

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

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

**February 10, 2010
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. December 9, 2009 TAC Meeting Minutes
(Attachment 5)**

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

TAC Action: Approve minutes of the December 9, 2009 TAC meeting.

**6. January 13, 2010 TAC Meeting Minutes
(Attachment 6)**

A copy of the January 13, 2010 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the January 13, 2010 TAC meeting.

**7. Federal Rescission
(Attachment 7, 7A, 7B)**

**John Sullivan, FHWA
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 North Carolina will have approximately \$249.80 million rescinded, including \$47.5 million of Surface Transportation Program Direct Attributable (STPDA), \$55.1 million of Congestion Mitigation Air Quality (CMAQ), and \$5.4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 7 is a memo on the rescission from LPA staff. Attachment 7A is a memo on the rescission from FHWA. John Sullivan, Division Administrator from FHWA, will be in attendance to discuss the rescission.

The TCC has developed a draft schedule for STPDA funded projects for FY 2010 through 2015 (Attachment 7B). The TCC's recommendation is to prioritize STPDA funding for already programmed projects and maintain project schedules if possible. Unprogrammed anticipated STPDA funding for FY 2010 through 2015 will be used to make up for funds that were rescinded. The TCC recommends only programming previously selected projects through FY 2015 in the current FY 2009-2015 TIP and upcoming FY 2012-2018 TIP. The STPDA program will be reevaluated during the development of the FY 2014-2020 TIP for fiscal years 2016 and beyond.

The schedule for STPDA projects has been 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. NCDOT staff have reported that their priority will be to fund previously selected CMAQ projects, but they have not yet determined if project schedules will be affected. The TCC intends to recommend a final schedule for TAC approval in March or April.

TCC Action: Receive a presentation from John Sullivan from FHWA. Review the draft schedule for STPDA projects for FY 2010 through 2015.

8. FY 2012-2018 TIP - Urban Loop Prioritization Process

(Attachment 8, 8A, 8B)

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 8A). Subsequently, NCDOT released a second draft for MPO review and has requested comments by February 28, 2010 (Attachment 8B). A memo on the process with TCC recommended comments is Attachment 8.

TCC Recommendation: That the TAC submit comments on the urban loop prioritization process as outlined in Attachment 8 to NCDOT.

TAC Action: Review the TCC recommended comments and authorize the TAC Chair to work with LPA Staff on finalizing and submitting comments by February 28, 2010.

9. FY 2009-2015 MTIP – Amendment #12

(Attachment 9)

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 a select number of 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 TAC to approve a TIP amendment to allow the BOT's approval and further processing of the grant application. The amendment also fixes an error in the MTIP on the agency and description for rural transit funds in Durham County. The amendment is included as Attachment 9.

TCC Recommendation: That the TAC approve Amendment #12 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

TAC Action: Approve Amendment #12 to the FY 2009-2015 Metropolitan Transportation Improvement Program.

10. Transportation Equity Formula

(Attachment 10, 10A)

Mark Ahrendsen, TCC Chair

The North Carolina Metropolitan Mayors Coalition's advocacy agenda includes support for evaluating and revising the North Carolina transportation equity formula and has asked cities and MPOs to approve a resolution in favor of this position. The DCHC MPO has long held that the equity formula needs to be revised to better reflect the growing needs of the state's urban areas. In 2006, the DCHC MPO and Capital Area MPOs adopted a joint legislative agenda that requested a modernization of the equity formula to address congestion-related needs. Attachment 10 is a white paper on the equity formula from the North Carolina Metropolitan Mayors Coalition. Attachment 10A is a resolution in support of evaluating and revising the equity formula.

TAC Action: Approve the Resolution in Support of Evaluating and Revising the North Carolina Transportation Equity Formula.

11. American Recovery and Reinvestment Act of 2009 - Update

(Attachment 11, 11A, 11B)

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. Attachment 11B is a fact sheet and maps describing the ARRA High Speed Rail funding that will be used in the Charlotte-Raleigh-Richmond-Washington DC corridor.

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

REPORTS:

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

TAC Action: Receive Report from TAC Chair

13. Report from Staff (Attachment 13, 13A) Felix Nwoko, LPA Staff

A preview of the FY 2010-2011 Unified Planning Work Program is included as Attachment 13A for review. A draft UPWP will be presented in March for release for public comment.

