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

AGENDA

**January 27, 2010
 9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of December 16, 2009 TCC Meeting Minutes
 (Attachment 4)**

A copy of the December 16, 2009 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the December 16, 2009 TCC meeting.

**5. Draft FY 2010-2011 Unified Planning Work Program
 (Attachment to be handed out at the meeting)**

Felix Nwoko, LPA Staff

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Action	Date
TCC recommends draft 2010-2011 UPWP	2/24/10
TAC releases draft 2010-2011 UPWP for public comment	3/10/10
TAC holds public hearing on draft 2010-2011 UPWP	4/14/10
TAC approves final 2010-2011 UPWP	5/12/10

TCC Action: Review draft FY 2010-2011 UPWP.

6. FY 2012-2018 TIP - Urban Loop Prioritization Process**(Attachment 6, 6A, 6B)****Ellen Beckmann, LPA Staff**

Urban Loop projects were designated as part of the 1989 Highway Trust Fund and are eligible for funds that are not subject to the state's equity formula. The City of Durham is one of the ten cities eligible for these funds. The DCHC MPO's highest ranked highway project is the East End Connector which is eligible for Urban Loop funds.

NCDOT has proposed a quantitative methodology for ranking Urban Loop projects. An initial draft was released for MPO review with comments due by November 30, 2009. The MPO submitted comments on the first draft (Attachment 6A). Subsequently, NCDOT released a second draft for MPO review and has requested comments by February 28, 2010 (Attachment 6B). A memo on the process with draft LPA staff and RTA comments is Attachment 6.

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

7. FY 2009-2015 MTIP – Amendment #12**(Attachment 7)****Pierre Osei-Owusu, DATA****Ellen Beckmann, LPA Staff**

The City of Durham has been awarded a Section 5309 federal grant in the amount of \$475,000 under the federal 5309 earmark for Bus Improvement. The City of Durham is providing the 20% local match for this grant in the amount of \$119,000. The grant will be used to re-power select number DATA buses. The FTA grant award process requires that the grant fund be included in the 2009-2015 STIP. Accordingly, DATA is hereby requesting the TCC, and subsequently the TAC, to approve a TIP amendment to allow BOT's approval and further processing of the grant application. The amendment is included as Attachment 7.

TCC Action: Recommend that the TAC approve Amendment #12 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

8. Federal Rescission**(Attachment 8, Attachment 8A to be handed out at the meeting)****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 8 is a memo on the rescission from LPA staff.

The TCC TIP Subcommittee has developed a draft schedule for STPDA funded projects for FY 2010 through 2015 (Attachment 8A to be handed out at the meeting). The subcommittee's recommendation is to prioritize STPDA funding for already programmed projects in order to maintain project schedules. Unprogrammed anticipated STPDA funding for FY 2010 through

2015 will be used to make up for funds that were rescinded. One project, the Old Durham-Chapel Hill Road bicycle and pedestrian project requires \$1.2 million of additional STPDA funding (plus \$300,000 local match) for construction. LPA staff estimates that \$1.5 million of unprogrammed STPDA funding for FY 2010 through 2015 is available for this project. The Subcommittee recommends only programming previously selected projects in the 2012-2018 TIP through FY 2015. The STPDA program will be reevaluated during the development of the FY 2014-2020 TIP for fiscal years 2016 and beyond.

A schedule for STPDA projects will be forwarded to NCDOT for review. The schedule may need to change based on the funding available each fiscal year and the still undetermined impact of the rescission on CMAQ projects. A final schedule may be ready in February for TAC approval in March.

TCC Action: Review the draft schedule for STPDA projects for FY 2010 through 2015 and forward to the TAC.

9. Job Access Reverse Commute and New Freedom – 2010 Call for Projects **(Attachment 9, 9A, 9B)**

Maricia Brown, LPA Staff

The MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds. JARC is targeted for improving transportation for low income populations and NF is targeted at persons with disabilities. The 2010 Call for Projects would allocate the MPO's remaining appropriations – approximately \$72,671 for JARC and \$10,769 for NF. The LPA staff recommends delaying the FY 2010 Call of Projects until FY 2011.

Attachment 9 is a memo on the 2010 JARC and NF Call for Projects. Attachment 9A is a summary of approved project status and funding. Attachment 9B is a summary of expenditures for the approved projects.

TCC Action: Receive the proposed FY 2010 Call for Projects schedule and the FY 2006 – FY 2009 project status and funding updates.

10. NC 54 Corridor Study - Update **(Attachment 10)**

Leta Huntsinger, LPA Staff

Felix Nwoko, LPA Staff

David Bonk, Town of Chapel Hill

The DCHC MPO has initiated the NC 54 Corridor Study to analyze the issues within the corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. A proposed schedule for review and approval is included as Attachment 10.

TCC Action: Receive update on the NC 54 Corridor Study.

11. American Recovery and Reinvestment Act of 2009 - Update **(Attachment 11, 11A)**

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 11 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 11A is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section 5307 ARRA funds. This table also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects.

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

REPORTS FROM STAFF:

12. Reports from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

13. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

15. NCDOT Division 5 Highway Priority List for FY 2012-2018 TIP

(Attachment 15)

Adjourn

Next meeting: February 24, 2010

43 Mark Ahrendsen, TCC Chair called the meeting to order at 9:08 a.m. The Alternate Voting
44 Members were indentified and are indicated above.

45 **PRELIMINARIES:**

46 **Adjustments to the Agenda**

47 There were no adjustments to the agenda.

48 **Public Comments**

49 There were no public comments.

50 **ACTION ITEMS:**

51 **Approval of November 18, 2009 TCC Meeting Minutes**

52 Tom King asked that we check the attendance roster for the October 28, 2009 meeting because
53 he thinks he attended the meeting. The attendance roster was checked and it was verified that he did
54 not attend the meeting.

55 A motion was made by John Hodges-Copple and seconded by Joey Hopkins to approve the
56 November 18, 2009 TCC Meeting Minutes. The motion carried unanimously.

57 **2012-2018 Transportation Improvement Program – Regional Priority List – Bicycle and Pedestrian**
58 **(Attachments 5 and 5A)**

59
60 Ellen Beckmann provided an introduction for the 2012-2018 Transportation Improvement
61 Program – Regional Priority List – Bicycle and Pedestrian, along with the attachments.

62 Ellen Beckmann stated that staff submitted two lists by Division by the deadline of November
63 20, 2009. We received a subsequent email asking for one MPO-wide list. Staff told them the soonest
64 we could provide a combined list is January after the TAC meeting.

65 Ellen Beckmann stated that attachment 5 is what the TAC approved. There are a lot of projects
66 on attachment 5 that had either full or partial funding already. Staff tried to come up with a MPO-wide
67 list. Staff took out the projects that seemed to be mostly funded. Attachment 5A is a MPO-wide list

68 where projects were alternated between Durham and Orange counties because Chatham County did
69 not have any bicycle/pedestrian projects. The NCDOT Bicycle/Pedestrian Division asked for a top 5 list
70 for each. Almost all of our projects are both so it is not clear how we classify these projects. We are
71 proposing a top 10 of combined bicycle/pedestrian projects. Attachment 5A is what will be submitted.

72 Andy Henry stated for Division 7 projects, we just took the first five projects; however, for
73 Division 5, we skipped some projects on the list because they are funded. Andy Henry asked if they are
74 still funded because of the rescission and Ellen Beckmann thinks we will have enough STP-DA funds to
75 use.

76 A motion was made by Andy Henry and seconded by David Bonk to recommend TAC approval of
77 the MPO-wide Regional Priority List of bicycle and pedestrian projects for the FY 2012-2018 TIP along
78 with the previously approved list. The motion carried unanimously.

79 **Job Access Reverse Commute and New Freedom – 2010 Call for Projects (Attachments 6, 6A, and 6B)**

80 Mark Ahrendsen provided an introduction for the Job Access Reverse Commute and New
81 Freedom – 2010 Call for Projects, along with the attachments.

82 Mark Ahrendsen stated the recommendation was to not take action on the Call for Projects this
83 time around because (1) the balance of funding for both programs is relatively small and (2) there has
84 been no indication of an appropriation for the current year or whether there would be additional funds
85 available. An appropriations bill passed this weekend. There may be an appropriation for these
86 programs forthcoming. There are still issues associated with the re-authorization of the legislation. If
87 you don't have the legislation, you can't appropriate. Mark Ahrendsen's recommendation is to defer
88 this item until we know there is additional funding available. However, we may not want to put it off a
89 whole year.

90 David Bonk stated something is missing on JARC in 2007. Mr. Bonk would like a more complete
91 list of the projects, including a description and the progress of each project. Have they met the goals set
92 in the application?

93 Bill Barlow stated they are working on state applications for small urban/rural JARC and New
94 Freedom. The Town of Chapel Hill got small urban/rural JARC for the Pittsboro and the Burlington
95 express because the routes include rural areas. This year we had an application from Triangle Transit for
96 the run going to Zebulon which comes out of the rural funds. The applications will go out sometime
97 next week. The urban systems are able to apply where they serve the rural population. Mr. Barlow
98 suggested going ahead; assuming funding will be same as last year. Mr. Barlow stated 5310 can be used
99 by urban or rural to serve the elderly and disabled.

100 Mark Ahrendsen stated there has been discussion of rolling in JARC/NF with 5307 due to the
101 administration costs.

102 Mark Ahrendsen again recommended deferring action on this item to at least next month.

103 **Triangle Region Transportation Demand Management Program – Annual Report (Attachment 7 – to be**
104 **emailed and added to the website shortly)**

105
106 Dale McKeel provided an introduction and update on the Triangle Region Transportation
107 Demand Management Program – Annual Report. Sean Flaherty with Triangle J COG provided a
108 PowerPoint presentation.

109 David Bonk asked if the time lapse between the report and the activity is typical or is it because
110 this is the first year. Sean Flaherty stated it is just because of the first year as they have just entered the
111 second year of the seven-year plan. For the first year, they had to pull all the TDM programs across the
112 region into one unified regional program. We are hoping there will be one standardized format for
113 everyone to use.

114 Jeff Brubaker asked about incentives for employees to commute. Sean Flaherty stated the best
115 is the Smart Commute challenge which provides great incentives. In the annual report, you will see the
116 type of incentive programs that are used in each hot spot and see which worked the best. Bill Barlow
117 stated the targeted marketing needs to be added to the list because it is very effective.

118 Sean Flaherty stated they will be releasing the RFP in early February for FY11 towards the end of
119 January. Applications are due early March for funding, they are reviewed, and funding
120 recommendations are made early April.

121 **Federal Rescission (Attachment 8)**

122 Ellen Beckmann provided an introduction for the Federal Rescission, including the attachment
123 and the handout replacing page 4 and 5 of the attachment. All the projects can be funded, they will just
124 be delayed. Mike Stanley stated he thought all of our STP-DA programmed projects could be
125 accommodated this coming fiscal year 2010. Ellen Beckmann sent an email back asking if he was sure
126 and Mr. Stanley has not responded. We are going to have to provide realistic schedules for our projects.
127 A lot of our CMAQ projects could be funded with STP-DA and vice-versa. Unfortunately, we haven't
128 heard anything about the impact to our specific CMAQ projects. We want to consider both types of
129 projects together and fund our highest priorities using whatever funding source we could.

130 David Bonk stated the lesson learned here is how we manage the program and we need a
131 rigorous evaluation of each project. Ellen Beckmann stated we need priorities and schedules from the
132 local governments. David Bonk stated the local governments need to re-evaluate the projects. Ellen
133 Beckmann will provide a handout of the projects.

