 24, of Efland. "I checked her car and didn't find the cell phone, and right now I'm looking for it at the site."

Experts say that drivers are dangerously distracted when they talk or send text messages on a cell phone. One study compared phone use to alcohol impairment and found that talking on the phone makes drivers eight times more likely to crash.

Witnesses said Erin Lindsay-Calkins, 26, was using her phone when she approached the rail crossing from the north, the Highway Patrol reported.

Sgt. Jeff Gordon, a Highway Patrol spokesman, said the warning lights and bells performed correctly, alerting drivers to the approaching train, and the crossing gate also functioned properly.

Lindsay-Calkins drove her Toyota Scion under the crossing gate arm as it descended, breaking the gate. Then her car stopped on the tracks, the Highway Patrol reported.

The eastbound Amtrak Carolinian had slowed from 62 to 55 mph before it struck the car. The impact killed Lindsay-Calkins and her son, Nicholas, who was thrown from the car.

Bystanders pulled the driver's 4-month-old daughter, Aven, out of a car seat that was wrapped in the twisted metal of the car.

"It was almost as if she had a guardian," said Bess Bean, 46, of Efland, who arrived seconds after the crash. "Her seat couldn't even be removed from the car. I held the child until EMS got there."

It was the second deadly crash this month at a Triangle rail crossing. Two Durham boys died and their mother was hurt Dec. 9 when the Amtrak Carolinian struck their SUV, hemmed in by other cars and trapped between crossing gates, on the Ellis Road crossing in East Durham.

Both crashes are being investigated by the Federal Railroad Administration and state transportation officials.

"Even if there are warning devices at the crossing site, I suggest people stop and look both ways down the track before crossing over," Gordon said.

'A tragic mistake'

Bean said several friends at the scene told her they had seen Lindsay-Calkins talking on her phone before the crash.

"She was human and she made a tragic mistake," Bean said Wednesday.

"I have said many a prayer for the person - whoever it was - that she was talking to. The thing people really need to take away from this accident is to get off the cell phone when you drive," Bean said.

Recent studies have focused on cell phone use as a significant highway safety problem. One survey by the UNC Highway Safety Research Center found that nearly 60 percent of licensed adult drivers in North Carolina had used their phones while driving.

The General Assembly has outlawed cell phone use for school bus drivers and for all drivers under age 18. A state law that took effect Dec. 1 bans all drivers from using cell phones to send or receive e-mail and text messages. Several legislators have called in recent years for a ban on all cell phone use while driving.

Michael Lindsay-Calkins said he would check phone records to find out what happened.

"The only thing I can think of was that she was calling her voice mail or something," he said.

He said he and his family were devastated by the loss of his wife and son. But Aven has recovered.

"She's doing really good," Michael Lindsay-Calkins said. "She's out of the hospital, and she's normal again."

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Published Wed, Dec 30, 2009 04:50 AM

Modified Wed, Dec 30, 2009 02:05 PM

Driver backed into train's path before hit

Hemmed in by cars on both sides of the railroad tracks, Deborah Bingham backed into the path of the speeding Amtrak train that killed her sleeping sons at an East Durham rail crossing, according to a police report released Tuesday.

No charges were filed in the Dec. 9 crash.

Four crossing gates descended after Bingham drove her Ford Explorer north across three railroad tracks in heavy afternoon traffic a little after 5 p.m.

A gate on the north side of the tracks struck her windshield, the Durham Police Department report said. Then, Bingham backed the SUV onto the southernmost of the three tracks.

"She tried to move forward, and there was a vehicle, and she tried to move back," said Kammie Michael, spokeswoman for Durham Police. "She only had a very short period of time that she could do something.

"There were vehicles in front of her and behind her, and that is why she could not move further than she did."

Bingham was attempting to move forward again when her SUV was struck by the Amtrak Carolinian, heading west at 74 mph, the report said. The two children, asleep in the back seat without seat belts, were thrown out of the Explorer as it spun.

The impact killed Calvin Brandon, 9, and Hasan Bingham, 6, who lived with their mother in Durham. Deborah Bingham, who was wearing a seat belt, was treated for minor injuries at Duke Medical Center.

The police report indicates that Bingham and her children might have escaped injury if she had stayed in place just north of the tracks after the crossing gate struck her windshield.

Michael said police investigators agreed with state and railroad officials that the rail crossing's warning lights and bells and crossing gates appear to have operated properly.

It still was not clear Tuesday whether the lights started flashing before or after Bingham first drove onto the tracks in the slow traffic.

Durham resident Tina Green was three cars back on Ellis Road when she saw Bingham's SUV on the tracks ahead.

"She went back and then she came forward -- and, like, five seconds later, the train came and hit the truck," Green said Tuesday.

Joan Bagherpour, a spokeswoman for the state Department of Transportation Rail Division, said state officials had not received the police report.

Other crash probed

The Federal Railroad Administration is conducting its own investigations of both the Ellis Road crash and a second car-train crash last week at an Orange County rail crossing, where an Efland mother and son were killed.

Erin Brett Lindsay-Calkins, 26, a Raleigh native who spent her childhood in Fuquay-Varina, died with her 5-year-old son, Nicholas Lindsay.

Initial reports indicate that Lindsay-Calkins struck and broke a crossing gate on Mount Willing Road near Efland in an attempt to drive around it as it was descending. The Highway Patrol has not filed its report on the Dec. 22 crash.

DOT officials and rail safety advocates will wage an education campaign in Durham next month to remind drivers about rail-crossing hazards.

"We are planning a safety blitz at the Ellis Road crossing," Bagherpour said. "People will be out there stopping motorists as they proceed across the tracks, giving them tips on what to do.

"We have done it across the state at different times where we felt it was necessary. And we feel it is necessary at Ellis Road."

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Published Sun, Dec 13, 2009 04:48 AM

Modified Sun, Dec 13, 2009 05:15 AM

3-county transit plan needs trim

Oops! Maybe we can't afford everything in that big regional transit plan after all.

Blame it on the recession.

With sales-tax receipts down after years of heady growth, county finance officers have scaled back their hopes for how many trains and buses we could buy with a proposed three-county, half-cent transit sales tax.

A new forecast from Triangle Transit warns that Wake, Durham and Orange counties might have \$470 million less to spend over the next 25 years than local leaders counted on last year when they received a plan for \$8.2 billion in transit investments.

Now, planners and local officials are adjusting their transit ambitions to fit lowered expectations.

In one scenario making the rounds, bus service would roughly double, and electric-powered light rail lines would still be built in busy parts of Raleigh, Durham and Chapel Hill - as proposed last year.

But it could be a long time before the Triangle is stitched together with light rail trains, running several times every hour, on special tracks from Raleigh through Research Triangle Park to Durham.

Instead, a regional rail link might start with less frequent service using diesel locomotives on standard tracks.

Just two Amtrak trains currently run each way between Raleigh and Durham. A third daily train is expected to start next spring. According to separate proposals already in the works, this number could rise in coming years to more than 20 daily trains.

David King, general manager of Triangle Transit, is floating an idea he calls "express rail." It incorporates a plan under study by the N.C. Railroad for up to nine daily commuter trains, at rush hour and midday, and a state Department of Transportation proposal to beef up train service statewide with \$5.3 billion in federal high-speed rail money.

"It's a combination of inter-city and commuter trains and high-speed service," King said. "That could provide the connection - in the intermediate term - between Durham and Raleigh."

In 2008, a three-county citizen advisory panel said a half-cent sales tax would finance most of its 25-year proposal to nearly double bus service; put trolley circulators in RTP and downtown Chapel Hill, Cary, Durham and Raleigh; and run trains on 51 miles of new tracks from Chapel Hill to North Raleigh.

State money and other local revenues would help, too. The Triangle would seek federal funds later, after the first phase was built.

Encouraged by Mecklenburg County's success with a transit tax, the legislature authorized Triangle and Triad urban counties this year to levy a half-cent sales tax for buses and trains.

Sales-tax receipts for Triangle counties have dropped 6 percent from their peak in the fiscal year that ended in September 2007. County officials are prepared for a third year of decline this year.

Local planners hope by next spring to firm up their financial forecast and nail down details of a transit plan that can be aired in public and presented to county commissioners.

If Wake, Durham and Orange commissioners agree on what to build and how to pay for it, they can decide when - or whether - to call a referendum that would let voters decide on the half-cent tax.

Light-rail demand

Traffic forecasts show strong demand for light-rail lines from downtown Raleigh to Triangle Town Center in North Raleigh, and to Cary or the State Fairgrounds in West Raleigh, King said.