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

15. NCDOT Report (Attachment 15) Wally Bowman, Division 5 – NCDOT Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates (Attachment 16)

17. Overview of USDOT FY 2011 Budget (Attachment 17)

18. NCDOT Division 5 Highway Priority List for FY 2012-2018 TIP (Attachment 18)

19. Letter to Chatham County re MAB Expansion – January 29, 2010 (Attachment 19)

Adjourn

Next meeting: March 10, 2010

**Joint TAC meeting: March 31, 2010, 8:30am -10:30am,
RDU Airport Authority Building Room 100A**

Dates of Upcoming Transportation-Related Meetings:

2/9/2010, 9:00pm	PBS Broadcasts “Blueprint America: Beyond the Motor City” and “Blueprint North Carolina: Planning for the Future”
2/19/2010, 10:30am	Tri-MAP @ RDU Airport Authority
2/22/2010, 1:30pm	NCDOT Regional Forum on TIP Strategic Prioritization Process @ Alamance Community College
2/25/2010, 4:00pm	NC 54 Corridor Study Public Workshop #2 @ Friday Center
3/19/2010, 8:30am	Regional Transit Leadership Group @ Triangle Transit

TAC Directives to Staff

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

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

Meeting Date	Directive	Status
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> NCDOT is currently reviewing the issue including meeting with stakeholders.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.
10/14/09	Present to the Durham City Council on the status of the Durham Walks Plan	<u>Completed:</u> Occurred 2/4/2010
10/14/09	Work with NCDOT and Durham City/County Planning to ensure that developers in the Hopson Road project area make contributions to the road improvements	<u>In Progress:</u> See Attachment 6 of 1/13/2010 TAC Agenda.

10/14/09	Present to the Orange County BOCC on MAB expansion	<u>Completed:</u> 11/17/2009
11/11/09	Meet with the Secretary of Transportation to discuss the East End Connector and the urban loop prioritization process	<u>Completed:</u> Meeting occurred 1/8/2010
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Will be provided by the TAC Chair on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>In Progress:</u>

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

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

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

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

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

55 **Public Comments**

56 There were no public comments.

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

58 The Directives to Staff are attached for review.

59 **ACTION ITEMS:**

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

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

63

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

141 Diane Catotti suggested drawing TAZs along existing roads to be easier to understand and,
142 depending on the outcome of this vote, perhaps the Chair could draft a letter to the Chatham County
143 Board of County Commissioners on the reasoning for the action. Mike Woodard stated he will work
144 with staff to write a letter to the Chatham Board of County Commissioners explaining the reasons for
145 the action.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

182 **Election of MPO Officers for 2010**

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

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

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

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

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

194 **Elizabeth Brady Road**

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

199 Alice Gordon stated that she, Eric Hallman and others met with Secretary Conti regarding
200 reprogramming the funds to other projects. Ms. Gordon stated that Secretary Conti listened but
201 emphasized that the substitute projects still need to go through the process that they cannot
202 automatically get funded. Orange County will also consider supporting the no build option at their

203 meeting on December 15. Ed Harrison stated there is a precedence this committee worked on for
204 moving funds from a project to another. Eric Hallman stated the other projects are on the TIP list.

205 **REPORTS:**

206 **Report from the TAC Chair**

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

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

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

210 Leta Huntsinger said the workshop was successful and that there will be two more workshops. Ed

211 Harrison stated the workshop was good.

212 **Report from the TCC Chair**

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

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

220 **NCDOT Report (Attachment 16)**

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

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

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

231 **INFORMATIONAL ITEMS:**

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

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

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

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

239 **Adjournment**

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

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 **Directives to Staff (Attachment 4)**

51 The Directives to Staff are attached for review.

52 **ACTION ITEMS:**

53 **December 9, 2009 TAC Meeting Minutes (Attachment 5)**

54 Sally Kost stated that line 126 should read; "Sally Kost stated the use of TAZs wasn't emphasized
55 by the MPO staff at the first meeting with the Board of County Commissioners." Ms. Kost also stated
56 that the motion beginning on line 144 should include "that the TAC Chair will send a letter to the
57 Chatham Board of County Commissioners explaining the logic used" needs to be included in the motion.
58 There was uncertainty over whether this was actually a part of the motion or not, and Mark Ahrendsen
59 stated the clerk will review the recorded minutes and staff will bring the December 2009 meeting
60 minutes back for approval next month after there is clarification on the motion.

61 **U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension) (Attachments**
62 **6, 6A, 6B, 6C, 6D, and 6E)**

63
64 Andy Henry provided an introduction for U-4716 (Hopson Road Grade Separation, Church Street
65 Crossing Closure and Extension), along with the attachments.