134 Jonathan Parker stated a letter was sent to the Secretary from NCAMPO regarding the issue
135 because it was a statewide issue. Ellen Beckmann stated the NCAMPO letter was included in the TAC
136 package. The letter focused on the planning funds, questions about what NCDOT knew and when they

137 knew it, and when was it communicated to the MPOs. Jonathan Parker stated it would be helpful to
138 work with other MPOs on this situation to see how to prevent it from happening again.

139 Jeff Brubaker stated something for the MPO to keep in mind for the next reauthorization is to
140 look for this so we are more aware. Relevant to the timing of projects for FY10 through FY15 is the level
141 of appropriation by FHWA. There is 10% higher funding in FY10 than FY09 so we may have more funds
142 than we thought.

143 Mark Ahrendsen stated staff has discussed over-programming so we have back-up projects.
144 \$1.5 million may need to be used for CMAQ projects.

145 Jill Stark stated the SAFETEA-LU authorization is over. GREENTEA is the next legislation and it
146 will take time to develop the reauthorization. The reauthorization extension date is December 18th. Ms.
147 Stark stated they will keep doing continuing resolutions until the legislation is passed.

148 Andy Henry asked if we should obligate our STPDA and CMAQ projects as soon as possible. Ellen
149 Beckmann stated they have asked everyone to hold off until we figure out what we are doing about the
150 rescission. But, after reviewing the latest information, maybe we should allow projects to move
151 forward.

152 **American Recovery and Reinvestment Act of 2009 (Attachments 9 and 9A)**

153 Ellen Beckmann provided an update on the American Recovery and Reinvestment Act of 2009.
154 The deadline for getting the local projects under contract is December 31, 2009.

155 The resurfacing on South Columbia Street between Cameron and Franklin will be funded as a
156 stimulus project.

157 Liz Rooks asked when we will know which resurfacing projects will be done and Joey Hopkins
158 stating they are waiting to know how much STP-DA funds will be available. We already have the
159 projects identified because we don't have time to develop new projects. It looks like NCDOT Division 5
160 will come up short in stimulus funds but it will be made up later through the equity balance.

161 David Bonk questioned the funds on table 4. How come there is so much left over. Mark
162 Ahrendsen stated we did not over-program because at the time, you had to enter into a municipal
163 agreement to financially commit to the project. The actual bids came in low compared to the initial
164 estimates.

165 Jeff Brubaker stated the Town of Carrboro has received permission to rebid the bus shelter
166 project because they had two bidding processes. They will shift the funds from the sidewalk project to
167 the bus shelter project. They have a supplemental agreement, but it hasn't been approved yet.

168 David Bonk asked about the Chatham County project. Ellen Beckmann stated the Chatham
169 County project bid came in low and they are in the process of confirming if the low bidder met all the
170 requirements. Melissa Guilbeau stated the low bidder did not qualify, but the next bidder has been
171 contacted. There will be money left over. Ellen Beckmann spoke with Ben Howell regarding resurfacing
172 projects in Division 8.

173 Ellen Beckmann asked Bill Barlow about the Orange Public Transit project that was flexed
174 stimulus DA to transit. The funds were flexed to Chapel Hill Transit who was going to administrate the
175 project on behalf of Orange Public Transit. There was a concern because when it was flexed, it was
176 flexed as regular not stimulus DA. Bill Barlow stated he is in the process of correcting it now.

177 **REPORTS FROM STAFF:**

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

179 Felix Nwoko stated he will be sending an email today regarding the 2011 UPWP. We will be
180 using last year's allocation for next year. On 5307, we will need to decide the amount to be flexed to
181 planning.

182 David Bonk asked when there will be Community VIZ training and Felix Nwoko stated it will be in
183 January. Staff sent a letter to KHA which is the consultant providing a list of planning directors and
184 different people that need the training.

185 David Bonk asked the status of the land use model. Felix Nwoko stated it is on schedule. There
186 are two phases. (1) Urban SIM zone level and (2) parcel level model.

187 David Bonk asked if a tentative schedule has been set for the 2040 LRTP and Felix Nwoko stated
188 they gave the tentative schedule to the Service Bureau. David Bonk wants to know the schedule to
189 develop the next UPWP. Andy Henry stated there are a lot of uncertainties. Felix Nwoko stated staff
190 needs to add elements requirement by SAFETEA-LU. Mark Ahrendsen suggested sharing the preliminary
191 schedule with the recipients of the planning funds. John Hodges-Copple stated there are a lot of people
192 involved. They need to discuss who does what tasks and have meetings. Felix Nwoko stated the non-
193 motorized model will be part of the model for the 2040 LRTP.

194 **Report from the TCC Chair**

195 Tom King provided an update on the Elizabeth Brady Road project. Mr. King stated the Town
196 Board supports the no-build option and will be pursuing alternatives through the MPO. They are
197 working on removing the projects from the TIP and LRTP.

198 Karen Lincoln stated Orange County resolution supports the no-build option and pursuing
199 alternatives through the MPO process.

200 Ellen Beckmann stated the MPO will submit comments after the next TAC meeting.

201 **NDCOT Reports (Attachment 12)**

202 Joey Hopkins, NCDOT Division 5 Engineer, stated the report is attached. There were no
203 questions for Division 5.

204 Patrick Wilson, NCDOT Division 7 Engineer, stated they are working on a project in Orange
205 County. They are in the process of installing a four way stop at the intersection of NC 57 and NC 157 by
206 Monday, December 21, 2009. This is going to be an interim improvement to the intersection. There are
207 plans to widen the intersection, put turn lanes in, and install a traffic signal. NCDOT felt after the latest
208 accident, they needed to do something. The project will be let in the spring of 2010.

209 **Adjournment:**

210 There being no further business before the Technical Coordinating Committee, the meeting

211 adjourned at 10:44 a.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: February 10, 2010

SUBJECT: Urban Loop Prioritization

Background

Urban Loop projects were designated as part of the 1989 Highway Trust Fund and are eligible for funds that are not subject to the state's equity formula. The City of Durham is one of the ten cities eligible for these funds. The DCHC MPO's highest ranked highway project is the East End Connector which is eligible for Urban Loop funds.

City of Durham Urban Loop Projects (in priority order)

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

NCDOT has proposed a quantitative methodology for ranking Urban Loop projects. An initial draft was released for MPO review with comments due by November 30, 2009. The MPO submitted comments on the first draft (Attachment 6A). Subsequently, NCDOT released a second draft for MPO review and has requested comments by February 28, 2010 (Attachment 6B). The Regional Transportation Alliance has made the East End Connector its top new freeway priority and has organized a group of consultants who have volunteered to review the urban loop prioritization methodology in coordination with City of Durham and LPA staff. The methodology is being reviewed for technical validity and reasonableness for use in prioritizing statewide infrastructure investments. In addition, the methodology is being reviewed in light of how it may be applied to the City of Durham's priority urban loop projects.

LPA Staff and RTA Preliminary Comments on the Second Draft of the Proposed Urban Loop Prioritization Methodology

General comments on the methodology and process for developing it:

- Supportive of NCDOT's proposal to use a technical quantitative assessment to prioritize the spending of urban loop funds.

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

- 10% Congestion Score
 - Proposed to be 60% Volume/Capacity ratio and 40% AADT on existing parallel routes
 - Favors projects with one primary high capacity parallel route (such as an interstate)
 - Need clarification on what will be considered the parallel routes.
 - Ensure that the models are consistent enough across the state to ensure a fair comparison of parallel routes or
 - Consider limiting the model runs to just the freeways and other principal and minor arterials to ensure that projects with multiple parallel routes are not disadvantaged
 - Incorporate future volumes in the calculations – the methodology considers future economic benefits, future truck volumes, etc. but not future overall volumes
 - Volume/Capacity ratio should be peak hour
 - AADT could be the AADT on the proposed loop project instead of the parallel routes.
- 5% Safety Score
 - Proposed to be 33% crash density as compared to similar facilities, 33% severity index, and 33% critical crash rate on existing parallel routes
 - Need clarification on what will be considered the parallel routes.
 - No benefit is given for projects that divert traffic from local streets to freeway facilities.

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

- 30% Travel Times Savings
 - Proposed to be measured by vehicle hours of delay by users of the network. Projects will be ranked and scored according to rank.
 - Consider limiting the model runs to just the freeways and other principal and minor arterials to ensure that projects in areas with a highly detailed model network (such as the TRM) are not disadvantaged.
 - Incorporate future volumes in the calculations – the methodology considers future economic benefits, future truck volumes, etc. but not future overall volumes
 - Weight travel time savings proportionally rather than just ranking them to avoid washing out major differences between projects for a factor
- 20% Economic Development
 - Propose to use Department of Commerce IMPLAN model.
 - Includes measure of direct, indirect, and induced employment. Impact on existing businesses includes high growth/targeted industries and manufacturing industries within a 1 mile buffer of the proposed loop. Population in the county(s) containing the project and the effect of tourism are analyzed.
 - Projects will be ranked and scored according to rank.
 - A 1 mile buffer is not adequate for short projects that provide connectivity to other facilities.
 - The population of the county favors projects in multiple counties that are geographically large.

- Weight economic impacts proportionally rather than just ranking them to avoid washing out major differences between projects for a factor
- 20% Non-Loop Funding
 - Propose to award points based on the percentage of total costs funded with non-loop funding.
- 5% Multimodal
 - Proposed to award 60 points to projects with HOV/HOT, light rail, or bus rapid transit in the highway right of way, 30 additional points to projects that connect to other transportation terminals within 1 mile, and 10 additional points to projects that connect to two or more transportation terminals within 1 mile.
 - A 1 mile buffer is not adequate for short projects that provide connectivity to other facilities
- 5% Freight Mobility Factor
 - Proposed to award 10 points for every 1,000 AADT truck volumes in the 20-year traffic forecast, up to 100 points.
 - This factor uses future year volumes on the proposed loop project which is reasonable. However, other factors are inconsistent with this methodology by using current volumes and parallel routes.
- 5% Protected Right-of-Way
 - Proposed to award points based on the status of right-of-way protected or purchased
 - 0 points if not protected or purchased
 - 50 points if protected but no right-of-way purchased
 - 70 points if right-of-way partially purchased
 - 100 points if right-of-way fully purchased or funds already authorized to fully fund right-of-way
 - Should be weighted proportionately based on percentage purchased to avoid washing out differences between projects with 1% purchased and 99% purchased.

Cost Denominator

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

NCDOT is holding a workshop/webinar on the proposed Urban Loop Prioritization process on Wednesday, January 27, 2010 from 1 to 4pm in Room 150 of the NCDOT Building at 1 S. Wilmington Street in Raleigh.