The numbers support light rail from Alston Avenue in East Durham to Patterson Place at Mount Moriah Road on U.S. 15-501 in West Durham, and in Chapel Hill from UNC Hospitals to the N.C. 54 interchange with Interstate 40.

The sprawling Research Triangle Park lacks the density to generate as much transit traffic.

Raleigh Mayor Charles Meeker says commuter trains could be "a viable alternative to having the Triangle Transit light rail to Durham right away." But Durham Mayor Bill Bell has qualms about joining forces with N.C. Railroad to launch the rush-hour trains.

"That means we've got to put money into their proposal to make it happen," Bell said. "And is it really feasible, after you do that, to come back and talk about light rail later?"

Scott Saylor, president of the N.C. Railroad, said a report due in May will show how much demand there is for commuter trains. The rest of King's "express rail" package will depend on a decision in Washington this winter about North Carolina's bid for high-speed rail billions.

In Chapel Hill, one likely light-rail stop is the new East 54, a dense development where stores have opened and 50 families have moved into condos since September.

Roger Perry, the East 54 developer, isn't discouraged by forecasts for slower growth and less transit money.

"This might be a momentary setback," Perry said. "Maybe you have to take things in smaller bites and longer time frames. I don't think that's disastrous, if it takes a few years longer to do it."

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 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

December 15, 2009

The Honorable Beverly Perdue
 Office of the Governor
 State of North Carolina
 20301 Mail Service Center
 Raleigh, NC 27699-0301

Dear Governor Perdue:

On December 9, 2009, the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) voted to expand the boundary of the MPO's metropolitan planning area in western Orange County and adjust the boundary in the remainder of Orange and Chatham counties as shown on the enclosed map. In accordance with the Code of Federal Regulations, the boundaries of a metropolitan planning area shall be determined by agreement between the MPO and the Governor (23 CFR 450.312(a)). The MPO respectfully requests your approval of the proposed boundary for our MPO. Upon approval, the new boundary will be provided to the Federal Highway Administration and Federal Transit Administration for information.

The metropolitan planning area is required to encompass the urbanized area as defined by the U.S. Census and the contiguous area that is expected to be urbanized within the next twenty years (23 CFR 450.312(a)). The DCHC MPO decided to expand in western Orange County along the I-85/I-40 corridor due to the growth and development forecasted for this area. This area of Orange County is designated as an economic development zone, commercial/industrial node, and ten-year and twenty-year transition area in the Orange County Comprehensive Plan. The MPO projects that this area will grow by approximately 3,100 in population and 3,200 in employment from 2005 to 2035. This area will be urbanized within the next twenty years and the transportation connection between this area and the current boundary of the MPO will continue to increase. Expansion of the planning boundary in this area will help foster better comprehensive transportation planning for this area of Orange County and our other member governments. The Orange County Board of Commissioners has submitted a letter of support for the proposed expansion in their county (enclosed).

MPOs are also required to adjust their metropolitan area boundaries to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies (23 CFR 450.312 (i)). The adjustments to the planning area in the remainder of Orange County and in Chatham County have been proposed to increase the effectiveness and

efficiency of our MPO's planning process. As drawn, the new boundary follows traffic analysis zones. Traffic analysis zones are a level of geography used in the travel demand model for the region. Traffic analysis zones are the smallest level of geography for which transportation-related Census and American Community Survey data is available. This data is used for a variety of planning activities including modeling, planning analysis, system performance measures, and the distribution of federal and state funds.

By having a boundary that follows traffic analysis zones, DCHC MPO, Triangle Area Rural Planning Organization (RPO), and NCDOT staff will be able to more accurately and efficiently summarize data and generate statistics for the MPO and neighboring Triangle Area RPO using Geographic Information System (GIS) software. Since our current boundary does not correspond with a Census-recognized level of geography, the creation of these statistics requires staff to make crude estimates in the boundary area. This is done manually requiring additional staff time and sometimes resulting in inconsistent information. The adjustment will greatly improve this aspect of our planning process.

During the development of our proposed metropolitan planning area boundary, the staff of the DCHC MPO initially recommended expansion in Chatham County south to the Haw River and US 64 due to growth and development forecasted for this area. The Chatham County Board of Commissioners requested that the MPO not expand to this area at this time and instead defer consideration of expansion until the 2010 Census data is released. The TAC agreed with this request and redrew the proposed boundary to best fit the current boundary in Chatham County while still following traffic analysis zone boundaries.

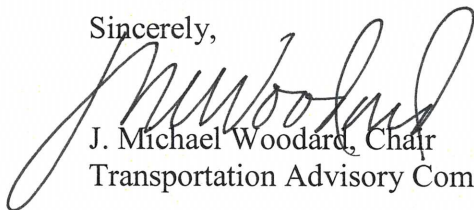
Unfortunately, traffic analysis zones in this area of Chatham County are fairly large. As a result, the adjustment of the boundary is adding approximately 6,050 acres of land and subtracting approximately 730 acres of land as compared to our current boundary in the county. However, the practical effect of this adjustment is very minimal in regards to the decision-making authority for transportation planning. The only significant transportation facilities affected by the expansion are US 15-501 and NC 751. These two facilities parallel the current boundary and only approximately 12,000 linear feet will be added to the MPO by the adjustment. It is not possible to estimate how much population is affected by the adjustment since our current boundary does not correspond with a Census-recognized level of geography. However, some of the higher population concentrations in these traffic analysis zones (for example, Fearrington Village) are already in the current metropolitan planning area boundary and will not be affected. In fact, the only significant impact of this adjustment will be the increase in accuracy and efficiency of our transportation planning process.

Many other MPOs have drawn their boundaries to follow Census-recognized geographic features for similar reasons. The neighboring Capital Area MPO's boundary corresponds with census tracts. 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 our MPO to create similarly accurate statistical information while minimizing the land area affected by this adjustment.

We believe that the expansion and adjustment as proposed is in compliance with the federal requirements and will result in improved transportation planning for the Durham, Orange, and Chatham county area. It will result in a better coordination of transportation planning and development activities in western Orange County and will improve the efficiency of MPO, RPO and NCDOT staff. We look forward to receiving your approval of this boundary change. If you or any of NCDOT's staff have any questions related to this request, please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or 919-560-4366.

Sincerely,



J. Michael Woodard, Chair
Transportation Advisory Committee

enclosures

Cc: Charles D. Watts, Jr., NC Board of Transportation
Secretary Eugene A. Conti Jr., NC Department of Transportation
Mike Bruff, NC Department of Transportation
John F. Sullivan III, FHWA – North Carolina Division
Jill Stark, FHWA – North Carolina Division
Yvette G. Taylor, FTA – Region IV
Paul Black, Triangle Area RPO
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POST OFFICE BOX 8181
200 SOUTH CAMERON STREET
HILLSBOROUGH, NORTH CAROLINA 27278



December 8, 2009

Mr. Mike Woodard, Chair
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mr. Woodard:

Thank you for the opportunity to comment regarding the potential expansion of the DCHC MPO (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization) MAB (Metropolitan Area Boundary).

At the November 17, 2009, meeting of the Orange County Board of Commissioners, the Board received a presentation regarding expansion of the DCHC MPO MAB into western Orange County along the I-40/I-85 corridor. The Board voted to endorse expansion of the Metropolitan Area Boundary to include the area recommended by DCHC MPO.

The Board also noted the lack of communication between the Burlington-Graham and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations. The consensus was to endorse expansion of the DCHC MPO MAB because Orange County is a member of DCHC MPO, and would maintain transportation planning authority for that area. However, the Board's sentiment was that there should have been communication between the two MPOs regarding this issue before taking action on the MAB expansion.

Orange County staff, subsequent to the Boards' discussions on November 17, has contacted BGMPO to communicate the Board's action and initiate better ongoing communication between Orange County and the BGMPO.