66 Mr. Henry stated this item was tabled in December because there was not an agreement
67 between the developer and the NCDOT. A handout was distributed at the beginning of the meeting
68 from the developer stating that in principal that they agree to pay for the construction of the extension

69 of Keystone Drive and NCDOT would be in charge of the construction plans and purchasing the right-of-
70 way. However, at this time there is not a signed agreement.

71 Joey Hopkins stated there is a design public hearing tomorrow from 4:30 p.m. to 7:30 p.m. at
72 RTP Headquarters on this project.

73 Diane Catotti asked if we can defer another month to get a signed agreement. Joey Hopkins
74 stated it is dependent on the ARRA grant for the project. Joey Hopkins stated it is possible that we will
75 have a signed agreement by next month. Diane Catotti suggested deferring one month or having a
76 conditional approval dependent on the agreement being in place. Mike Woodard suggested, if we did a
77 conditional approval, that the TAC authorize the TAC Chair and TCC Chair to execute the document. If it
78 is not approved by the February TAC meeting, it will be placed on the agenda. Andy Henry stated there
79 is an option to replace the funding source in the amendment with "other" To designate the developer's
80 contribution. Mark Ahrendsen suggested adding another column for "other" funding.

81 A motion was made by Diane Catotti and seconded by Lydia Lavelle for the approval, conditional
82 on the approval of a signed agreement between NCDOT and the developer. The motion carried
83 unanimously.

84 **FY 2012-2018 Transportation Improvement Program – Regional Priority List – Bicycle and Pedestrian**
85 **(Attachments 7 and 7A)**

86
87 Ellen Beckmann provided an introduction for the FY 2012-2018 Transportation Improvement
88 Program – Regional Priority List – Bicycle and Pedestrian, along with the attachments.

89 Ellen Beckmann stated that the NCDOT Bicycle and Pedestrian Division received our original list
90 in October and had some questions. They requested a MPO-wide list, and we had submitted a list
91 separated by division which is how the TAC approved it. The Bicycle and Pedestrian Division has asked
92 that we only submit ten projects for the MPO. They asked that we submit five bicycle and five
93 pedestrian projects. Almost all of our projects are combined bicycle and pedestrian projects. Ellen

94 Beckmann emailed the Bicycle and Pedestrian Division and they were agreeable with staff submitting
95 the projects together which are how they are listed in attachment 7A. The funded projects are not
96 included on the list. Similar to the highway list, the recommendation is based on alternating between
97 the two counties of Durham and Orange County. Chatham County did not submit any bicycle and
98 pedestrian projects to the MPO. The Bicycle and Pedestrian Division needs our list as soon as possible
99 and Ellen Beckmann stated it would be sent as soon as it had been approved by the TAC.

100 Lydia Lavelle stated that Homestead Road wasn't on the original list and it is a project that Ms.
101 Lavelle brings up over and over. Ms. Lavelle asked why the project isn't listed. Ellen Beckmann stated
102 the committee divided projects between modes. Any project that was bicycle/pedestrian, but also
103 included safety improvements like turn lanes or intersection improvements, was put in the highway list
104 because the highway funds are more plentiful than bicycle/pedestrian funds. Staff submitted the
105 Homestead Road project as a highway project.

106 Lydia Lavelle is concerned that there are other projects listed and they don't have as high a
107 priority for bicycle/pedestrian improvements as Homestead Road.

108 Chuck Watts, Jr. stated that projects like Homestead Road aren't "highway" projects and won't
109 compete well with true highway projects. Joey Hopkins stated projects that were primarily
110 bicycle/pedestrian did not end up in the Division's top 25 projects. They did not get qualitative points
111 from the Division's standpoint speaking only for Division 5. There needs to be better communication
112 between the MPO and the Division. Stanley Buff is going to make a telephone call to see if the
113 Homestead Road project was in their top 25 projects.

114 Ed Harrison stated that the Ephesus Church Road and Homestead Road projects are both on the
115 highway list because they are driven like highways. NC-86 has many safety issues identified by the
116 Highway Safety Research Center. Mr. Harrison thinks that staff's decision may be the right decision.

117 Lydia Lavelle stated the balance needs to be shifted to bicycle/pedestrian improvements. Ms.
118 Lavelle stated there are neighborhoods on both sides of Homestead Road that want to slow down
119 traffic. Ms. Lavelle doesn't want these roads to get the short shrift because they don't fit in either
120 category.