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



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

Town of Carrboro
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 NC Department of
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November 30, 2009

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

Dear Mr. Voelker:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 0 points: less than 10 percent of the right-of-way protected
 - 2 points: between 10 and 25 percent of right-of-way protected
 - 4 points: between 25 and 50 percent of right-of-way protected
 - 5 points: greater than 50 percent of right-of-way protected
- Points should be doubled if the right-of-way is owned by NCDOT, not just protected, for a maximum of ten points

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

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

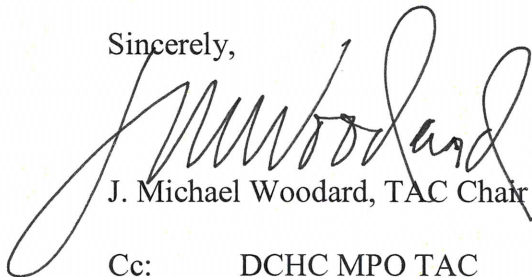
A second factor that should be added is a qualitative ranking factor. The highway prioritization process includes a qualitative ranking factor to reflect the priorities of the MPOs/RPOs and highway divisions. Although the urban loop program is

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

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

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

Sincerely,

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

J. Michael Woodard, TAC Chair

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

As of 12.17.09

Proposed Urban Loop Prioritization Process

The North Carolina Department of Transportation (Department) proposed an urban loop prioritization process and posted it on its website for public comment until Nov. 30, 2009. Comments have been received and reviewed. An accompanying 27-page power-point presentation contains a summary of the comments received and the Department's response to those comments. As a result, the Department is proposing changes to the proposed criteria. The most significant changes are these:

- 1. The Infrastructure Health factor was deleted.** Several comments indicated that the "needs" of a new loop are not dependent on the pavement condition of parallel routes. Probably true. Since the factor was only 4% of the overall scoring, it was deleted.
- 2. The Environmental Readiness Factor was deleted.** Several comments indicated this factor did not really provide any "benefit" to the project. The Department has decided to not use this factor in the scoring but consider it under the "Other considerations".
- 3. The Air Quality Conformity factor was deleted.** Several comments indicated there was some confusion over the scoring. Also, projects in attainment areas were not addressed. The Department has decided not to use this factor in the scoring but consider it under the "Other considerations".
- 4. The Land Use factor was deleted and replaced with a factor titled "Protected right of way".** There seemed to be a consensus that every urban area has likely done some form of land use to address the urban loops in their area. Several comments were received that protecting the right of way was a better measure. Thus, a new factor titled "Protected right of way" has been added. See below and the Appendix for details of the scoring for this factor.
- 5. A new factor titled "Non-Loop Funding" was added.** Several comments were received that the process needs to reward urban loop projects that are supported financially by local governments or users. The Department fully agrees. There is a constraint however in the General Statutes. G.S. 136-66 and GS. 143B-350 place restrictions on giving an advantage to any project using local government participation. Thus, the Department is proposing a criteria that should help meet the desires of the comments and the Department yet stays within the context of the General Statutes. See below and the Appendix for details of the scoring for this factor.
- 6. A simpler scoring system has been developed.** To simplify an understanding of the scoring system, the Department has revised the scoring to allow each "needs" factor and "benefits" factor to have a potential point total of 0 to 100. Each factor will then be weighted by some percentage of the overall scoring. In other words, the maximum number of points that can be assigned for congestion, safety or infrastructure health or the six benefit factors (travel time savings, economic development, freight mobility, multi-modal, protected right-of-way, and non-loop funding) is 100 points each but the

weighting factor for each can be changed to reflect how important that factor is in relationship to all other factors and obviously the sum total of the percentages of all the factors must equal 100%.

To help ensure these criteria receive full disclosure before the process is finalized, the Department is going to solicit comments again. These criteria have been revised, reworked and new criteria proposed based on the attached comments we received. We will appreciate receiving comments on whether these are the appropriate criteria and weighting factors by February 28, 2010.

The expected timeframe of remaining work after the comment period closes is to review, revise and finalize urban loop criteria in March. Work with MPO staff to review data inputs to the model and have model runs completed in April.

One other note, several comments were received requesting that the MPOs be given the opportunity to review the data inputs prior to scoring the projects. The Department agrees to do this but the first step is to ensure everyone has had the opportunity to comment on the criteria to be used. Once the ranking criteria and scoring system is finalized, the data inputs will be more fully developed and shared with MPO staff for their review and comment before the final results are tabulated.

Objective

Create an Urban Loop prioritization process that supports statewide growth, economic development and enhances mobility.

Background

The Urban Loops program designation and funding was established by the 1989 Highway Trust Fund as part of the Intrastate Highway System. The Trust Fund legislation stated the Intrastate System was “designed to support statewide growth and development objectives and to connect to major highways of adjoining states.” There were 7 loops established at that time (Asheville, Charlotte, Winston-Salem, Greensboro, Durham, Raleigh and Wilmington). Three additional loops were later added: Fayetteville and Greenville in 2003 and Gastonia in 2004.

Furthermore, G.S. 136-180 states that a new Interstate or freeway as the revised termini of an urban loop may be accepted if “The Board of Transportation finds that the purposes of the urban loop facility, specifically including reduced congestion and high-speed, safe, regional through-travel service, would be enhanced by the action.”

The Urban Loop Program currently totals 353 miles, 140 of which are open to traffic. The estimated cost to complete the program is now around \$5.5 Billion. At the current funding rate and the expected increases in construction costs, it will take more than 50 years to complete the program. The challenges in constructing these projects have been many and can be expected to grow in difficulty. Urban loop projects are new location projects that are large, complex and costly and can be very time-consuming to move through the project development process. Ever rising costs of engineering, right-of-way,

construction and environmental impacts ensure that further delays in completing the Urban Loop program translate to additional funding needs. Economic development opportunities are lost when the urban loops are not completed. At the same time, revenues to the Department have declined. A prioritization process to help ensure the most cost-effective use of resources to complete the urban loop program is needed.

The 21st Century Transportation Committee report dated December 2008 included the following “policy objective”: “Enhance mobility and reduce congestion by accelerated investment and completion of all planned urban loops with priorities established based on measurable transparent criteria.”

Purpose

The purpose of the loop prioritization process is to prioritize the remaining TIP projects that comprise the uncompleted sections of the 10 Loops.

Proposed Principles of an Urban Loop Prioritization Process

The following principles outline what an urban loop process should achieve. When the priorities are established, one should be able to say the priorities meet the test of following principles:

- Projects will support statewide growth and foster economic development
- Selection criteria will be data driven and transparent
- Selection criteria will be consistent with overall Strategic Prioritization Process
- Pilot effort will include a Benefit-Cost Type Methodology
- Pilot effort will be subject to public review and comment
- Secretary of NCDOT will have ability to move projects in final rankings

Proposed Methodology

A urban loop prioritization process would include both “needs” and “benefits” factors. This is based on research of various State’s highway prioritization processes. The most mature State prioritization processes have some form of a “benefit-cost” methodology that provides project rankings based on identifying not just the needs for projects but also incorporating the benefits and costs of the projects to meet those needs. Proposed “needs” factors and “benefits” factors are outlined below:

The Strategic Planning Office of Transportation (SPOT) highway prioritization model is currently a needs-based only approach to prioritizing TIP projects but is limited to analyzing current conditions not future conditions. Therefore, the SPOT highway prioritization model is a starting point for establishing priorities for planned urban loops. Since urban loops are Mobility projects on the Statewide Tier, it is appropriate to use the highway prioritization matrix for scoring needs. This also shows consistency with one of the guiding principles. These “needs factors” are briefly described below but the details of the scoring for each factor are more fully explained in the Appendix. Also attached is a scoring sheet which provides the weighting factors in a table format.

“Needs” factors

The data for the “needs” factor will be taken from the parallel routes to the proposed urban loop project. Parallel routes are defined as those routes currently carrying the traffic that is expected to use the new urban loop. The Department agrees to work with MPO staff to ensure agreement on which routes are considered “parallel routes”. The data will be the most current data available in NCDOT databases and the Department will ensure the same year’s data be used for all 10 urban areas. More details on these factors are included in the Appendix.

1. Congestion Score (10%): A measure of recurring congestion on the parallel routes.

The higher the congestion score, the more points to the project.

2. Safety Score (5%): A measure of the past crash history indicating whether the crashes on the parallel routes are greater than comparable routes elsewhere in the State. The higher the crash rates, the more points.

“Benefits” Factors

The current highway prioritization model does not account for the “benefits” factors of how projects meet identified deficiencies because the data is not readily available for all TIP projects. A review of various other State’s highway prioritization models generated a list of factors that are believed to be applicable to North Carolina for prioritization. Based on the comments received, the below “benefit” factors should more accurately reflect the benefits of the urban loop projects. Again, once these criteria are finalized, the Department will provide MPO staff with the data inputs prior to finalizing the scoring. Also, these “benefits” factors below are more fully explained in the Appendix.

1. Travel time savings (30%). This is the key measure of whether the urban loop will reduce congestion and provide greater mobility. The benefits are based on travel time savings the loop project would provide to the region. The travel time savings will be calculated using the travel demand model for the area. The measure will be the reduction in vehicle hours of delay for the network. This will be determined by running the travel demand models with and without the loop projects. The higher the travel time savings using vehicle hours of delay by the users, the more points.

2. Economic Development (20%). A measure of the economic impact the project brings to the region. The NC Department of Commerce would provide this information.

Department of Commerce has developed a dynamic economic analysis model which provides the economic impacts to the surrounding region. The model focuses on employment impacts created by the construction and the dynamic measure of economic development impacts on existing business. See the Appendix for further details on this model. This model and its inputs and outputs are not yet fully developed. However, it is clear that the model has the ability to forecast the employment and economic impacts as outlined and the greater the impacts, the more points will be assigned to the project.

3. Freight (5%). Domestic movement of freight will increase dramatically and the urban loops can assist in diverting truck traffic from central business districts, thus increasing mobility and safety and delaying pavement deterioration. The higher the truck volumes in the design year, the higher the points. Several comments were received on whether the type of truck traffic or the type of routes from which the truck traffic will be pulled to the

urban loop are part of this factor. Current data is not sophisticated enough to determine the type of truck traffic that will use the new urban loop. For the sake of simplicity, the Department will continue to use the truck volumes in the design year.

4. Multi-Modal (5%). A measure of the Department's commitment to promoting multi-modal options which boosts the ability to move people and goods more efficiently on the transportation network. Multi-modal is limited to whether the project provides for HOV/HOT/Light rail, etc. in the right of way or the project provides a direct connection to one or more other modal terminals. Multi-modal projects receive additional points.

5. Protected Right of Way (5%). This is a new criterion which essentially replaces the previous "land use" criteria. The reason for revising this criterion is that protection of right of way is a more accurate measure of a benefit to constructing the project. If right of way is protected or already partially or fully purchased, the project should receive more points. Keeping in mind that the urban loop program has been underway since 1989, this is a factor that may not be a perfect "benefit" factor but it is a significant enough factor to use it to rank projects.

6. Non-Loop Funding(20%). This is a new criterion and is being proposed based on comments received and a desire by the Department to move projects to construction where the use of loop funds can be eliminated or reduced. Briefly, this criterion will give points to projects where non-loop funds will supplant loop funds to cover right of way and construction costs. Examples would be tolling, innovative financing, TIFIA, GARVEE or a commitment by the MPO to use non-loop equity funds. The number of points awarded would be the percent of non-loop funds used to fully fund remaining right of way and construction. The greater that percentage of total costs, the more points. A caveat or restriction to this criterion is that the Department must be vigilant of the General Statute limitations as outlined elsewhere in this report.

Scoring System For Loop Projects: Each project would have a Priority Ratio. The highest Priority Ratio project would be the highest ranked project, the next highest priority ratio project would be the next highest rank project, etc. The Priority Ratio would consist of the numerator being the sum of the points from each "needs" factor multiplied by the weighted percentages plus the points from the "benefits" factors multiplied by the weighted percentages. . The denominator of the Priority Ratio would be the project costs to complete the project using loop funds. This amount includes the preliminary engineering, right-of-way and construction phases of work. It does not include operational or maintenance costs since loop funds are not used for those purposes. The higher the priority ratio, the higher the rank. The details of this scoring system are shown in the Appendix.

Other Considerations:

It is important to remember the remaining TIP Loop projects are already in various stages of planning or project development. Once the rankings are determined, there will still need to be a check on the status of each loop project to help determine the most cost-effective method of scheduling these ranked loop projects. For example, there are other factors that could be considered such as: avoiding lapse of planning documents or permits; status of environmental document; whether the project must be constructed to meet an air quality conformity determination and if so, what year must it be completed;

building usable segments; whether the project has an added benefit of serving strategic military locations, homeland security, national defense and FEMA staging areas; applying funds to areas based on construction costs, inflation, volumes of work and capacity of the industry. No additional scoring is contemplated for these factors but they should be a part of the decision on when to schedule projects for funding.