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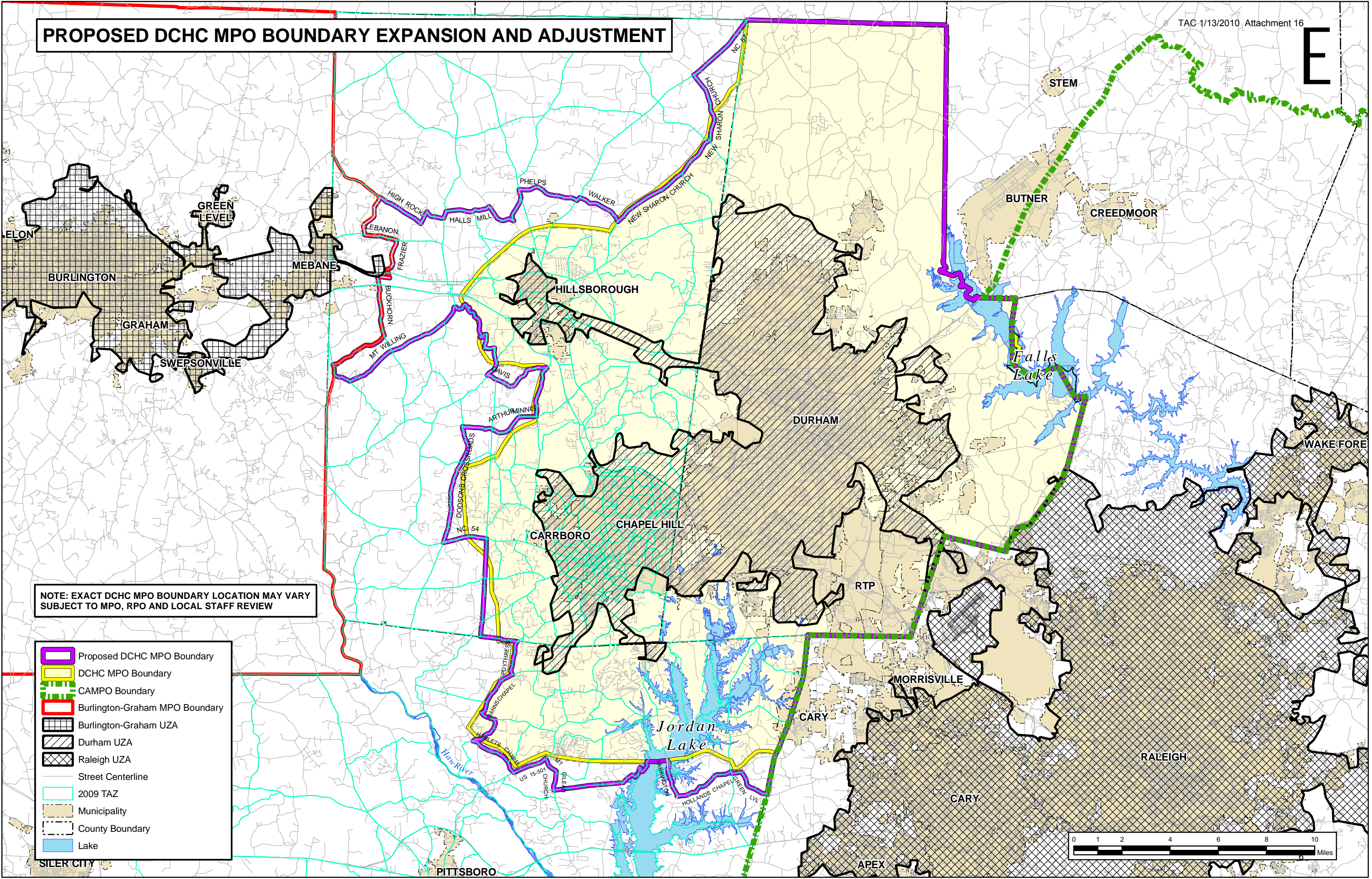
Orange County asks the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization to initiate ongoing communication with the Burlington-Graham Metropolitan Planning Organization to ensure comprehensive and compatible transportation planning across jurisdictions in the future.

Sincerely,













A handwritten signature in black ink, appearing to read "Valerie Foushee". The signature is stylized with a large, looped initial "V" and a cursive "F".

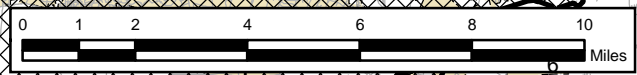
Valerie Foushee, Chair
Orange County Board of Commissioners

PROPOSED DCHC MPO BOUNDARY EXPANSION AND ADJUSTMENT



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



NC 54 Corridor Study
Public Workshop # 1 Summary

12/16/09

On November 18, 2009, a public workshop was held at the Friday Center in Chapel Hill to gather input regarding the overall vision for land use and transportation in the NC 54 corridor.

The session began with an informal open house that allowed meeting participants to review and discuss the information that had been gathered as part of the initial corridor scan. After a brief introduction to start the formal part of the workshop, members of the public were invited to participate in the first activity of the evening—each person was given three post-it notes on which to write three items that represented their vision for what the NC 54 corridor should be. These were posted on large boards in the meeting room, and were organized into broad themes, which were reported back to attendees later in the workshop.

The following broad themes were evident in the vision elements noted by workshop participants:

- Safety is a major concern of many participants, with a special emphasis on safety at intersections and safer access for pedestrians.
- Many participants noted a desire to improve intersections in the corridor, particularly those at Farrington Road and Interstate 40.
- There is a desire for the corridor to be multi-modal.
- There is strong interest in light rail transit in the corridor, as well as some interest in increased bus service and bus rapid transit (BRT).
- There is strong interest in improved bicycle and pedestrian accessibility in the corridor.
- Participants showed interest in decreasing environmental impacts in terms of air, water, and noise.
- Many participants noted a desire to preserve green space as a visually-pleasing gateway feature and buffer between NC 54 and surrounding neighborhoods.
- Many participants noted a desire for improved traffic flow and less congestion. Several ideas were noted for how this might be done, including: increased capacity on NC 54, greater connectivity between neighborhood streets, and the development of a new road that would connect the US 15-501 and Interstate 40 corridors south of the NC 54 corridor.
- The greatest degree of disagreement between participants was evident in the land use comments. Most comments were generally in favor of more residential development in the corridor. Several people would prefer mixed-use development, and several more are in favor of high-density development, to support transit improvements. However, another group of participants noted a preference for low-density development, similar to what is currently there.

The vision exercise was followed by a brief PowerPoint presentation on the activity completed to date and the goals for the workshop. A second participant exercise followed the presentation. In this exercise, participants were invited to work together with the other people sitting at their tables to mark up two maps. One map was marked-up with a land use and transportation scenario (or scenarios), while the other was marked-up with general comments, issues, and opportunities. At the end of the exercise, each table was provided with a sheet on which to record the main ideas discussed (and largely agreed to) at each table for reporting back to the larger group. The table below shows the priority comment summary presented by each table. The section after the table shows complete comments from each table (summary presentation and comments made on maps).

Summary presentations from each table group

Table 1	<ul style="list-style-type: none"> Limited amount can be accomplished by improving NC 54 Future conditions and development outside the corridor (e.g. Carolina North) will determine the future of the corridor Think about more I-40 interchanges Park and rides should be away from interchange or there should be more lots
Table 2	<ul style="list-style-type: none"> Bicycle/pedestrian/scooter/wheelchair lane from Farrington Road along collector lane to Meadowmont and into Chapel Hill Safe all-purpose crossings along NC 54, from Farrington Road to 15-501 Shopping street along "New Farrington" "Town Center" along north side of NC 54 between existing Farrington and George King Widen NC 54, but in balance with non-car uses Exit to I-40 from existing north bridge Bypass from Southern Village to 751 or Fayetteville Road
Table 3	<ul style="list-style-type: none"> Green space near NC 54 Alternate east-west routes both north and south of NC 54/I-40 Employment near Barbee Chapel Road/NC 54; shuttle to nearby transit stops High-density residential around Leigh Village transit stop Maximize pedestrian and bike access and trails Additional access to I-40 between NC 54 and 15-501 HOV on I-40 and lanes that change directions at peak times
Table 4	<ul style="list-style-type: none"> Connect neighborhoods to reduce traffic Relocate UNC Hospital to I-40/NC 54 intersection (near Transit Station 1) Expand and complete network of off-road greenways and bike paths from "inner" NC 54 out to I-40 Build southern east/west connector road to funnel Chatham traffic to I-40 – somewhere south of this project's study area
Table 5	<ul style="list-style-type: none"> Increase road capacity and add access points (an exit off I-40 to Ephesus Church Road, change Barbee Chapel Road to 4 lane to take traffic off NC 54 heading into Chapel Hill) Develop east side (Farrington Road side) of NC 54 with low density Use express bus instead of rail. When relocating stops, use existing roads – don't build new tracks Improve pedestrian/bike safety, perhaps by adding a lane? Development close to UNC campus should be more mixed-use
Table 6	<ul style="list-style-type: none"> Separate bike lanes from traffic lanes on NC 54 and connect the bike lanes to Meadowmont and beyond HOV/express bus lanes added to NC 54 and I-40 Village center high-density development around transit in ¼ mile – village center low density in ½ mile Hospital center near golf course transit stop Town center near elementary school/15-501 and NC 54 Park and ride garages right off I-40 More bike racks on buses and trains and connect bike lanes to transit stops If there is increase in road capacity, then transit will be less likely
Table 7	<ul style="list-style-type: none"> Density and mixed use at transit stops Create neighborhoods and employment centers – places rather than stops Hospital campus at the Friday Center and Barbee Chapel Road More East 54-type development at NC 54/15-501 Bypass Develop Southwest Durham Parkway/George King Road