121 Mike Woodard stated that Chuck Watts, Jr. is our ally at NCDOT. Mr. Watts stated he is
122 concerned that Durham's top projects didn't fit well because they are competing with I-40 and I-85.

123 Ellen Reckhow agrees that there needs to be more communication. Ms. Reckhow stated it
124 seems that it could be useful to discuss this with NCDOT under the Complete Streets framework. The
125 Town of Chapel Hill and the Town of Carrboro have taken a different approach. There needs to be an
126 allowance for flexibility in design. They are the cutting-edge and Durham is not far behind.

127 Alice Gordon stated the highway category has everything in it from I-40 to the local roads.
128 There should be different categories of roads because it is difficult for us to make a headway. Highway
129 funds are more plentiful and bicycle and pedestrian funds are more limited. Chuck Watts, Jr. stated they
130 are working on a flowchart of how the funds come in.

131 Eric Hallman stated that the Elizabeth Brady Road is an example of disconnect.

132 Mark Kleinschmidt stated the benefits of Chapel Hill's policies extend beyond Chapel Hill.
133 Orange County's lack of highway project requests provides more funds for others. The land use policy is
134 the key; it enhances the quality of life for the region. The sprawling model of growth gets more highway
135 funds. The different model doesn't fit and doesn't get the funds.

136 Chuck Watts, Jr. stated the reality is the Homestead Road won't compete well with the other
137 projects. They are trying to work to a point where multi-modal projects are considered.

138 Ellen Reckhow stated the problem is there is just a trickle of funds for the bicycle/pedestrian
139 program. There needs to be a way to open the spigot wider for bicycle/pedestrian projects.

140 Stanley Buff returned but was unable to get the answer regarding the Homestead Road project
141 because they were in meetings.

142 Mike Woodard asked if there is a way to get the Homestead Road project on this list. Ellen
143 Beckmann stated the cost for Homestead Road is \$5.5 million for about five miles. Dale McKeel stated
144 the statewide funds for bicycle/pedestrian projects are \$3 million per year. Mark Ahrendsen
145 recommended keeping it on the highway list. Ellen Reckhow suggested leaving the list the way it is and
146 working with Mr. Watts regarding the bigger issue and trying to see if there can be some flexibility to
147 deal with the Homestead Road project. Ms. Reckhow suggested examining the past spending in Orange
148 County using the current formulas. Mark Ahrendsen stated that Mr. Galyon said Orange County makes
149 his job easier by not submitting lots of highway projects.

150 Chuck Watts, Jr. stated the policy board could change a lot by having a data driven process. Mr.
151 Watts also stated that bicycle/pedestrian projects should be on the bicycle/pedestrian list to help show
152 the need for more funds.

153 Ellen Beckmann stated there are subcategories of the highway funds for the different tiers of
154 roadways and different project goals so Homestead Road won't necessarily be competing against I-40.
155 There have been multi-modal or mostly bicycle/pedestrian projects funded with highway funds in our
156 MPO. For example, the South Columbia Street improvements are being funded with highway funds.

157 Alice Gordon suggested making a case for flexibility to save funds and work with NCDOT to see if
158 there is a way to fund Homestead Road.

159 A motion was made by Lydia Lavelle and seconded by Alice Gordon to keep the lists the way
160 they are and that the TAC Chair write a letter to NCDOT describing our concerns using Homestead Road
161 as an example and see how to fund these projects. The motion carried unanimously.

162 Alice Gordon asked that the TAC give a directive to staff to describe specifically how to change
163 the process to make it work.

164 Lydia Lavelle has been encouraged by recent discussions regarding Smith Level Road.

165 **U-3808 Elizabeth Brady Road Extension (Attachments 8, 8A, and 8B)**

166 Ellen Beckmann provided an update on U-3808 Elizabeth Brady Road Extension, along with the
167 attachments.

168 Eric Hallman appreciates the support of the TAC. There were overwhelming public comments
169 against the project. The Town of Hillsborough met with Secretary Conti and was encouraged by the
170 discussion. An engineering firm has a proposal to improve the traffic on Churton Street. We hope to get
171 the funds in Hillsborough.

172 Alice Gordon stated the Orange County Commissioners are in support of the three different
173 projects that could be constructed in place of the Elizabeth Brady Road extension.

174 A motion was made by Eric Hallman and seconded by Alice Gordon to approve the submittal of
175 a letter to NCDOT on U-3808, Elizabeth Brady Road Extension. The motion carried unanimously.