DETAILED SCORING MATRIX

APPENDIX

As stated previously, each of the following needs factors and benefit factors may receive a possible 100 points. Then, each factor will be given a percentage weight in relation to the other factors and the total weights must equal 100%. The number in parenthesis below is the weighted percentage of the total score. For example, the points for congestion will range from 0 to 100. That point total will be multiplied by 20% to determine the number of points to be added to the other factors to determine the total points awarded to the project.

“Needs” Factors:

General Theme on “Needs”: The higher the deficiencies, the more points.

This data resides in the Department’s databases. The data is the most current Volume to capacity and AADT data available – currently this data is 2008 data or newer. The “needs“ factor data is derived from the existing parallel routes that carry traffic now that would be expected to travel the new urban loop project. The Department will work with MPO staff to reach agreement on these parallel routes. It is recognized that different segments of routes will have different individual scores. The plan will be to determine one score based on a weighted average according to segment length of the parallel routes.

1. Congestion score (10% of total score): The congestion score is a combination of Volume/Capacity (V/C) ratio and Average Daily Traffic (ADT). Sixty percent of this score is the volume/capacity ratio and 40% is AADT. Current NCDOT data will be used. The total number of possible points for this score is 100. The calculated congestion score will be between 0-100 and this number will be the points assigned to this criterion. For example, a congestion score of 65 will result in 65 points to this criterion.

2. Safety score (5% of total score): This is a combination of three equally weighted safety-related factors: Crash Density (The crash density of the study area versus the average crash density of similar facilities) plus Severity Index (measure of the mix of accident severity in a group of accidents at a location) plus Critical Crash Rate (the actual crash rate versus the critical crash rate for the study area). Each of these factors is decimal so the combined score will be a decimal. This decimal score will range from 0 to 1. Use the current “3-year moving average” data from parallel routes. Multiply the decimal score by 100 to determine the total number of possible points.

“Benefits” Factors

General Theme on “Benefit-Cost”: The greater the benefits, the more points.

Similar to the “Needs” factor, each of the following “benefits” factors may receive a possible 100 points. Then, each factor will be given a percentage weight in relation to the other factors and the total weights must equal 100%. The below criteria are now proposed based on comments received.

1. Travel Time savings (30% of total score). This is a key measure of whether an urban loop is reducing congestion and thus improving mobility. The greater the travel time savings, the better for mobility, the greater the points. The Department’s Transportation Planning Branch (TPB) and various Metropolitan Planning Organizations (MPOs) travel demand models have data which can provide travel time savings for urban loop projects, i.e. time savings in the area with and without the loop project. The greater the travel time savings, the more points. These travel time savings will be expressed in vehicle hours of delay by the users of the network. To date, these models have not yet been run to determine vehicle hours of delay, thus it is not known exactly the magnitude of these vehicle hours of delay. What is proposed for scoring is a system of giving points to projects based on comparative ranking of one loop project versus other loop projects. In other words, if Project A has the greatest number of hours of reduction in vehicle hours of delay in comparison to other projects, that project receives the most number of points. The projects will be listed using the number of vehicle hours of delay being reduced as the criteria from greatest to least number of hours of delay. If there are 25 projects, then the project with the greatest hours of reduction in vehicle hours of delay will get 100 points. The second project gets 96 points, etc.

2, Economic Development (20% of total score). This is a measure of the economic impact the project brings to the region. The Department of Commerce has developed a dynamic economic analysis model which provides the economic impacts to the surrounding region. The model focuses on employment impacts created by the construction and the dynamic measure of economic development impacts on existing business. The construction impacts include direct, indirect and induced employment create by the investment of the project. Direct effects used here would be the employment opportunities that an initial investment would have upon the region. Indirect effects are employment opportunities that regional suppliers and others will experience due to the initial project investment. Induced effects are employment opportunities due to the change in household purchasing due to change in compensation in the region.

The dynamic measure of impacts on existing businesses examines the high growth/targeted industries and manufacturing industries within a 1 mile buffer of the proposed loop. In addition the number of jobs in the buffer, the population in the county(s) within the project and the effect of tourism brought by the loop are analyzed to determine the additional expected employment impacts of constructing the loop.

The outputs of the model are expressed in terms of employment created. Since the model has not yet been fully developed, it is not yet possible to develop some table of what may be the expected range of the output measure. Therefore, it is proposed that the scoring system consist of giving points to projects based on comparative ranking of one loop project versus other loop projects. In other words, if Project A has the greatest number

of employment opportunities in comparison to other projects, that project receives the most number of points. The maximum number of points, like all the other factors, is 100. The projects will be listed using the number of employment opportunities created as the criteria from greatest to least. If there are 25 projects, then the project with the greatest employment opportunities will get 100 points. The second project gets 96 points, etc. If there are only 20 projects being evaluated, then the project with the greatest employment opportunities would still get 100 points but the second project would get 95 points, etc.

The Department staff will work with MPO staff to allow MPO review of input data to the dynamic model prior to running the model..

3. Freight (5% of total score). The State is expected to experience a 67% increase in domestic freight tonnage over the next 20 years (21st Century Report, 2008)- an explosive growth rate. The Department needs to accommodate the increase. Urban loop projects provide the opportunity to divert through truck traffic from central business district areas, thus increasing safety, reducing congestion and helping extend the pavement life. Projects that carry high truck volumes receive more points. Use projected 20-year forecasted traffic. If 20-year AADT truck volumes >1000 = 10 point. If truck volumes >10,000 = 100 points and similarly in-between. See Table:

Truck volume > 1,000 = 10 point

Truck volume >2,000 = 20points

Continue volume to number ratio up to 10,000 and points assigned

Truck volume >10,000 = 100 points (max)

4. Multi-Modal (5% of total score).

This factor is used in the Department’s overall strategic prioritization process. The Department is committed to multi-modal projects. This is also a measure of the Department’s commitment to promoting multi-modal options which boosts the ability to move people and goods more efficiently on the transportation network. The definition of “multi-modal” is a project which encourages the use of 2 or more modes (highway, bicycling, walking, rail, ferry, aviation, transit) to achieve enhanced mobility in a travel corridor.” Loop Projects must meet the definition of “multi-modal” and then will receive points based on the following scoring:

1. HOV/HOT or Light Rail or Bus Rapid Transit within the highway right-of-way = 60 points.

2. Connection to one other transportation terminals (airport, seaport, rail depot, ferry terminal, inter-modal terminal, transit terminal) = 30 points. A connection to two or more transportation terminals receives an additional 10 points. Connections to other transportation terminals are defined as a Loop Project providing access within one mile of the terminal right-of-way. One mile is chosen as a reasonable distance to whether the new loop truly would provide ready access to the terminal.

5.Protected Right of Way (5% of total score). This is a new criterion which essentially replaces the previous “land use” criteria. The reason for revising this criterion is that protection of right of way is a more accurate measure of a benefit to constructing the project. If right of way is protected or already partially or fully purchased, the project should receive more points. Keeping in mind that the urban loop program has been

underway since 1989, this is a factor that may not be a perfect “benefit” factor but it is a significant enough factor to use it to rank projects.

Again, the maximum number of points for this factor is 100. Where the corridor has been protected but no right of way purchased, the project is assigned 50 points. Where right of way has been partially acquired, the project is assigned 75 points. Where the right of way has been fully purchased or funds already authorized to fully fund right of way, then 100 points would be assigned to the project. Where there has been no corridor protected and no right of way purchased, no points would be assigned.

6. Non-Loop Funding (20% or total score). This is a new criterion and is being proposed based on comments received as well as a desire by the Department to move projects to construction where the use of loop funds can be eliminated or reduced. Briefly, this criterion will give points to projects where non-loop funds will supplant loop funds to cover right of way and construction costs. Examples would be tolling, innovative financing, TIFIA, GARVEE or a commitment by the MPO to use non-loop equity funds. The number of points awarded would be the percent of non-loop funds used to fully fund remaining right of way and construction costs. The greater that percentage of total costs being borne by non-loop funds, the more points. A caveat or restriction to this criterion is that the Department must be vigilant of the General Statute limitations. G.S.136-66 and G.S.143B-350 place restrictions on giving an advantage to any project using local government participation. See below for statute language.

G.S.136-66.3 c(1) states: No TIP Disadvantage for Participation. – If a county or municipality participates in a State highway system improvement project, as authorized by this section, or by G.S. 136-51 and G.S. 136-98, the Department shall ensure that the local government's participation does not cause any disadvantage to any other project in the Transportation Improvement Program under G.S. 143B-350(f)(4).

GS.143B-350 states: Local Government Participation. – The ability of a local government to pay in part or whole for any transportation improvement project shall not be a factor considered by the Board of Transportation in its development and approval of a schedule of major State highway system improvement projects to be undertaken by the Department under G.S. 143B-350(f)(4).

Thus, the Department is proposing a criterion that should help meet the desires of the comments and Department stays within the context of the General Statues. Points will be assigned based on the percentage of non-loop funds committed to fund the combined expected right of way and construction costs. In other words, if non-loop funding will cover 100 percent of the expected right-of-way and construction costs, then the project will be assigned 100 points for this factor. If non-loop funding will cover only 50 percent of the total right of way and construction costs, then only 50 points will be assigned. Again, any funding contributions by local governments/municipalities can not be used to determine the points given the limitations of the existing statutes.

SUMMARY TABLE OF POINTS

“Needs” Factors	Percentage of Total Score
1.Congestion	10
2.Safety	5
“Benefits” Factors:	
1. Travel Time savings	30
2. Economic Development	20
3,.Freight	5
4. Multi-Modal	5
5. Protected Right of Way	5
6. Non-Loop Funding	20

$$\text{Priority Ratio} = \frac{\text{Needs factor points plus Benefits factor points}}{\text{Project Costs (Capital Expenditures)}}$$

Priority Ratio: “Needs” factor points plus “Benefits” factor points in the numerator. Project Costs (representing remaining preliminary engineering, right-of-way and construction) in the denominator.

A Priority Ratio which is a benefit-cost type ratio can be computed. The numerator in the ratio would be the simple addition of “needs” plus “benefits” factors. The denominator would be the sum of the expected project costs for remaining preliminary engineering, right-of-way and construction. These costs would not include operations and maintenance costs that one could expect to see in a traditional benefit-cost methodology because loop funds are only used for the capital expenditure. These project costs would typically be in the millions of dollars which would result in a ratio having multiple decimal places. The total project costs, therefore, should be shown in “millions” of dollars in order to make the final “priority ratio” a more easily understood number. The higher the priority ratio, the higher the rank.

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

**AMENDMENT #12
February 10, 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 #12 to DCHC 2009-2015 MTIP” provided here on this, the 10th day of February, 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 10th day of February, 2010, to affix his signature to the foregoing document.