Table 8	<ul style="list-style-type: none"> • Create outer loop from Jack Bennett Road to I-40 • Run rail along NC 54 – rail is essential • Preserve NC 54 and Farrington’s full access • Consider sound barriers for residential areas along NC 54 • Consider 4 lanes for NC 54 from I-40 to 751
Table 9	<ul style="list-style-type: none"> • Build out George King Road to NC 54 before projected housing build. Do not collapse Meadowmont Lane and Barbee Chapel Road intersections (as was done to Farrington Road). • Move transit station closer to Farrington Road/I-40 for ingress/egress to I-40. This makes access easier to a park and ride at I-40/NC 54. • Make transit line parallel to NC 54 to gain economies of scale in bridge system over creek and Corps land on the way to Meadowmont station • Connect bike/ped trails between the neighborhoods: the Oaks, Meadowmont, Downing Creek, Falconbridge
Table 10	<ul style="list-style-type: none"> • Reduce number of cars on NC 54 with a park and ride lot closer to I-40 – have commuters exit off I-40 straight into the lot. This lot can also be a commercial/housing center as well. • Need 0.6 miles of pedestrian/bicycle crossing over the wetland • NC 54 as a “complete street” from at least Meadowmont to 15-501 (unclear step down I-40 to Meadowmont) • Protect the ability of residents of north neighborhoods to get through • Fix the I-40/NC 54 intersection • Need bike/ped crossing over NC 54 near Farrington Road • Need bus stops at the rusty signs on NC 54 at Falconbridge
Table 11	<ul style="list-style-type: none"> • Traffic through corridor is mainly off map • Alternate route from 15-501 to I-540 and RTP besides NC 54 • Connect roads through area for locals, so they can avoid NC 54 • Light rail is in the wrong place –should go to Raleigh/RTP to relieve congestion • Funnel I-40 traffic off NC 54 using extra lanes, maybe toll roads, and cloverleaf intersection • Developers should pay for redirecting traffic, or development should be contingent on them to fund this • Some additional bike/ped paths
Table 12	<ul style="list-style-type: none"> • Preserve and protect Eastwood Park as a residential neighborhood. Add landscaping/walls/berms/whatever to isolate the neighborhood from NC 54. • Move the drainage ditch from between Celeste Circle and the NC 54 service road to the other side of NC 54 • Complete Southwest Durham Drive through Meadowmont Lane • Make NC 54 bike/ped friendly • Locate park and ride lot outside of the corridor (e.g. near 751 and I-40) • “Do not block intersection” sign eastbound on NC 54 at Huntingridge Road • Double-T intersection at Crossland/Huntingridge Road
Table 13	<ul style="list-style-type: none"> • Try to get traffic off NC 54 instead of accommodating it on NC 54 • Dense development near transit nodes: employment closer to the university, residential further out • Take Carolina North into consideration – make sure it is rail/transit accessible • No new interchange at Farrington Road – maintain low density residential there. Keep in mind that neighborhood is environmentally sensitive, historic, area where change is not anticipated (LDR), Creekside School, interchanges are points of congestion, transit node moved to south • Continuous bike lanes along NC 54 and a north-south connection • Usable green spaces by Leigh Farm Park, with some noise abatement • Accommodate Chatham County development and commuter traffic

Workshop 1 map exercise- complete comments

Complete comments from each table – on both maps, along with priority summaries as presented at end of workshop.

A record of post-workshop comments received is included after the workshop comments.

Table #1 Main Points

- **Limited amount can be accomplished by improving NC-54.**
- **Future conditions and development outside the corridor (e.g., Carolina North) will determine the future of the corridor.**
- **Think about more I-40 interchanges.**
- **Park and rides should be away from interchange or there should be more lots.**

Issues and Opportunities Map

- Full cloverleaf at north end of I-40
- Moratorium
- Park and ride to east of I-40
- First responder input.
- Park and ride at I-40 and NC-54 intersection.
- Get ride of I-40/NC-54 interchange and start over – use a full cloverleaf design.
- High density development along SW Durham Drive proposed road.
- Non-polluting electrical rail.
- Need a rail stop near the Meadowmont side of the Phase II planned rail corridor.
- No thru-traffic along SW Durham Drive proposed road.
- Bus stop at Rashkis.
- Very high density development at Flemington Road in Glen Lennox.
- Redevelop Glen Lennox.
- Any new development should not add air pollution or make pollution worse.
- How do you get to Carolina North if you live in the study area?

Workshop Basemap

- Rail design has a flaw – no direct to RTP.
- Southern end of the proposed Arterial (S Durham Drive) (off of George King Road) is marked through as “No Way” (aka “not happening).
- Corridor is a bridge to other growth areas we can’t control.
- No build to 1,000 year flood plain.
- 3rd interchange – Southern Parkway and LA I-540 at the southern end of I-40.
- Park and Ride lot along Farrington (at NC-54).
- Park and Ride lot at current Palladium development.
- At Transit Station 1, inner circle is VRH.

Table #2 Main Points

- **Bike/ped/scooter/wheelchair lane: from Farrington Road along Collector Lane to Meadowmont into Chapel Hill.**
- **Safe all-purpose crossings along NC-54, Farrington Road to 15-501.**
- **Shopping street along “New Farrington.”**
- **“Town Center” along north side of NC-54 between existing Farrington and George King.**
- **Widen NC-54, but in balance with non-car uses.**
- **Exit to I-40 from existing north bridge.**

- Bypass from Southern Village to 751 on Fayetteville Road.

Issues and Opportunities Map

- New exit ramp to I-40 from Farrington Road.
- Widen NC-54 (east of I-40) from two lanes.
- Widen NC-54, just off of I-40 exit. Need to double.
- The existing NC-54 bridge over I-40 should be widened.
- On southern end of study area, need a new east-west connector between 15-501 and I-40 and between I-40 and 751. Barbee Chapel Road can be improved to divert traffic from NC-54 to 751.
- **fix map: NC-54 at Barbee Chapel is prone to accidents and should be included in the “High Crash Areas” circle.**
- Transit Station 1 is a potential center of new employment and should be a top priority.

Workshop Basemap

- The collector plan is not considered in the Pedestrian Facilities Map. We’ve identified where there should be bike/ped lanes. Bike/ped along Farrington Road and NC-54. The bike/ped lane along Farrington Road should be safe enough for elementary students.
- Need a bike/ped bridge across I-40 to Farrington Road.
- At Transit Station 1, consider having a bicycle parking facility.
- Along NC-54, provide wheelchair access to cross over NC-54 in several places.
- Make a bike path on eastern end of NC-54 and connect it with the existing trail.
- At Celeste Circle neighborhood, opposing views: commercial vs. residential with local business/daycare development.
- Paved trail like American Tobacco Trail that connects to ATT.
- Pedestrian bridge across NC-54 near Barbee Chapel Road.
- At NC-54 and 15-501 intersection, improve the bike/ped crossing accessibility.

Table #3 Main Points

- **Green space near NC-54.**
- **Alternate east-west routes both north and south of NC-54/I-40.**
- **Employment near Barbee Chapel Road/NC-54 with shuttle to nearby transit stops.**
- **High density residential around Leigh Village transit stop.**
- **Maximize pedestrian and bike access and trails.**
- **Additional access to I-40 between NC-54 and 15-501.**
- **HOV on I-40 and lanes that change directions at peak times.**

Issues and Opportunities Map

- New interchange at I-40 and Farrington Road.
- HOV lanes on I-40.
- No walled developments next to school (Creekside).
- Bigger green buffers along Farrington Road – Retired don’t need to walk to school.
- Green buffers along NC-54.
- Shuttle between Finely Forest and Downing Creek neighborhoods.
- Do not widen southern end of Farrington Road and Barbee Chapel road.
- Environmentally sound development in the grey place opportunities.
- Trails in the floodplains.

Workshop Basemap

- Transit is not a silver bullet, lots of solutions needed.
- Partial interchange at I-40 and Ephesus Church Road intersection.
- Widen NC-54 to same width all the way across.

- Keep green buffer along NC-54.
- Keep the Friday Center park and ride.
- Add trails in the floodplain to connect Downing Creek and Falconbridge neighborhoods.
- Alternate more-southern route from Chatham to RTP.