176 **Federal Rescission (Attachment 9)**

177 Ellen Beckmann provided an update on the federal rescission. No projects will have to be
178 cancelled, but some may need to be moved further out.

179 Mayor Bill Bell asked when we will know; he wants time to review the CMAQ funds for Alston
180 Avenue.

181 Ellen Beckmann stated they hope to bring it back in February. This will provide the TAC two
182 times to review. CMAQ projects post-2009 aren't affected. Mark Ahrendsen also wants to know the
183 CMAQ before the decision is made.

184 **American Recovery and Reinvestment Act of 2009 (Attachments 10 and 10A)**

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

187 Diane Catotti questioned the priority order of the resurfacing projects. Ellen Beckmann stated
188 she believes the top ones are prioritized.

189 **REPORTS:**

190 **Report from the TAC Chair**

191 Mike Woodard and other MPO staff members had a meeting with Secretary Conti on the East
192 End Connector. Secretary Conti acknowledged that the East End Connector was long overdue and was a
193 high priority for the department. His closing comment to everyone was that the department was going
194 to work for us to get the East End Connector completed. Mike Woodard stated that our staff's
195 comments were appreciated on the loop prioritization.

196 The Regional Transit Leadership Group is continuing to meet to work on the challenges. The
197 next meeting is January 22, 2010.

198 Ellen Reckhow stated there is the issue of internet sales and sales taxes because the transit plan
199 relies on the revenue from the taxes.

200 Ed Harrison stated there is a Mayor's meeting on January 22, 2010.

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

202 Felix Nwoko stated that Attachment 17 is a summary of the NC-54 Workshop. The Report from
203 Staff is attached for review.

204 **Report from the TCC Chair**

205 Mark Ahrendsen reported that staff will be meeting in Durham and Orange County to make sure
206 transit plans are lining up and consistent within our MPO. NCDOT released the Urban Loop
207 Prioritization Methodology for a second round of comments that are due at the end of February.

208 A task force was set up to implement the NCDOT Complete Streets Policy. Joey Hopkins stated
209 the membership is large. They are hiring a consultant to get the policy implemented and complete by
210 the end of the year. It will take time to make the changes and flexibility will be emphasized. The District

211 Engineers are aware of the policy, but they will have to work to educate each other and the local
212 jurisdictions. NCDOT is going to need help with project teams to help develop guidelines.

213 Diane Catotti suggested requiring a NCDOT employee to get to work without a car one day as it
214 would help them understand the needs.

215 Mark Ahrendsen stated the Environmental Assessment for the East End Connector has been
216 released and a public hearing will be scheduled soon. The environmental justice study has been
217 released for the Alston Avenue widening and there will be a public hearing soon.

218 Due to accidents at railroad crossings, N.C. Operation Lifesaver is having a safety blitz in Durham
219 and Orange counties at the accident locations tomorrow.

220 Dale McKeel provided an update on the American Tobacco Trail project. The Chatham County
221 section is open. The Durham County section from NC-54 to Chatham County has a revised site plan and
222 is being reviewed. The timeline is to get the project out to bid in the June 2010 timeframe, and the
223 construction will take one year.

224 Dale McKeel provided an update on the Old Durham-Chapel Hill Road project. Kimley-Horn and
225 Associates, Inc. is doing the design work and the project is being managed by the NCDOT Division 5
226 office, Mike Kneis. The 25% plans for the project have been completed and they are soliciting
227 comments. They will then prepare 65% plans and then have a public workshop.

228 Dale McKeel provided an update on Weaver Dairy Road between NC-86 and Erwin Road. It will
229 go out to bid in September of 2010.

230 **NCDOT Report (Attachment 14)**

231 Stanley Buff, NCDOT Division 7 Engineer, provided an update on projects. NCDOT has a new
232 Board Member, Mike Fox. Mike Mills would like him to attend a meeting. Something that isn't on the
233 ARRA list is the resurfacing in Orange County on NC 54 (Durham County to US 15-501) and they will also
234 finish the resurfacing on Jones Ferry Road and Orange Grove Road to NC-54.

235 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. Some of the ARRA
 236 resurfacing is complete. There is no widening on Hillandale. The TW Alexander widening was let last
 237 month. We will open bids this coming month on the I-540/I-40 interchange project where they are
 238 adding an extra lane back to Page Road to help with congestion.