Notary Public

My commission expires _____

(Seal)

Attachment to Resolution for Amendment #12 to the DCHC 2009-2015 MTIP

Current FY 2009-2015 MTIP

STIP #	div	Municipal	DESCRIPTION	fund	FY10	FY11	FY12	FY13	FY14	FY15
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance - fixed route vehicles	FUZS T	\$500					
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance - paratransit vehicles	FUZS T	\$500					
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance - fixed route vehicles	FUZ	\$2,535	\$2,535	\$2,535	\$2,582	\$2,670	\$2,535
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance - fixed route vehicles	RGP	\$35	\$35	\$35	\$35	\$35	\$35
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance - fixed route vehicles	L	\$634	\$634	\$634	\$646	\$668	\$634

Amendment to the FY 2009-2015 MTIP

STIP #	div	Municipal	DESCRIPTION	fund	FY10	FY11	FY12	FY13	FY14	FY15
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance, spare parts, equipment, passenger amenities, service vehicles	FBUS	\$475					
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance, spare parts, equipment, passenger amenities, service vehicles	L	\$119					
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance, spare parts, equipment, passenger amenities, service vehicles	FUZ	\$2,535	\$2,535	\$2,535	\$2,582	\$2,670	\$2,670
TG-4738	5	Durham/D ATA	Routine Capital: preventive maintenance, spare parts, equipment, passenger amenities, service vehicles	L	\$634	\$634	\$634	\$646	\$668	\$668

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 STPDA, Metropolitan Planning, and CMAQ Project Funding Procedures

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

TAC Action: Receive update on the rescission.

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

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

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

FHWA, HCFB-1
TABLE 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

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

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

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

TABLE 3: STP > 200K Population Rescission Adjustment

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

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

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 16, 2009

RE: Job Access Reverse Commute and New Freedom 2010 Call for Projects

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used according to the following limits:

- Up to 80% for capital and planning projects.
- Up to 50% for operating assistance.
- Up to 10% for program administration.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009 funds is available for allocation during FY 2010’s Call for Projects.

2010 Call for Projects – Funds Available

The tables in Attachment 6A summarize the funds available for the JARC and NF programs. The MPO has received appropriations for FY 2006, 2007, and 2008, and 2009 funding. The FTA has not yet published the 2010 appropriations. Based the wave of economic and Federal changes, we have no expectations regarding the increase in future allocations. Once the FTA has published the FY2010 appropriations, the MPO will hold a call for projects. The MPO anticipates this will be late spring 2010. Once the MPO approves project funding, projects are obligated in FTA’s financial system using the “oldest” funding available. Funds are available for up to 4 years (including the year of

allocation) before they lapse. FY 2009 funds would potentially lapse on September 30, 2013.

In May 2009, the TAC approved enough JARC projects to use up all of the FY 2008 and a portion of 2009 JARC funds. All approved funding have been obligated in FTA's financial system. The MPO's remaining JARC appropriations that have not already been committed to a project and have not lapsed are \$72,671. This amount will be offered for use in the MPO's FY 2010 Call-for-projects.

In May 2009, the TAC approved enough NFP projects to use up all of the FY 2007, FY 2008 and a portion of 2009 NFP funds. All approved funding have been obligated in FTA's financial system. The MPO's remaining NFP appropriations that have not already been committed to a project and have not lapsed are \$10,769. This amount will be offered for use in the MPO's FY 2010 Call-for-projects.

2010 Call for Projects – Schedule

The LPA recommends the following schedule for the 2010 Call for Projects:

- 12/16/09 TCC update on 2010 Call for Projects & prior year's project status
- Spring 2010 FTA releases FY 2010 appropriations
- 10/13/10 TAC update on FTA application & funding status. TAC request staff begins project solicitations.
- 10/27/10 LPA staff submit updated Call for Projects schedule
- 9/30/13 FY 2009 funds lapse if not obligated

Program Management Plan

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2010 JARC and NFP applications.

TCC Action: Receive the proposed FY 2010 Call for Projects schedule and the FY2006 - FY2009 project status and funding updates.

PROGRAM OF PROJECTS
NEW FREEDOM (5317)

TCC 1/27/2010 Attachment 9A

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	FTA PROJECT ID#	PROJECT COSTS		
							Total Cost	Federal Share	Planning & Administrative
6/13/2007	DURHAM	Public Transit	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 5,745	\$ 5,745	\$ 5,745
6/13/2007	DATA/TTA/CHT	Public Transit	In-Progress	Paratransit Eligibility Assessment	Operating	NC-57-X006-02	\$ 35,000	\$ 17,500	\$ -
5/14/2008	DURHAM	Public Transit	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 6,206	\$ 6,206	\$ 6,206
5/14/2008	CHT & OPT	Public Transit	In-Progress	Elderly population feeder service	Operating	NC-57-X006-02	\$ 97,600	\$ 48,800	\$ -
5/13/2009	DATA	Public Transit	In-Progress	Taxicab service to supplement ACCESS service	Operating	NC-57-X006-02	\$ 140,760	\$ 70,380	\$ -
5/13/2009	DURHAM	Public Transit	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 7,153	\$ 7,153	\$ 7,153
5/13/2009	DCCSC	Non-profit	In-Progress	Travel Training / Mobility Manager	Capital	NC-57-X006-02	\$ 31,357	\$ 20,000	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Go Triangle Regional Transit Information Center	Capital	NC-57-X006-02	\$ 50,614	\$ 40,491	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Mobility Manager	Capital	NC-57-X006-02	\$ 70,000	\$ 35,000	\$ -

MPO Approved Funding		Total:
DCHC MPO	FY 2006	\$ 71,878
Appropriations	FY 2007	\$ 71,810
	FY 2008	\$ 77,573
	FY 2009	\$ 89,416
Appropriations Total:		\$ 310,677
Lapsed funds (FY 2006):		\$ (48,633)
Remaining Balance (FY 2009):		\$ 10,769

PROGRAM OF PROJECTS
JARC (5316)

TCC 1/27/2010 Attachment 9A

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	FTA PROJECT ID#	PROJECT COSTS		
							Total Cost	Federal Share	Program Administration
6/14/2006	DATA	Public Transit	COMPLETE	Downtown Durham to the Brier Creek	Operating	NC-37-X010-00	\$ 193,752	\$ 96,876	\$ -
9/13/2006	TTA	Public Transit	Not-Applicable	Administrative Costs	Administration	NC-37-X010-00	\$ 22,433	\$ 22,433	\$ 22,433
6/13/2007	DATA	Public Transit	Not-Applicable	Administrative Costs	Administration	NC-37-X017-00	\$ 12,856	\$ 14,463	\$ 14,463
6/13/2007	DATA	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 203,138	\$ 100,000	\$ -
6/13/2007	CHT	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 101,098	\$ 50,549	\$ -
5/14/2008	DURHAM	Public Transit	Not-Applicable	Administrative Costs	Administration	NC-37-X017-01	\$ 13,928	\$ 13,928	\$ 13,928
5/14/2008	CHT	Public Transit	In-Progress	Rogers Road Project	Operating	NC-37-X017-01	\$ 169,936	\$ 84,968	\$ -
5/14/2008	DATA	Public Transit	COMPLETE	New Hope Commons Project	Operating	NC-37-X017-01	\$ 145,986	\$ 72,993	\$ -
5/13/2009	DATA	Public Transit	ON HOLD	Continuation of Downtown to Brier Creek Service	Operating	NC-37-X017-01	\$ 188,566	\$ 94,283	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Continuation of NS&G (night service)	Operating	NC-37-X017-01	\$ 118,534	\$ 59,267	\$ -
5/13/2009	DURHAM	Governmental	Not-Applicable	Administrative Costs	Administration	NC-37-X017-01	\$ 16,347	\$ 16,347	\$ 16,347

MPO Approved Funding		Total:	\$ 626,107
DCHC MPO	FY 2006	\$	152,453
	FY 2007	\$	160,702
Appropriations	FY 2008	\$	174,094
	FY 2009	\$	204,341
Appropriations Total:		\$	691,590
Unused (FY 2006) funds for Brier Creek Project:		\$	7,312
Lapsed funds (FY2006):		\$	(124)
Remaining Balance (FY 2009):		\$	72,671

**Federal Financial Reporting (FFR)
NEW FREEDOM (5317)**

TCC 1/27/2010 Attachment 9B

DR FY	MPO Approval Date	Sub- Recipient	Agency Type	Project Description	PROJECT COSTS		1st Qtr 2010 Expenditures		Drawdown Date
					Total Cost	Federal Share	Total Cost	Federal Share	
2008	6/13/2007	DATA	Public Transit	Paratransit Eligibility Project NC57-X006-00	\$ 35,000	\$ 17,500	-	-	
2008	6/13/2007	DATA	Public Transit	Administrative - NF FY07 program administrative allocation - NC57-X006-00 LNF08	\$ 5,745	\$ 5,745	-	-	
2010	5/13/2009	DATA	Public Transit	DATA - ACCESS Taxi cab supplement service	\$ 140,760	\$ 70,380	-	-	
2009	5/14/2008	CHT & OPT	Public Transit	Cross Town Shuttle Project	\$ 97,600	\$ 48,800	-	-	
2010	5/13/2009	CHT	Public Transit	Go Triangle Transit Program Membership (capital)	\$ 50,614	\$ 40,491	-	-	
2010	5/13/2009	CHT	Public Transit	Mobility Manager (capital)	\$ 70,000	\$ 35,000	-	-	
2010	5/13/2009	DCCSC	Non-profit Transit	Senior Travel Training Program (capital)	\$ 31,357	\$ 20,000	-	-	
2009	5/14/2008	DATA	Public Transit	Administrative - NF FY08 program administrative allocation - NC57-X006-01 LNF09	\$ 6,206	\$ 6,206	-	-	
2010	5/13/2009	City of Durham	Public Transit	Administrative - NF FY09 program administrative allocation - NC57-X006-01 LNF10	\$ 7,153	\$ 7,153	-	-	
Totals:					\$ 444,435	\$ 251,275	\$ -	\$ -	

Federal Financial Reporting (FFR)
JARC (5316)

TCC 1/27/2010 Attachment 9B

DR FY	MPO Approval Date	Sub-Recipient	Agency Type	Project Description	Project Costs		1stQtr2010 Expenditures		Drawdown Date
					Total Cost	Federal Share	Total Cost	Federal Share	
2009	5/14/2008	CHT	Public Transit	Rogers Road community	\$ 169,936	\$ 84,968	15,551.00	7,775.50	10/23/2009
2010	5/13/2009	CHT	Public Transit	NS Route Expansion (service to Rogers Rd.)	\$ 118,534	\$ 59,267	6,535.67	3,267.84	10/23/2009
2009	5/14/2008	DATA	Public Transit	New Hope Commons.	\$ 145,986	\$ 72,993	145,986.00	72,993.00	9/21/2009
2010	5/13/2009	DATA	Public Transit	Downtown Durham to Brier Creek.	\$ 188,566	\$ 94,283	-	-	
2009	5/14/2008	DATA	Public Transit	Administrative - JARC FY08 (LJA09)	\$ 13,928	\$ 13,928	-	-	
2010	5/13/2009	City of Durham	Governmental	Administrative - JARC FY09 (LJA10)	\$ 16,347	\$ 16,347	11.23	11.23	10/23/2009
Totals:					\$ 653,297	\$ 341,786	168,083.90	84,047.57	

NC 54 Blueprint Review and Approval Process

Proposed

Date	Activity	Resource
June	Draft report delivered by RPG and reviewed by staff (Steering Committee)	RPG
July	Draft report provided to Chapel Hill Council and referred to advisory boards for review and comment. Draft report reviewed by NCDOT staff/managers as appropriate.	MPO
August	Draft report presented to JCCPC, Durham BPAC for review and comment. Draft report provided to Durham Planning Commission for review and comment (no presentation or public hearing).	
September	Comment on the draft report provided at the Chapel Hill Public Forum. Chapel Hill brings in UNC to review and comment on draft report. Chapel Hill Council approves comments on draft. Draft report with advisory board comments provided to Durham County Board of Commissioners at a work session for review and comment. Durham City Council receives the draft report at a work session with advisory board comments for comment. The draft report presented to the DURCHO group for review and comment.	
October	RPG revises the draft report to incorporate comments and recommended changes (2 weeks). TCC receives the final draft report and forwards to TAC.	RPG
November	TAC receives final draft report to forward to local agencies for approval. Durham Planning Commission holds public hearing on final draft report.	MPO
December	Durham City Council, Durham Board of County Commissioners, and Town of Chapel Hill review and approve the final draft report.	
January, 2011	TCC approval of final report	
February, 2011	TAC approval of final report	

Notes: Schedule may change depending on whether issues are controversial or if major changes to the draft report are recommended and implemented.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: December 9, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009

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

TIP Administrative Modifications and Amendments

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

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 10A. The first page lists the ARRA STP projects that have both been confirmed by NCDOT. The second page lists the ARRA STP projects that have been requested by the MPO and are not yet confirmed by NCDOT. The following pages list the STPDA, Section 5307/5340, and contingency projects.