Table #4 Main Points

- **Connect neighborhoods to reduce traffic.**
- **Relocate UNC Hospital to I-40/NC-54 intersection (near Transit Station 1).**
- **Expand and complete network of off-road greenways and bike paths from “inner” NC-54 out to I-40.**
- **Build southern east/west connector road to funnel Chatham traffic to I-40 – somewhere south of this project’s study area.**

Issues and Opportunities Map

- High density, mixed-use development on either side of 15-501 at Willow Drive (near Estes and Ephesus Church Road).
- Need several transit bus stops along NC-54, from I-40 to 15-501.
- Redevelop the Quadrangle complex to a park and ride garage.
- Pedestrian/Bike Bridge or sidewalk across wetlands along NC-54 east of I-40.
- Bike/Ped bath along outside of Phase Opportunities 2, 3, and 4; connecting to Barbee Chapel Road and NC-54.
- New Road from 15-501/Mason Farm down south (as an East-West corridor) that connects 15-501 to I-40.
- In Phase Opportunity 1, HC with VCH and VCL development on the edges and a park on the southwest end. Move hospital from campus.
- In Phase Opportunity 2, have a park on the east end and HC on the southern end bordering NC-54 and Barbee Chapel Road.

Workshop Basemap

- At Transit Station 1, inner circle is UNC Hospital; in outer circle, the development north of Celeste Circle neighborhood is VCH.
- At Transit Station 2, inner circle is VCH, outer circle has one area of HC and one area at the Barbee Chapel and NC-54 intersection is VCL.
- Along NC-54, time lights both ways.
- At Burning Tree/Finley Golf Course and NC-54 and at Hamilton and NC-54, have a 4-way stop intersection, with “no right turn on red” to facilitate heavy bike/ped traffic.
- Close Farrington Road.
- Make the bus stop at Celeste Circle a “real” place to wait for the bus.
- Local bus along NC-54.
- New tunnel below NC-54 east of Barbee Chapel.
- Roundabout at NC-54 and Barbee Chapel intersection.

Table #5 Main Points

- **Increase road Capacity and add access points (an exit off I-40 to Ephesus Church Road, Change Barbee Chapel Road to 4 lanes to take traffic off NC-54 heading into Chapel Hill).**
- **Develop east side (Farrington Road side) of NC-54 with low density.**
- **Use express bus instead of rail. When relocating stops, use existing roads, don’t build new tracks.**
- **Improve pedestrian/bike safety, perhaps by adding a lane?**

- Development close to UNC campus should be more mixed-use.

Issues and Opportunities

- The traffic on Farrington is due to huge development in Chatham County. They must be linked to I-40 to cut down on traffic.
- Additional interchange off I-40 at Farrington Road intersection.
- Co-locate shopping, dining, and park and ride north of the I-40 exit (exit 273B).
- Need 2 left turn lanes at NC-54 and Farrington.
- Extra merge lane off I-40 onto NC-54.
- Remove median on NC-54.
- Synchronized stop lights on NC-54.
- Reversible lane ability.
- Do not expand Meadowmont lane.
- NC-54 is 6 lanes at Meadowmont. Maybe make it 6 lanes from I-40 and use “lane change” arrows to help steady flow of traffic from UNC workers and on UNC game days. Incorporate bike/ped lanes.
- No rail. It would bring more people in and make NC-54 more congested. We do not need more density and ruined greenways with a train. Aesthetically unpleasing.
- Over the road pedestrian bridge across NC-54 at Hamilton. School children and Glenwood shoppers cross this 6-lane road and it is very dangerous.
- To access 15-501, additional north/south exit lanes.

Workshop Basemap

- BRT along NC-54
- Bus station and park and ride lot on the east side of the I-40 exit ramp, to divert traffic away from Farrington side of I-40.
- Transit station 1 is considered not possible as an express bus stop.
- There should be a connection from Chatham County to I-40.
- Solar housing is good at the acreage near Stagecoach and Farrington.
- Need a stoplight at Barbee Chapel and Stagecoach.
- Pedestrian bridge across NC-54 near Glen Lennox.
- At Transit Station 2, expand current VCH. This stop is a possible priority bus stop.

Table #6 Main Points

- **Separate bike lanes from traffic lanes on NC-54 and connect the bike lanes to Meadowmont and beyond.**
- **HOV/Express bus lanes added to NC-54 and I-40.**
- **Village Center High Density around Transit in ¼ mile – Village Center Low Density in ½ mile**
- **Hospital Center near golf course transit stop.**
- **Town Center near elementary school/15-501 and NC-54.**
- **Park and ride garages right off I-40.**
- **More bike racks on buses and trains and connect bike lanes to transit stops.**
- **If increase road capacity, then transit will be less likely.**

Issues and Opportunities Map

- **Bike lane along NC-54, 751, Barbee Chapel (to Southpoint), through Meadowmont, up to Easttowne.**
- **Rapid bus lanes/Commuter bus lanes along NC-54 and to Cary**
- **Add HOV lanes on NC-54, each way.**

Workshop Basemap

- More bike capacity on bus and rail.
- Better bus connection from Chapel Hill transit to Durham, Cary, and Raleigh.
- Bike lane along Farrington Road (south of I-540 and NC-54) to Amberly.
- Bus route along Farrington Road (south of I-540 and NC-54) to Amberly.
- Bike lanes down NC-54.
- Connected bike route along Barbee Chapel, through Meadowmont, to Ephesus Church Road and Easttowne.
- Bus lanes and HOV lanes, inbound and outbound, a
- HOV lanes and priority bus lanes on I-40.
- Along NC-54, traffic too heavy for **WOL**, need separated bike lane.
- No interchange at the Farrington Road and I-40 intersection (north of NC-54).
- Park and Ride lot at Ephesus Church Road and Farrington Road, with a dedicated bus route taking commuters down George King Road.
- Park and Ride lot at Celeste Circle neighborhood.
- Neighborhood at the Barbee Chapel and NC-54 intersection is marked VRL.
- Glen Lennox neighborhood is marked TC.
- At Transit Station 1, inner circle is VCH, outer circle is VCL.
- At Transit Station 2, inner circle is HC.
- At Transit Station 3, inner circle is VCH.

Table #7 Main Points

- **Density and mixed used at transit stops.**
- **Create neighborhoods and employment centers – places rather than stops.**
- **Hospital Campus at the Friday Center and Barbee Chapel Road.**
- **More East 54-type development at NC-54/15-501 Bypass.**
- **Develop SW Durham Parkway/George King Rd.**

Issues and Opportunities Map

- Extend rail down I-40 to Triangle Metro Center.

Workshop Basemap

No comments on map, everything was colored and labeled.

Table #8 Main Points

- **Create outerloop from Jack Bennett Road to I-40.**
- **Run rail along NC-54 – rail is essential.**
- **Preserve NC-54 and Farrington’s full access.**
- **Consider sound barriers for residential areas along NC-54.**
- **Consider 4 lanes for NC-54 from I-40 to 751.**

Issues and Opportunities

- Need 751 to 15-501 loop north and south of NC-54. This outer loop will take congestion off of I-40, NC-54, and 15-501. The more cars coming from Pittsboro and Raleigh that use the outer loop, the less on NC-54 and 15-501.
- Preserve full access at I-40/NC-54 intersection. Do other things to address congestion.
- Support transit, but consider transit impacts on NC-54.
- Near Transit Stations 2 and 3, have sound barriers for residential areas?

Workshop Basemap

- Transit line should follow NC-54 and I-40, not go through residential property that has already been established.
- School should preclude congested transit.

Table #9 Main Points

- **Build out George King Road to NC-54 before projected housing build. Do not collapse Meadowmont Lane and Barbee Chapel Road intersections (as was done to Farrington Road).**
- **Move transit station closer to Farrington Road/I-40 for ingress/egress to I-40. This makes access easier to a park and ride at I-40/NC-54.**
- **Make transit line parallel to NC-54 to gain economies of scale, in bridge system over creek and Corps land on the way to Meadowmont station.**
- **Connect bike/ped trails between the neighborhoods: the Oaks/Meadowmont/Downing Creek/Falconbridge.**

Issues and Opportunities Map

- Bus shelter needed on both sides of NC-54 near Celeste Circle neighborhood.
- Need bike/ped path connecting Downing Creek and Falconbridge neighborhoods and eventually connect bike path along NC-54 across I-40 to the American Tobacco Trail. This path would easily and safely create a whole bike network. Existing bike/ped tunnel allows connect for all of Falconbridge and Meadowmont if connection across wetlands is fixed.
- Planned rail corridor is in a terrible place. Should renegotiate with core folks to put rail easement along NC-54. Reasons are as stands: 1. economy of scale of building over creek, 2. access over creek as NC-54 develops, and 3. closer to NC-54 for easier park and ride access. System should come down Farrington Road to NC-54.
- Preserve Glen Lennox.