Implementation and Tracking of Projects

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

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

July 1, 2009 (local approval) Step 1 – Agreement Preparation and Execution

	Step 2 – Preliminary Engineering Authorization
	Step 3 – Scoping Meeting
	Step 4 – Procuring Professional Services
	Step 5 – Environmental Documentation
	Step 6 – Design
	Step 7 – Right-Of-Way Certification
September 1, 2009	Submit all above documentation to NCDOT
October 1, 2009	Step 8 – Construction Authorization
January 1, 2010	Step 9 – Procuring Construction Services
	Step 10 – Construction Administration
	Step 11 – Close Out
	Step 12 – Final Audit

The MPO's deadline for local approval of agreements for STPDA projects was July 1, 2009. All local agencies have reported to the MPO that their municipal agreements have been approved by their elected boards. The environmental documentations, design packages, and right-of-way certifications had to be submitted to NCDOT by the September 1, 2009. All documentation has been submitted for the STPDA projects and approved by NCDOT. All projects also have construction authorization from FHWA. Many projects are currently out for bid by the local governments

One STPDA project programmed by the City of Durham, the construction of sidewalks on SR 1116 (Garrett Road), has been withdrawn because the plans were not able to be developed by the deadline. The City of Durham will use some of the \$438,840 programmed for this project to cover cost over-runs on other ARRA projects and will request that NCDOT use the remainder on resurfacing state-maintained roads in and around downtown Durham. City staff have submitted a list of resurfacing priorities to NCDOT staff for the use of these funds.

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

Reporting Requirements

Any entity receiving ARRA funds directly from the Federal Government is required to provide monthly "Recipient Reports". The MPO has assumed the responsibility of ensuring the reporting and audit requirements are met. In order to meet the intent of ARRA, the reporting must be submitted on schedule each month "to preserve transparency and provide real time reporting information" the FHWA. Reporting has already been initiated for MPO projects.

In addition to the reporting requirements in the legislation, the House Transportation and Infrastructure Committee has requested information on the progress of ARRA funds from States and transit agencies. The Committee will be highlighting best and worst performers among

States, MPOs, and transit agencies beginning in September. The Committee will be posting reports on its website <http://transportation.house.gov>.

ARRA TIGGER Funding

The Federal Transit Administration is administering a \$100 million discretionary grant program called Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) through the ARRA. The DCHC MPO's transit operators developed a joint application for these funds described in the following table. FTA reported that it received requests for \$1.87 billion through the TIGGER program, and only \$100 million is available. Project awards were announced in September, and the MPO's application was not selected for funding.

Operator	Description	Unit Cost	Total Cost
DATA	5 hybrid electric gasoline light transit vehicles	\$120,000 each	\$600,000
CHT	6 40' hybrid electric buses	\$543,600 each	\$3,261,600
CHT	5 hybrid electric gasoline support vehicles	\$29,500 each	\$147,500
TTA	3 propane light transit vehicles	\$96,000 each	\$288,000
TTA	1 propane truck	\$45,500 each	\$45,500
		TOTAL	\$4,342,600

ARRA High Speed Rail Funding

The Federal Rail Administration is administering an \$8 billion discretionary grant program to provide capital assistance for high speed rail corridors and intercity passenger rail corridors. The NCDOT has submitted several grant applications totaling more than \$4 billion, many of which include improvements in the DCHC MPO area. The applications are:

- Piedmont Corridor Service 4th Frequency – includes track improvements in Durham County and grade separation at Hopson Road
- Piedmont Corridor Service 5th Frequency – includes track improvements in Orange County and grade separation at Buckhorn Road and NC 10
- Planned Frequencies to Build-out – includes track improvements in Durham County and grade separation of Glover Road and Ellis Road (south)
- Station Improvements – includes new Hillsborough train station
- Other Speed and Safety Improvements – includes track improvements in Durham County and Orange County and grade separation at Ellis Road (north)
- Southeast High Speed Rail Corridor Raleigh to Richmond
- Congestion Mitigation
- Western and Southeastern Intercity Passenger Service Expansions

In August, the TAC approved a resolution of support for NCDOT's ARRA high speed rail applications.

ARRA TIGER Funding

The Federal Highway Administration is administering a \$1.5 billion discretionary grant program called Transportation Investments Generating Economic Recovery (TIGER) through the ARRA.

Eligible applicants include both state and local governments. Eligible projects include capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement. The grants can range from \$20 million to \$300 million. However, FHWA will consider waiving the minimum grant size requirement. A maximum of 20 percent of the funding, or \$300 million, can go to projects in any one state. The deadline was September 15, 2009. Unlike other ARRA funding sources, these TIGER grants are not subject to North Carolina's equity formula for distribution of transportation funding.

The NCDOT submitted an application for \$300 million for replacement of the I-85 Yadkin River bridge in Rowan and Davidson Counties. The City of Durham submitted an application for \$68.7 million for five neighborhood commercial streetscape projects. In September, the TAC approved a resolution of support for NCDOT and the City of Durham's ARRA TIGER applications. The Town of Carrboro also submitted a TIGER application for the Town's Bolin and Morgan Creek Greenway projects. The Jones Creek Greenway was also included as a segment within the Bolin Creek corridor. A total of \$4.3 million was requested to supplement currently allocated funding for the projects.

Schedule

Action	Date
TAC discuss process for ARRA funding TAC approval of MTIP administrative modification #3 for first wave of stimulus projects TAC approval of Section 5307/5340 funding split.	March 11, 2009
TAC approval of 2009-2015 MTIP administrative modification #5 for second wave of stimulus projects, STPDA projects, and Section 5307/5340 projects (and contingency projects).	April 8, 2009
ARRA TIGGER applications due	May 22, 2009
50% of STP funds must be obligated	June 30, 2009
Applications for Section 5307/5340 grants must be submitted Agreements for STPDA projects must be approved by local governments	July 1, 2009
TAC approval of 2009-2015 MTIP amendment #7 for ARRA projects. TAC endorsement of ARRA High Speed Rail applications	August 12, 2009
50% of Section 5307/5340 funds must be obligated	September 1, 2009
Local governments submit STPDA project information to NCDOT	September 1, 2009
TAC approval of 2009-2015 MTIP amendment #8 for ARRA projects. TAC endorsement of ARRA TIGER Grant applications	September 9, 2009
ARRA TIGER applications due	September 15, 2009
Highway/Bicycle/Pedestrian projects – construction authorization from FHWA	October 1, 2009
Transit projects - grant awarded in FTA system Highway/Bicycle/Pedestrian projects – contract awarded	January 1, 2010
100% of all STP and STPDA funds must be obligated	March 2, 2010
100% of all Section 5307/5340 funds must be obligated	March 5, 2010
Unobligated funds are redistributed to states	March 2010

American Recovery and Reinvestment Act
Confirmed STP - Funded - Managed by NCDOT

TIP #	Location	Description	Confirmed, STIP Status	Construction Authorization	Procuring Construction Services	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
I-5116	Durham Wake - I-540	I-40 to US 70 (4.00 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	5/29/2009	\$2,569,522		\$2,569,522
U-5122	Durham - NC 98	SR 1838 (Junction Road) to SR 1811 (Sherron Road)	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$832,825		\$832,825
R-5135	Durham - SR 1004 (Old Oxford Road)	US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$2,136,170		\$2,136,170
U-5127	Durham - SR 1321 (Hilddandale/Fulton)	I-85 to SR 1320 (Erwin Road) (1.32 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$385,312		\$385,312
U-5124	Durham - SR 1978 (Old Page Road)	SR 1926 (Angier Avenue) to SR 2095 (Page Road Extension) (0.99 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$151,498		\$151,498
U-5126	Durham - US 501 Bypass (Duke Street)	SR 1443 (Horton Road) to Hudson Street (1.90 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$647,878		\$647,878
R-2000AF	Durham - I-540 and I-40	Interchange improvements	Confirmed 4/09, in STIP			\$5,200,000		\$5,200,000
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City)	Confirmed 6/09, STIP 5/09	Complete	Sep-09	\$525,504	\$100,096	\$625,600
U-5143	Durham - NC 55 and SR 1171 (Riddle Road)	Installation of turn lanes	Confirmed 6/09, STIP 5/09	Complete	Jul-09	\$203,323		\$203,323
		Total				\$12,652,032		
		DIVISION 7						
U-4704	Chapel Hill Orange Durham	Signal System Upgrade	Confirmed 4/09, in STIP	Complete	9/29/2009	\$5,174,666	\$511,780	\$5,686,446
U-3100B	Carrboro	SR 1107 (Old Fayetteville Road), NC 54 to SR 1106 (Stroud Lane), Provide bicycle and pedestrian facilities, and transit accommodations	Confirmed 4/09, STIP 5/09			\$1,800,000		\$1,800,000
R-5178	Orange - NC 57	NC 86 to SR 1544 (Pearson Road) Widen 2-foot paved shoulders and resurface	Confirmed 5/09	Complete	9/29/2009	\$1,135,134		\$1,135,134
B-5191A	Orange	Bridge expansion joint repairs	Confirmed 6/09, STIP 5/09	Complete	Aug-09	\$123,203		\$123,203
I-5138	Orange, I-85	Bridge over SR 1006 (Orange Grove Rd.), Mill, Resurface, and Overlay with Open Graded Friction Course	Confirmed 8/09, in STIP	Complete	10/20/2009	\$1,741,569		\$1,741,569
R-5200	Orange, NC 86	SR 1730 (Whitfield Road) to Railroad Bridge south of SR 1710, Orange County. Widen for 2 foot paved shoulders on both sides.	Confirmed 9/09, in STIP			\$950,000		\$950,000
		Total				\$10,924,572		
		DIVISION 8						
SF-4908I	Chatham - NC 751 and SR 1731 (O'Kelly Chapel Road)	Install signal and left-turn lanes	Confirmed 4/09, in STIP	Complete	Sep-09	\$346,450		\$346,450
		Total				\$346,450		

American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT

TIP #	Location	Description	Confirmed By Governor, STIP Status	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
U-5164	Durham	Resurfacing, multiple locations	\$3,000,000 in 5/09 STIP addition			\$7,097,000		\$7,097,000
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	\$350,000 in 5/09 STIP addition			\$304,950	\$342,183	\$647,133
X-XXXX	Durham - SR 1670 (Geer Street) and SR 1357 (Avondale Drive)	Installation of roundabout				\$570,000		\$570,000
U-5147	Durham	ITS - installation of cameras at 11 locations	\$275,000 in 5/09 STIP addition			\$275,000		\$275,000
		Total				\$8,246,950		
		DIVISION 7						
X-XXXX	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)				\$250,000		\$250,000
U-4726	Chapel Hill	Install ADA Ramps to conform to the revised ADA standards				\$150,000		\$150,000
X-XXXX	Chapel Hill	Replace deteriorated curb/gutter at several locations on State roads; Franklin St, Raleigh Rd, South Rd, NC 86				\$100,000		\$100,000
X-XXXX	Chapel Hill	Bus stop and street improvements on Raleigh Rd (NC 54), South Rd, and Pittsboro St (NC 86)				\$82,000		\$82,000
R-5178	Orange	Resurfacing, multiple locations	\$1,000,000 in 6/09 STIP addition			\$2,935,000		\$2,935,000
		Total				\$3,517,000		
		DIVISION 8						
R-XXXX	Chatham	Resurfacing, multiple locations				\$1,500,000		\$1,500,000
		Total				\$1,500,000		