Table #10 Main Points

- **Reduce number of cars on NC-54 with a park and ride lot closer to I-40 – have commuters exit off I-40 straight into the lot. This lot can also be a commercial/housing center as well.**
- **Need 0.6 miles of pedestrian/bike crossing over the wetland.**
- **NC-54 as a “complete street” from at least Meadowmont to 15-501 (unclear step down I-40 to Meadowmont).**
- **Protect the ability of residents of north neighborhoods to get through.**
- **Fix the I-40/NC-54 intersection.**
- **Need bike/ped crossing over NC-54 near Farrington Road.**
- **Need bus stops at the rusty signs on NC-54 at Falconbridge.**

Issues and Opportunities Map

- **At Creekside School, traffic safety capacity.**
- **Disagree on: staging transit vs. no public transit and pay for improvements vs. no combined governments (Durham and Chapel Hill).**
- **Water problem in the floodplain area north of NC-54.**

Workshop Basemap

- **Crosswalk-bridge across NC-54 by Celeste Circle neighborhood and by Glen Lennox.**
- **Bike/ped path alongside NC-54.**
- **Keep NC-54 light.**

- Boulevard quality bridge across NC-54 by Glen Lennox – wide sidewalks or “Long Bridge” (shops along overpass).

Table #11 Main Points

- **Traffic through corridor is mainly off map.**
- **Alternate route from 15-501 to I-540 and RTP besides NC-54.**
- **Connect roads through area for locals, so they can avoid NC-54.**
- **Light rail is in the wrong place. It should go to Raleigh/RTP to relieve congestion.**
- **Funnel I-40 traffic off NC-54 using extra lanes, maybe toll roads, and clover leaf intersection.**
- **Developers should pay for redirecting traffic, or development should be contingent on them to fund this.**
- **Some additional bike/ped paths.**

Issues and Opportunities

- Study should be expanding to Garrett Road/751.
- Need safe bike/ped crossing on I-40.
- Cloverleaf intersection at I-40 and NC-54.
- Farrington Road and NC-54 must be a grade-separated interchange.
- Park and ride lot off I-40 near Farrington.
- Express frontage roads to/from I-40.
- Bikes and sidewalks along NC-54.
- Grade separated bike/ped paths across NC-54 (bridge or tunnel) at various places.
- Reduce congestion by route to RTP to I-540
- Make the connection between Farrington Road and Barbee Chapel Road.
- Road improvement on Stagecoach Road and Barbee Chapel Road.

Workshop Basemap

- No left turn lane on I-40 exit ramp.
- Jordan Lake/Colvard Farms needs to pay for NC-54 improvements to mitigate their traffic impact.
- Need traffic signal at Farrington and Stagecoach and Farrington and Barbee Chapel and Farrington Mill Road.
- Light rail wrong route to RTP and Raleigh. Relieve traffic.
- Take watershed into development plan.
- Development should pay for any road expansion.
- No further development until alternate roads/paths are done. Then, have low density with green space.

Table #12 Main Points

- **Preserve and protect Eastwood Park as a residential neighborhood. Add landscaping/walls/berms/whatever to isolate the neighborhood from NC-54.**
- **Move the drainage ditch from between Celeste Circle and the NC-54 service road to the other side of NC-54.**
- **Complete SW Durham Drive through Meadowmont Lane.**
- **Make NC-54 bike/ped friendly.**
- **Locate park and ride lot outside of the corridor (e.g., near 751 and I-40).**
- **“Do not block intersection” sign eastbound on NC-54 at Huntingridge Road.**
- **Double-T intersection at Crossland/Huntingridge Road.**

Issues and Opportunities Map

- Move Friday Center park and ride lot somewhere else, for example, on 751 near I-40.
- Need more frequent TTA buses, especially around lunch.
- Rail stations are good.
- Add a “Do Not Block Intersection” sign at the exit-bound lane of Huntingridge Road and NC-54.

Workshop Basemap

- The tunnel under NC-54 is great. Need more ways like that to cross NC-54.
- Keep Celeste Circle neighborhood residential.
- At Transit Station 1, mixed use is ok in inner circle, mostly near I-40 and the transit center.
- Put in I-40/Farrington Road interchange and have a UNC park and ride.
- Do make the SW Durham Drive connection.
- Need to make NC-54 pedestrian/bike friendly.
- Protect Eastwood Park. Between the service road and NC-54, put vegetation/walls/earth beams to isolate Eastwood Park from NC-54. Close access between light at Huntingridge and the service road, making a T-intersection. The collector street plan calls for a nearby intersection of Crossland Drive with NC-54. This intersection will form a “Double-T” intersection which, with lights timed appropriately, functions as a single light.
- The Farrington Mall parking lot drainage goes under NC-54 to a ditch between Celeste Circle and NC-54 service road. The volume of running water and mosquitoes are dangerous. It is a failed engineering project. A modern storm drainage system is needed, preferably on the Farrington Road side of NC-54.
- Need a bus shelter at the bus stop in front of Celeste Circle.
- Need an “outer loop” to connect 15-501 with I-40.

Table #13 Main Points

- **Try to get traffic off NC-54 instead of accommodating it on NC-54.**
- **Dense development near transit nodes: employment closer to University, residential further out.**
- **Take Carolina North into consideration – make sure it is rail/transit accessible.**
- **No new interchange at Farrington Road – maintain low density residential there. Keep in mind that neighborhood is environmentally sensitive, historic, area where change is not anticipated (LDR), Creekside School, interchanges are points of congestion, transit node moved to south.**
- **Continuous bike lanes along NC-54 and a north-south connection.**
- **Usable green spaces by Leigh Farm Park, with some noise abatement.**
- **Accommodate Chatham County development and commuter traffic.**

Issues and Opportunities

- Re-route I-40 between Raleigh and Greensboro, bypassing the Triangle to the south.
- No interchange at I-40 and Farrington Road.
- Noise abatement wall for Leigh Farm and residents.
- Along NC-54, bike lane/green way.
- At I-40/NC-54 interchange, improve exit flow.
- Outside of Transit Station 1, maintain low-density.
- Along NC-54, need safe pedestrian crossing facilities.
- Pave George King Road and make it a viable artery.
- Need a southern connection between 15-501 and 751 to ease pressure off NC-54.
- Take into account Chatham County development.

Workshop Basemap

- Along NC-54, bike lane.
- White parcels of areas of potential change east of I-40 and way north of NC-54 will not change because it is owned by Durham County, not town of Chapel Hill.
- Along Farrington Road, maintain low density residential.
- Noise abatement wall for Leigh Farm.
- Have some sort of north-south bike connection along Farrington Road, to Meadowmont.

Post-workshop comments

A record of post-workshop comments received follows, largely from e-mail but some mailed-in.

The majority were additional follow-up comments from focus group Invitees and public workshop participants, although several were from people who were not able to attend the workshop.

Traffic Issues

I-40/NC-54/Farrington Road intersection:

- The left hand turn problem from westbound NC-54 into southbound Farrington Road remains, in my mind, the most difficult situation to resolve. Diverting some of that traffic elsewhere seems to be an absolute imperative. Some traffic coming off of I-40 cannot find a space in the left hand lane and is coming down to the traffic light at Huntingridge Road and making a 180-degree turn to get back to Farrington Road.
- Difficulty with left hand turn onto Falconbridge Road from westbound NC-54 during rush hours (eastbound traffic is backed up and blocks the lane despite DO NOT BLOCK INTERSECTION signs.)
- Much concern about possible increase in cut through traffic onto Huntingridge Road due to backup problems on NC-54. At present this mostly occurs during rush hours but can occur at other times due to congestion on NC-54.
- What do the I-40 / NC-751, I-40 / 15-501, I-40 / NC-86 interchanges look like during rush times? Could there be ways to make these interchanges more appealing that would take pressure off the NC-54 situation? One thing that differentiates the NC-54 interchange from I-40 west bound when compared to 751, 15-501, and 86 is that 54 is the only without a traffic light bounded left turn at the end of the exit ramp. Comparing 54 to 15-501, during non-traffic times, 54 seems like a faster drive to UNC than 15-501 when starting from their respective exit ramps. Obviously, the most important question is, where is everyone taking their cars such that slow downs and unsafe situations are being caused by back-ups. For example, if many of them are going to the Friday Center to park and ride to UNC then working with the 751 route (via Stage Coach and Barbee Chapel) to the Friday Center would likely be more helpful than others.
- Adding lanes and an interchange at Farrington Rd. would only funnel more traffic to the already abysmally dysfunctional intersection of Farrington Rd., NC 54 and I-40. Interchanges CREATE slowdowns and congestion; they do not relieve them. Open stretches of interstate highway allow for free flowing traffic; interchanges gum up the works. There is a logical reason why federal guidelines stipulate that interchanges should be 2 miles apart; that principle is violated here. Interchanges also bring tremendous pressure for dense, intense land use changes...simply not appropriate along this low-density residential portion of Farrington Rd. That decision was affirmed by the removal of a transit stop from the area (near Creekside School).
- Creekside School would be negatively impacted by the congestion accompanying an interchange.
- Pressure for an interchange is coming from Chapel Hill; Durham needs to say no to the continual push of development and congestion out of Chapel Hill and into SW Durham.