**American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT**

Durham Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	US 15-501 Business South (Mangum Street)	Milling and Resurfacing, Lakewood to Roxboro				\$480,000		
	US 15-501 Business (Lakewood Ave / University Drive)	Milling and Resurfacing, Roxboro to Academy				\$550,000		
	SR 1127 (West Chapel Hill Street)	Milling and Resurfacing, Great Jones to Kent				\$160,000		
	US 70 Business (Main Street)	Milling and Resurfacing, Erwin/9th Street to Morgan St.				\$215,000		
	US 15-501 Business North (Roxboro Street)	Milling and Resurfacing, Lakewood to I-85				\$560,000		
	NC 55 (Avondale Drive)	Resurfacing, I-85 to Geer Street				\$150,000		
	SR 1380 (Morgan St.)	Milling and Resurfacing, Mangum St. to Foster St.				\$60,000		
	SR 2295 (Archdale / S. Roxboro)	Milling and Resurfacing, MLK Jr Parkway to Summit St.				\$310,000		
	SR 1670 (Geer St.)	Milling and Resurfacing, Mangum St. to Cheek Rd.				\$175,000		
	SR 2028 (T.W. Alexander Drive)	Milling and Resurfacing, NC 54 to Cornwallis Rd				\$235,000		
	SR 1959 (South Miami Blvd.)	Milling and Resurfacing, NC 54 to Cornwallis Rd.				\$623,000		
	SR 1404 (Rose of Sharon Rd.)	Milling and Resurfacing, Cole Mill Rd. to Guess Rd.				\$380,000		
	SR 1615 (Quail Roost Rd.)	Milling and Resurfacing, Bahama Rd. to US 501				\$372,000		
	SR 1815 (Stagville Rd.)	Milling and Resurfacing, Old Oxford Hwy. to Bahama Rd.				\$567,000		
	SR 1928 (Angier Ave.)	Milling and Resurfacing, Pleasant Dr. to US 70				\$545,000		
	SR 1118 (Fayetteville Rd.)	Milling and Resurfacing, NC 751 to Herndon Rd.				\$419,000		
	SR 1407 (Carver St.)	Milling and Resurfacing, Rose of Sharon Rd. to N. Roxboro St.				\$516,000		
	NC 98 (Holloway St.)	Milling and Resurfacing, Miami Blvd. to N. Roxboro St.				\$280,000		
	SR 1945 (Alston Ave.)	Milling and Resurfacing, NC 55 to Cornwallis Rd.				\$500,000		
						\$7,097,000		

Orange Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	Orange	Resurfacing NC 86 (US 70 Business to Whitfield Road)				\$2,393,000		\$2,393,000
	Orange	Resurfacing NC 86 (US 70 Bypass to Coleman Loop)				\$542,000		\$542,000
						\$2,935,000		

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

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOTAL AVAILABLE			Type date that step was completed or n/a										\$ 7,889,430		
CITY OF DURHAM													\$4,309,579		
ER-5100EA	Durham	Duke and Gregson Urban Forestry and Landscaping	6/15/2009	7/27/2009	n/a	n/a	n/a	8/11/2009	9/15/2009	8/20/2009	9/23/2009		\$108,572		\$108,572
U-4726HA	SR 1666 (Dearborn Drive)	Sidewalk Construction (Old Oxford to Ruth)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/8/2009	9/23/2009				
U-4726HB	NC 751 (Hope Valley Road)	Sidewalk Construction (NC 54 to Swarthmore)	6/15/2009	7/14/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	8/28/2009	9/23/2009				
U-4726HC	SR 1146 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a				cancelled				
U-4726HD	SR 1321 (Hillandale Road E/S)	Sidewalk Construction (Cammie to Peppertree)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/1/2009	9/23/2009		\$579,977		\$579,977
U-4726HE	US 70 Bus (Hillsborough Rd S/S) and Markham Street	Sidewalk Construction (15-501 Bypass to Broad Street)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/2/2009	9/10/2009	9/4/2009	9/23/2009				
U-4726HF	Washington St W/S	Sidewalk Construction (Trinity to Glendale)	6/15/2009	7/14/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/2/2009	9/23/2009				
U-4726HG	SR 1183 (University Drive N/S)	Sidewalk Construction (Chapel Hill Rd to Chapel Hill Rd)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/2/2009	9/23/2009	CC 11/19/2009			
U-4726HI	Durham - North-South Trail	Resurfacing the North-South Greenway Trail from Lavender to Murray	6/15/2009	7/14/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/21/2009	9/18/2009		\$342,183		\$342,183
U-4726HJ	Durham - American Tobacco Trail	Resurfacing Riddle Road Spur	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/27/2009	9/18/2009	CC			
U-4726HK	Durham - American Tobacco Trail	Resurfacing from Morehead to Southpoint Crossing	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/27/2009	9/18/2009	CC 11/19/2009			
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City) - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Complete	9/1/2009	\$100,096	\$525,504	\$625,600
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/2/2009	9/16/2009	8/26/2009	9/23/2009		\$125,729		\$125,729
U-5149A	Durham - Renaissance Parkway	Installation of traffic signal	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009				
U-5149B	Durham - Renaissance Pkwy	Installation of a traffic signal at American Tobacco Trail crossing	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009		\$232,071		\$232,071
U-5148	Durham - Northpointe Drive	Installation of traffic signal	6/15/2009	7/14/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009				
U-5150	Durham - William Penn and Ben Franklin	Installation of traffic signal	6/15/2009	7/16/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009		\$346,539		\$346,539
U-5151	Durham - Miami Blvd. and Geer St.	Intersection reconstruction	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/26/2009	9/18/2009	CC 11/19/2009	\$80,000		\$80,000
U-5164	Durham	Resurfacing, multiple locations - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$2,394,413		\$2,394,413
		City of Durham Uncommitted Balance											(\$0)		

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

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	Total ARRA STPDA	Other Funding	Total Project Funds
		TOWN OF CHAPEL HILL											\$1,171,563		
EL-4601	Chapel Hill	Morgan Creek Greenway, Phase I	6/22/2009	7/21/2009	4/10/2003	n/a	2003	5/6/2009	10/1/2009	6/8/2009	10/14/2009	TC 11/23/2009	\$300,000	\$800,000	\$1,100,000
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	complete	9/29/2009	\$175,000		\$175,000
U-4726A	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$47,040		\$47,040
U-4726B	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$65,189		\$65,189
U-4726C	NC 86	Martin Luther King Jr. Blvd. Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$370,052		\$370,052
U-4726D	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009		cancelled		
U-4726E	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	TC 11/23/2009	\$142,611		\$142,611
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$71,671		\$71,671
		Town of Chapel Hill Uncommitted Balance											(\$0)		
		TOWN OF CARRBORO											\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009				
U-4726DB	Bim Street	Sidewalk on one side from Jones Ferry to Fidelity	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009	BOA 11/17/2009	\$284,176		\$284,176
EL-5103	Carrboro	Bus shelter and shelter materials	6/16/2009	7/14/2009	7/31/2009	n/a	n/a	8/20/2009	9/18/2009	8/28/2009	9/23/2009		\$48,296		\$48,296
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
		Town of Carrboro Uncommitted Balance											\$71,124		
		TOWN OF HILLSBOROUGH											\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a	9/2/2009	9/18/2009	9/21/2009	9/23/2009		\$319,459	\$880,541	\$1,200,000
		Town of Hillsborough Uncommitted Balance											\$0		

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

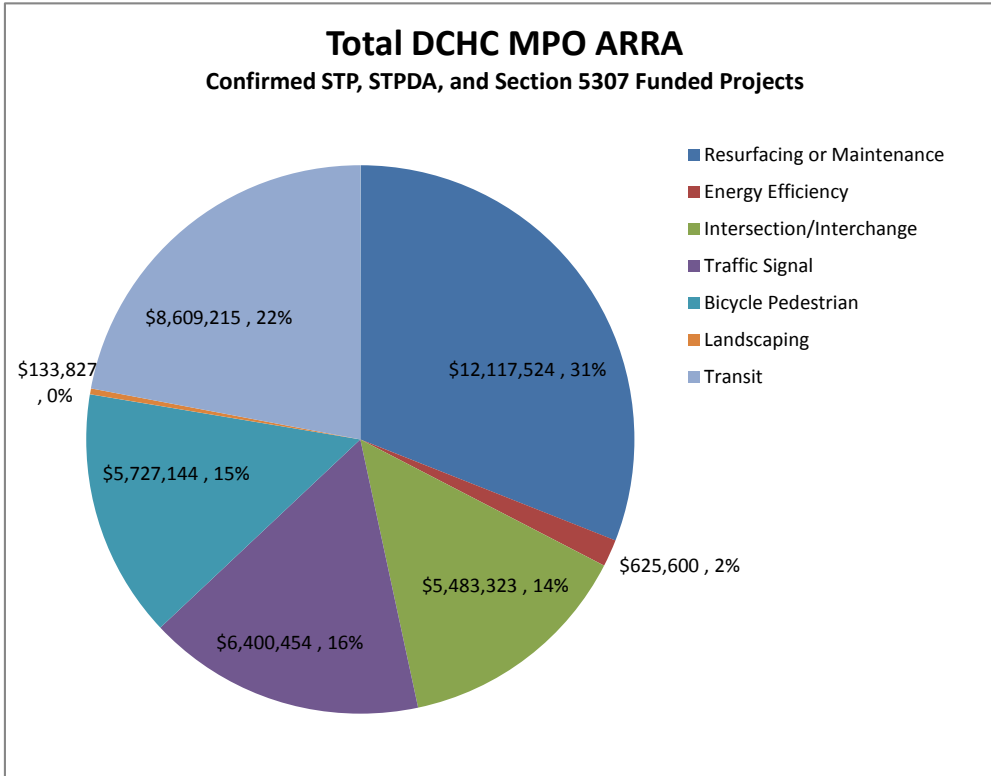
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	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		\$827,000		\$827,000
<i>Durham County Uncommitted Balance</i>													\$321		
ORANGE COUNTY													\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10/1/2009		\$183,200		\$183,200
U-4726GA	Carrboro-Orange County	Twin Creeks Park Greenway (linear park): 10' multiuse asphalt trail including bridge over Jones Creek	6/16/2009	7/16/2009	n/a	7/8/2009	n/a	9/2/2009	9/18/2009	8/12/2009	9/23/2009		\$429,457	\$470,543	\$900,000
<i>Orange County Uncommitted Balance</i>													(\$0)		
CHATHAM COUNTY													\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	9/1/2009	9/1/2009	9/24/2009		\$220,000		\$220,000
ER-5100HA	Chatham - US 15-501	Streetscaping/landscaping along US 15-501	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	9/1/2009	9/1/2009	10/22/2009		\$25,255		\$25,255
<i>Chatham County Uncommitted Balance</i>													\$0		
Uncommitted Balance													\$71,445		

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

TIP #	Location	Description	Grant filed in TEAM 7/1/2009	Grant approved	Total Federal	Other Funding	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$ 8,377,719		
		<u>DATA</u>			\$4,257,465		
TG-4738	Durham	FY 2009 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2009 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TG-4738	Durham	FY 2010 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2010 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TA-5019	Durham	15 Paratransit Replacement Vans	5/19/2009	7/20/2009	\$707,790		\$707,790
TA-5108	Durham	9 Paratransit Expansion Vans	5/19/2009	7/20/2009	\$424,675		\$424,675
TT-4911	Durham	Logistical Enhancement - Real Time Bus Arrival/AVL/GPS for all vehicles	5/19/2009	7/20/2009	\$600,000		\$600,000
TG-4958	Durham	Passenger Amenities - 20 Bus Shelters, 20 Solar Lights, 20 Benches and Trashcans	5/19/2009	7/20/2009	\$230,000		\$230,000
TG-4738	Durham	30 Bus Repaint@7,850k each	5/19/2009	7/20/2009	\$235,000		\$235,000
TG-4958	Durham	1,200 Sq. ft Storage Shed for Passenger Amenities	5/19/2009	7/20/2009	\$60,000		\$60,000
		<i>DATA Uncommitted Balance</i>			\$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
		<i>CHT Uncommitted Balance</i>			\$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
		<i>TT Uncommitted Balance</i>			\$0		
		Uncommitted Balance			\$0		

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

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



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

**TARPO TCC/TAC Meeting
Division 8 Project Report**

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS
Chatham	B-4063 33427.3.1	NC 902	Replacement of bridge # 20 over Sandy Creek and approaches	PE: \$150,000.00 ROW: \$75,000.00 CONST: \$1,390,181.00	\$1,205,102.89	Dellinger, Inc began work on 9/18/08 and is currently at 98.8% complete; Structure & roadway complete, open to traffic; working on punchlist items; Estimated completion is December 2009; Complete, accepted 11/19/09
Divisionwide	38913.3.1 R-4425	US 421, US 15-501, US 1	Guardrail rehabilitation to upgrade sub-standard guardrail, end treatments and bridge anchor units	PE \$210,000.00 Const \$2,622,565.00	\$2,280,491.45	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Complete, accepted 6/17/09
Chatham	8CR.20191.1 1	4 sections of secondary roads	Contract resurfacing let as purchase order	\$900,000.00	\$697,376.00	Awarded to S. T. Wooten Corp.; Available 7/20/09; Scheduled completion is 12/16/09
Chatham	41700 SF-4908J	NC 751	Install protected permitted traffic signal and left turn lane at intersection of NC 751 and SR 1731 (O'Kelly Church Road)	PE: \$10,000 ROW: \$58,214.50 Const: \$523,000.00	\$301,260.69	Awarded to S.T. Wooten Corp. Available 10/5/09; Scheduled completion is 4/30/10 Economic Stimulus Project
Chatham	8CR.20191.1 2	8 sections of secondary roads	Contract resurfacing	\$2,600,000.00	\$2,641,575.45	Awarded to Riley Paving, Inc.; Available 11/30/09; Scheduled completion 8/13/10
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00		Letting scheduled for January 21, 2010; Economic Stimulus Project
Chatham	36268 U-4726FA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities	PE: \$22,000.00 Const: \$198,000.00		Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Economic Stimulus Project
Chatham	45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Streetscaping/Landscaping	PE: \$2,525.00 Const: \$22,730.00		Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available

DIVISION RANKINGS

EnteredBy	Goal	TipNumber	Localrank	DivisionRank	Description	TotalCost	Counties	ProjectLength	Route	From	To	#4 OtherPeritentInfo
Division 5	InfrastructureHealth		Not Ranked	1	Complete Pavement rehab from I-40/I-440 split to the bridge over Crabtree Creek.	\$ 22,680,000	WAKE,	3.1	10000440,	10000040,	20000064,	Current ARRA project is removing deteriorating bonded overlay down to and including dowel and tie bars. The remaining concrete is in poor condition and with the removal of the bars, the pavement will not last more than a few years. Complete removal and reconstruction is necessary on all but the inside lane in each direction, which was built about 2000.
Division 5	InfrastructureHealth	I-0914BA	Not Ranked	2	Pavement Rehabilitation	\$ 63,075,000	VANCE,WARREN,	11	10000085,	20000158(MP 213.5),	(MPO 224.5),	Benefits KERR TAR
Division 5	InfrastructureHealth	I-0914BB	Not Ranked	3	Pavement Rehabilitation	\$ 52,925,000	VANCE,	9.2	10000085,	(MP 224.5),	(VA State Line),	Benefits KERR TAR
Division 5	InfrastructureHealth		Not Ranked	4	Mill and resurface asphalt sections from north of US 70 in Durham County to north NC 56 in Granville County.	\$ 4,750,000	DURHAM,GRANVILLE,	12.9	10000085,	20000070,	30000056,	
Capital Area MPO	Mobility			5	Rehabilitate existing lanes (remove and replace ASR concrete) and widen 6-lane freeway to 8 lanes.	\$ 79,027,559	WAKE,	4.5	10000040,	20000001(US 1/64),	(Lake Wheeler Rd),	The completion of this small corridor would provide a complete 8-lane freeway through Raleigh now that the section between US 1/64 and Wade Ave is being widened. It would remove the last bottleneck.
Pavement Management Unit	InfrastructureHealth		Not Ranked	6	This section of highway was recently repaired and resurfaced with an ultrathin bonded wearing course as a life extension measure. This is a section that has exhibited long term ASR degradation and will need to be more aggressively treated during a future rehab.	\$ 40,000,000	WAKE,	9.5	10000040(I-40),	40001375(Lake Wheeler Rd (MP 297)),	10000440(MP 302),	
Capital Area MPO	Mobility	I-5111BA		4	I-440/Us 64 (Exit 301) To US 70 Clayton Bypass. Add Lanes - US 70 Business (Exit 306) To Johnston County Line	\$ 135,000,000	WAKE,	5.1	(I-40),			
Capital Area MPO	Mobility	I-5111A	Not Ranked	8	I-440/Us 64 (Exit 301) To US 70 Clayton Bypass. Add Lanes - I-440/Us 64 (Exit 301) To US 70 Business (Exit 306)	\$ 80,000,000	WAKE,	4.01	(I-40),			
Durham-Chapel Hill-Carrboro MPO	Mobility			5	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks.	\$ 80,000,000	DURHAM,	5.23	30000054,	10000040,	30000055,	
Capital Area MPO	Mobility	U-2719		12	I-440 (Cliff Benson Beltline), South Of SR 1313 (Walnut Street) To North Of SR 1728 (Wade Avenue). Widen To Multi-Lanes.	\$ 77,000,000	WAKE,	4.7	10000440,	20000001(US 1/64),	(Wade Ave),	
Capital Area MPO	Safety	U-4437		3	Nc 54 (Hillsborough Street) And SR 1664-3074 (Blue Ridge Road) Near Csx Transportation System And Southern Railroad And SR 3042 (Beryl Road). Construct A Grade Separation.	\$ 3,460,000	WAKE,	0.2	(RALEIGH),			
Capital Area MPO	Mobility			5	Conversion of this segment of US 1 to a freeway by adding interchanges at Gresham's Lake Road and Durant Road.	\$ 41,007,750	WAKE,	1.19	20000001,	(Gresham's Lake Rd),	40002006(Durant Rd),	
Division 5	Mobility		Not Ranked	13	Construct Tight Interchange (Modern Roundabout Design preferred) based on the recommendations from the US 64 Corridor Study	\$ 30,000,000	WAKE,	1.2	20000064,	40001306(Laura Duncan Road),		#1 Priority from US 64 Corridor Study
Capital Area MPO	Mobility	U-2823		9	Us 70 (Glenwood Avenue), West Of SR 1664 (Duraleigh Road) To West Of SR 1876 (Triangle Drive). Upgrade Roadway To Improve Capacity, Safety And Traffic Operations Including Interchange At Lynn Road.	\$ 38,200,000	WAKE,	3.1	20000070,	(Duraleigh Rd),	(Triangle Drive),	
Durham-Chapel Hill-Carrboro MPO	Safety	U-4716B		8	Project A - Realign railroad and construct double track railroad bridge over Hopson Road; close Hopson at-grade crossing. Project B - Extend Church Street north, including sidewalks and bicycle lanes, to Hopson Road and close Church St. at-grade crossing Project C - Construct second track on NCR from south of I-40 underpass to north of McCrimmon Parkway.	\$ 8,300,000	DURHAM,WAKE,	0.7	40001978(Hopson),40001980(Church),	40001999(Davis),	30000054,	The DCHC MPO supports the Church Street crossing closure and extension, the rail track improvements, and the grade separation of Hopson Road. The widening of Hopson Road should be paid for by private developers in the area and thus is not included in the MPO's priority list. The Church Street extension may also receive private funding. The rail improvements are part of the high speed rail line.
Capital Area MPO	Mobility	R-2814C		2	North Of SR 2044 (Ligon Mill Road) To NC 39 In Louisburg. Widen To Multi-Lanes. Some New Location - NC 96 To SR 1103.	\$ 135,000,000	FRANKLIN,WAKE,	5.1	(US 401),	30000096,	40001103(Pilot Riley Rd),	Although outside Kerr-Tar, it is Kerr-Tar's #1 project.
Durham-Chapel Hill-Carrboro MPO	Mobility			21	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, sidewalks.	\$ 27,000,000	DURHAM,	1.66	30000054,	10000040,	(Barbee Chapel Rd),	
Capital Area MPO	Mobility			8	Widen from 2 to 4 lanes.	\$ 47,982,813	WAKE,	5.48	30000054,	(NW Maynard Rd),	10000540,	Strong need to provide parallel capacity to I-40 - especially to remove short trips from the interstate.
Capital Area MPO	Mobility			13	Short term improvements. Superstreet.	\$ 3,894,800	WAKE,	2.5	20000064,	20000001,	(Laura Duncan),	
Capital Area MPO	Mobility			11	Widen from 2 to 4 lanes.	\$ 34,000,000	WAKE,	5.12	30000050,	10000540,	30000098,	
Capital Area MPO	Mobility	U-2901B		14	NC 55 (Williams Street), Bryan Dr To Salem St. Widen To A Multi-Lane Curb And Gutter Facility. The other sections of this TIP project, from US 64 to Bryan and from Perry to US 1, have been improved.	\$ 24,600,000	WAKE,	0.6	30000055(Williams St),	(Bryan Dr),	(Salem St),	Again project has shortened and only costs \$2.4M.
Capital Area MPO	Mobility	U-4432	Not Ranked	22	Sr 1370 (Tryon Road), Improvements, West Of Bridge No. 259 Over Norfolk Southern Railway To US 70-401-Nc 50 (Wilmington Street), Including Replacement Of Bridge No. 259 Over Norfolk Southern Railway.	\$ 15,000,000	WAKE,	1	(RALEIGH),			
Capital Area MPO	Mobility	R-2609		6	Multi-Lanes North Of Fayetteville In Cumberland County To Fuquay-Varina In Wake County. Widen To Multi-Lanes.	\$222,600,000	CUMBERLAND,HARRNETT,WAKE,	35.7	(US 401),			CAMPO ranked their portion #6.
Kerr Tar RPO	Mobility	R-2814D		1	North Of SR 2044 (Ligon Mill Road) To NC 39 In Louisburg. Widen To Multi-Lanes. Some New Location - SR 1103 To SR 1700 At Louisburg.	\$ 25,185,000	FRANKLIN,WAKE,	5.3	(US 401),			
Kerr Tar RPO	Mobility	I-3812		12	Us 1 Interchange. Provide Additional Traffic Movements.	\$ 16,100,000	VANCE,	0.96	(I-85),			