That process began by pushing Chapel Hill's outer belt loop, the Laurel Hill Parkway, from Sage Rd. to Pope Rd. to Farrington Rd. in an ever eastward progression. The name is now Southwest Durham Drive!

- While at first blush, an I-40 interchange at Farrington Road might seem like a good idea, upon appropriate examination, the negative consequences of such an interchange will again be realized. Last year such a proposal was put before the Transportation Advisory Committee. It was removed from ANY further consideration. An interchange at I-40 and Farrington Road would put our children at risk, threaten the historic Leigh Farm and environmentally sensitive Water Fowl Federal Lands, and violate the graves of those laid to rest at Markham Memorial Gardens cemetery.
- Specific land uses in the vicinity of Farrington and I-40 include the Prescott Place, Glenview Park and Trenton neighborhoods, the Markham Memorial Gardens cemetery and Leigh Farm Park, 86 acres of open space protected over the last 20 years by a public private partnership including the Jr. League of Durham and Orange Counties, Triangle Land Conservancy, the State Dept. of Cultural and Natural Resources, DUTAG, DOST, Historic Preservation of Durham, Durham Parks and Rec, SEEDS and Piedmont Wildlife. There is literally no room for an interchange without destroying something of great value (homes, graves, park land).
- Farrington Rd. is a low-density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. Leigh Farm Park in particular is a gem of open space and anchor to the New Hope Creek Corridor trail system. It should be protected, not drowned in asphalt and congestion.
- As the director of Piedmont Wildlife Center, a nonprofit that actively uses Leigh Farm Park to teach children and adults the importance of protecting wildlife and our natural resources, I believe that Leigh Farm Park and the surrounding New Hope Creek watershed would be severely damaged by any increase in traffic brought on by an interchange at Farrington Road and I-40. The wetlands in Leigh Farm Park are already being damaged by runoff from I-40 and any additional impact could kill the wildlife and plants that protect our watershed. Please fight to protect the future of our environment!
- I live in the Trenton neighborhood. Several residents have been very vocal in their opposition to an interchange at I-40 and Farrington Road. I am not one of them. I would welcome easy access to I-40, and the ability to avoid the very busy and sometimes dangerous intersection at Farrington and 54.

Increased Congestion:

- Concerns about increased congestion from possible UNC medical facilities going into two buildings recently vacated on NW corner of NC-54 and Farrington Road. Egress from that site onto Farrington Road very difficult because entrance is only 30 to 40 feet from NC-54.

Other Traffic Issues:

- Is there a plan for a crossover at Hwy 54/Hamilton due to 54 East/Walking Traffic/schools?
- George King Road is re-routed to make a T-junction with NC54 via Crossland Drive, which is in our neighborhood. The Leigh Village map proposes to seal off and thus prevent access of our neighborhood to NC54 via the light at Huntingridge Road which leads from NC54 into the Falconbridge neighborhood. Thus, remaining would be a "double T" arrangement of George King and Huntingridge Roads which the developer thought were close enough so that the signals would be timed so that they functioned as a single light. Importantly also,

the Service Road and Celeste Circle access to NC54 would be via Leigh Village. To exit our neighborhood we would have to drive into Leigh Village and circle around to get to NC54. The neighbors that I have spoken with like this plan. It would make commercial development on the Service Road and Celeste Circle unattractive since access to NC54 would be inconvenient and there would be more plantings between the Service Road and NC54 which would make our neighborhood less visible.

- George King Rd. should be paved and the Meadowmont Connector built as planned.
- A Southern connector joining 15-501 and 751 should be investigated as an alternative route to help relieve congestion on NC 54.
- Another concept to investigate: Existing I-40 could become business I-40 (as with I-85 in Greensboro and I-40 in Winston-Salem) with a new I-40 bypassing the Triangle to the south.

Alternative Transportation

- Funding for transit may never materialize; exploding densities (based on the presupposition of transit corridors) could be a serious mistake, destroying the very character that makes North Carolina more attractive than New Jersey.
- The issue of a lack of good public transportation along the corridor was raised. Whether our residents in significant numbers would use it is questionable.
- Epcon senior citizen neighborhood is in full-swing (wrt construction), and these residents should have public transport as well. Stats show that with increase in age (past retirement) comes an increase in automobile accident incidents, and many older people no longer have a valid driver's license.

Public Bus Stops:

- 3 separate comments about getting a Durham public bus stop within walking distance of Creekside Elementary, as well as the Epcon Senior Citizen Neighborhood:
 1. Creekside Elementary currently is the only school (of which we are aware) that has no public bus stop within walking distance. Creekside is a beautifully diverse school, in terms of ethnicity and socio-economics, but this comes with its challenges. I have been involved in the School Improvement Plan, and the great disparity between low income students and mid-high income students was a subject of most serious concern. We have a tremendous number of bus riders, a large number of whose parents do not have personal transportation. This hinders their involvement and our ability to provide services/workshops/etc. for them at Creekside. At the very least, these low income families need reliable transportation outside of school bus hours in order to participate fully in the programs available to them at the school. Lack of public transport was also seen as an impediment to the involvement of 'Families and Community,' which is a goal upon which Creekside and all schools are judged. The fact that public bus transportation does not extend to Creekside was seen as the biggest problem with engaging the community and the parents.
 2. Any after-school (or before-school activities) must necessarily involve private transportation -- adding to traffic in this area. The lack of public transportation serving our school's area limits family and community involvement at our school. The bus stop would enable parents to come to school for parent-teacher

conferences, math/literacy nights, family socials, PTA meetings, movie nights, etc.

3. I have contacted the Durham school board about this, and have been told they would support a public bus stop here. However, the city has not been as encouraging. It would help if you all recommended to the city that a public bus stop be put in this area to facilitate school transportation (particularly extracurricular transportation), and possible connection to public transport to Chapel Hill from Durham. If you could also involve the Durham Public School Board, that would help too!

Strong interest in biking, but safety is a concern:

- I live in Southern Village on the southern part of Chapel Hill and work in RTP. I love to cycle but have to extend my cycling path to commute to work via Stage Couch Rd, Massey Chapel, etc. as the 54 corridor is not negotiable safely. That extends my bicycle commute to ~75min one way which would likely be ~55min if I could safely go straight on 54.
- In my opinion an express bus or rail system to RTP as a center of gravity for employment would already reduce contention on this corridor significantly.
- Though I strongly lobby for off-road bike paths the impact to contention during rush hour will likely be limited. Other alternatives will need to consider alternative corridors going in parallel. Further widening of the current road falls short of increasing capacity as the intersections are and stay the bottleneck. Even with 4 lanes on 54 most people will have to turn right onto I-40 and thus funnel into one lane which will continue to gate the capacity. If higher vehicle capacity along this direction is required it will require alternative corridors connecting to I-40 further south/east in parallel to 54. Hopefully that can be avoided by improvement in public transportation and connections of bike and pedestrian facilities to enable people to get to bus and rail stops.
- I am concerned about 54 as one of the few routes between Chapel Hill and Durham which is extremely unfriendly to cyclists. The narrow section through the wetland has no shoulder and steep banks on either side. Riders have been pushed off the road and down the embankment through the blackberry bushes. One concept program that has the right idea is the complete streets program. The link is: <http://www.completestreets.org/resources/new-pedestrian-safety-ranking-calls-for-complete-streets/>.
- From my perspective, equal safe access for all modes of travel is a civil rights issue, just like the Americans with Disabilities act requires public ways and buildings be handicapped accessible, shopping centers, post offices, banks, government centers, churches, etc all need to be accessible by walking or bike, too. Pedestrians and cyclists are essentially fenced in by uncrossable highways. Whole most peds and cyclists travel locally, some do want to go to Durham. There are not any comfortable ways of getting there. While crossing Estes Drive during dusk, inside a crosswalk and with a crossing light, this commenter was almost hit by a car whose driver did not see her – and this has happened several times. Each time, she reports to the town of Chapel Hill that something needs to be done to improve safety. I have written to the town traffic people suggesting more light at this intersection, to paint the crosswalks solid white so a body silhouette is visible to drivers at dusk, and that there be rumble strips place a few seconds on approach to any crosswalk to alert the driver physically that a crosswalk is ahead.

Development Issues

- Eastwood Park neighborhood would like to avoid commercial development in their neighborhood and protect it from the hostile environment of NC-54 through the use of landscaping and vegetative/earth barriers. The proposed Leigh Village development shows a good way to incorporate commercial development while leaving the Eastwood Park neighborhood residential.
- To blame the UNC park and ride lots for the traffic on Highway 54 ignores the development along the corridor, the fact that housing in Chapel Hill has become less and less available for people who work in the Town and therefore have to travel to work, and the fact that more businesses are there now than in the past. It is unfortunate that the focus group organizers did not invite UNC representatives to come to the meetings with, for example developers, so that this could be clarified. The UNC park and ride lots are just one of many reasons for the high traffic counts on the highway, and on a given day make up a small percentage of the total traffic on the roadway.
- The development of Carolina North must be taken into account when studying future traffic needs in this area.

Other Issues

- Farrington Rd. is a low-density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. Leigh Farm Park in particular is a gem of open space and anchor to the New Hope Creek Corridor trail system. Preservation, not more pavement, is our watchword.
- When a small turn in lane was added for eastbound traffic to turn into Huntingridge Road they made it very sharp so they did not have to move existing storm drain. This is a problem for many of our residents.
- Speed limit should be enforced. On the 54 corridor described, it goes through a wetland, so any expansion of the road immediately presents water displacement issues for the surrounding buildings. For this reason, the only way to add is to build a long bridge. If you do build a bike-ped path, make it far enough away so the traffic noise doesn't make the cyclists deaf. I am convinced that my husband's hearing issues are from years of traffic noise as he ran or biked on the street. I measured the traffic noise beside 15-501 to be over 80 dB with my sound meter.
- I am confused and concerned that all of the scheduled workshops are in Orange Co. and the majority of the proposed activity and destruction is in Durham Co. for the benefit of the people that live or commute to Orange Co.. Why are Durham residents being excluded or at least inconvenienced by you holding all workshops in Chapel Hill/Orange Co.? I also understand Carrboro has declared hands off and they will not be part of a "regional solution" to problems created by their continued lack of infrastructure improvements.



December 30, 2009

CIN: 090281

Dr. Yvette G. Taylor, Regional Administrator
 Federal Transit Administration, Region IV
 61 Forsyth Street, SW, Suite 17T50
 Atlanta, GA 30303

Re: Regional Rail/Major Transit Investments and Request for Time Extension

Dear Dr. Taylor:

I am writing to give the Federal Transit Administration (FTA) an update on the major rail-related activities of Triangle Transit (TTA) over the last year. I also want to request an extension of FTA's deadline for submission of a final plan for disposition of certain real properties owned by TTA with a federal interest as discussed below. For your convenience this update references sections similar to those used in our earlier correspondence on these matters.

Milestone: New Local and State Funding

We are pleased to report that TTA has met the concern for "verifiable progress" expressed in your September 12, 2008 letter by securing state legislation that allows our three county region to enact a ½ cent sales tax increase with voter referenda approval. After two and a half years of determined work by this agency and a broad coalition of supporters, Governor Beverly Perdue in August 2009 signed into law the Congestion Relief and Intermodal Transportation 21st Century Fund (the "Intermodal Bill"), a measure that allows our counties to hold referenda to adopt a ½ cent sales tax solely for public transit use. While this was a significant accomplishment, particularly in this economically challenging year, the content of the Intermodal Bill is even more remarkable.

Triangle Transit and its regional partners initially set out to gain limited sales tax authority for our three counties - Durham, Orange and Wake - in 2007. By the time the Intermodal Bill had worked its way through the NC General Assembly, it provided both a ½ or ¼ cent sales tax option and an additional \$7 per vehicle license tag fee option to every county in North Carolina - all to be used to enhance public transportation. The new law also created a public transit trust fund at the state level, which for the first time will allow North Carolina to provide adequate state support for transit projects on an ongoing basis. It is not an



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overstatement to say that the efforts of our coalition of diverse interests resulted in the most important piece of public transportation funding legislation in the history of our state.

Milestone: Regional Transit Planning

We have been working this summer and fall with key local elected officials from our municipalities and each of our three counties, as well as their managers and planning and transportation staff, Research Triangle Park (RTP) officials and the Raleigh-Durham Airport (RDU) Authority on the elements of a regional transit investment plan. We expect this plan to show how the new local and state funding would be invested in bus and rail service over the next 25 years, with details on spending for each mode of transit on a county and regional basis.

As required in the Intermodal Bill and based on land use plans, transportation demand and anticipated revenue streams, elected officials and staff from each county and its respective municipalities are developing one or more options for bus service expansion and rail investments. Working in conjunction with staff from our region's two Metropolitan Planning Organizations (MPOs) and based on input from the public, these county-based plans will be finalized and integrated into the regional plan. This will be followed by a formal approval process involving each of the MPOs and the three Boards of County Commissioners.

Milestone: Referenda on new Sales Tax for Transit

The final step in securing new sales tax funding for transit will involve working with the County Commissioners to plan and schedule a referendum for public vote on the ½ cent increase. Implementation of the additional vehicle license tag fee requires only a majority vote of the County Commissioners.

Current economic conditions make it difficult to predict when the sales tax referenda will be held. Time is also needed to finalize the regional transit investment plan and to work with civic organizations, members of the business community and local leaders to cultivate plans for a regional transit referenda campaign. Based on the current status of these and other factors, we expect the best option for a referenda may be in the fall of 2011.

New Starts Criteria and Funding

As noted in your September 12, 2008 letter, we are aware that Alternatives Analysis efforts are no longer eligible for federal reimbursement under the Section 5309 New Starts program. We are pleased to see the recent revisions to FTA's criteria for the New Starts program and trust that the new weighting of factors will result in a more favorable environment for a federal partnership for our region's transit projects.

Following a four-month procurement process, TTA has selected a multidisciplinary team that will function as our Program Management Consultants (PMC) for the regional transit investment projects adopted by the MPOs. We look forward to utilizing the expertise and experience of the PMC team to help our regional leaders clarify their rail projects and

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advance each project as appropriate for consideration by FTA for entry into the New Starts program.

Real Property with Federal Interest

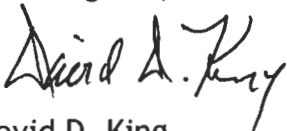
Your September 12, 2008 letter discussed a December 31, 2009 date for development of a final plan for disposition of the real properties owned by TTA which have a federal interest from partial federal funding of their acquisition. In requesting an extension of this timeline for development of a final property disposition plan, we wish to draw your attention to two important considerations.

The first is that TTA's work over the past 30 months has resulted in substantial progress towards one or more transit investments (rail and bus) that will utilize the real properties under discussion here. For the first time in this region's history, the two separate MPOs named a joint task force to develop a Long Range Transit Plan. This task force unanimously adopted a plan that was incorporated into both MPO's Long Range Transportation Plans. And, as noted above, several years of work with our state legislature has yielded new opportunities for local governments to strengthen transit funding.

The second consideration is that no new major transit investments will be possible until voters approve new sales tax funding, and no vote is likely to occur before November, 2011. In light of this fact and the great strides made to date, we believe that FTA and TTA will be best served by extending the deadline for finalizing a property disposition plan to December 31, 2011.

During the coming two years, we will continue to provide your office and FTA with regular progress updates on the milestones discussed above. We appreciate your continued involvement and advice, and we look forward to a cooperative partnership with FTA in the coming years. By copy of this letter, we are also sharing this update and discussion of future milestones with our state partner, the NC Department of Transportation, and the MPOs, our regional transportation partners.

Best Regards,



David D. King
General Manager

Cc: Miriam S. Perry, Director, NC DOT Public Transportation
Edison H. Johnson, Jr., Executive Director, N.C. Capital Area MPO
Mark Ahrendsen, Director, Durham Dept of Transportation, TCC Chair, DCHC MPO
Wib Gulley, TTA General Counsel
Greg Northcutt, Director TTA Capital Development