239 Joey Hopkins continues to look at the markings/reflectors on the Durham Freeway. The
 240 pavement is in good shape. They are measuring the reflectivity to see if it needs something done. Ellen
 241 Reckhow stated it is especially bad in the rain. Ed Harrison stated there are sections in Durham County
 242 on I-40 where the reflectivity is bad.

243 Mike Woodard thanked Joe Milazzo for setting up the meeting with Secretary Conti,
 244 emphasizing the regional nature of the East End Connector.

245 Ed Harrison wants to pin down the date and time of the joint MPO meetings.

246 **INFORMATIONAL ITEMS:**

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

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

249 **Letter to Governor Perdue re MAB Expansion and Adjustment (Attachment 16)**

250 The letter to Governor Perdue re MAB Expansion and Adjustment is attached for review.

251 **NC-54 Corridor Study Public Workshop #1 Summary (Attachment 17)**

252 The NC 54 Corridor Study Public Workshop #1 Summary is attached for review.

253 **Letter to FTA from TTA re Request for Time Extension on Regional Rail/Major Transit Investments –**
 254 **December 30, 2009 (Attachment 18)**

255
 256 The letter to FTA from TTA re Request for Time Extension on Regional Rail/Major Transit
 257 Investments – December 30, 2009 is attached for review.

258 **Adjournment**

259 There being no further business before the Transportation Advisory Committee, the meeting
260 was adjourned at 11:17 a.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: February 10, 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)

Impact on STPDA Projects in the DCHC MPO

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 has had \$6,984,302 of unobligated STPDA funds rescinded.

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 (15% of the annual funding) 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 (using FY 2008 allocation)	\$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 \$644,000 that was already obligated in FY 2010. The MPO's annual appropriation of STPDA funds varies each year. For budgeting purposes the MPO assumes that the current year's appropriation will remain constant. Since May 2008, the FY 2009 appropriation has been released. The MPO's appropriation (with obligation limit applied) rose slightly to \$4,102,170 per year. As a result, the anticipated future funding for the six years of FY 2010 through 2015 is now \$24,613,020.

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. Attachment 7B is a draft schedule for STPDA projects through 2015. The available funds exceed the funds programmed by \$952,943. 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. One high priority programmed project, the bicycle and pedestrian improvements to Old Durham-Chapel Hill Road, has a revised cost estimate that requires additional funding for construction. The additional funding request is \$1,169,200. The local match for this project is proposed to be shared between Durham and Chapel Hill at an approximately 65%/35% split, based on the distance of the project located in each jurisdiction.

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	\$6,729,199
Anticipated Funds Available FY 2010-2015 (using FY 2009 allocation)	\$24,613,020	Programmed in FY 2010 and Later and Not Obligated	\$17,151,390
Already Obligated in FY 2010	-\$664,000		
Total	\$24,833,764	Total	\$23,880,589
Difference Between Available Funding and Programmed Projects			-\$953,175
Additional Funding Request for Old Durham-Chapel Hill Rd. Project			\$1,169,200

Attachment 7B is a draft schedule for the TAC to review. This schedule was created by compiling the schedules and funding amounts that each local jurisdiction reported to the LPA staff. Local staffs were asked to provide the most up-to-date and realistic schedules for their projects as well as a priority order for each project. If possible, the MPO will try to accommodate these schedules. The draft schedule will be sent to NCDOT for review to ensure that the annual funding requested can be accommodated within the State's annual obligation limitation for STPDA funding. Any information provided by NCDOT regarding CMAQ project funding may also require the TCC and LPA staff to revise the STPDA project schedule. A final schedule is expected to be complete by March or April. Approval of the schedule will be requested through approval of the table, amendments to the FY 2009-2015 TIP for projects in FY 2010 and 2011, and inclusion of the schedule for projects in FY 2012 through 2015 in the FY 2012-2018 TIP to be approved in June 2011.

Impact on Metropolitan Planning Projects in the DCHC MPO

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

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

Future STDPA, Metropolitan Planning, and CMAQ Project Funding Procedures

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

The tracking of the obligation of funding will occur in a manner similar to the effort required for the 2009 American Recovery and Reinvestment Act projects. If a project is not making progress, the funding will be made available for other projects. It is imperative that each local government develop and follow realistic schedules for project planning, design, and construction.

TAC Action: Receive a presentation from John Sullivan from FHWA. Review the draft schedule for STPDA projects for FY 2010 through 2015.

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

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

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

FHWA, HCFB-1
TABLE 2U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONESTIMATED AMOUNTS OF UNOBLIGATED BALANCES TO BE RESCINDED ON SEPTEMBER 30, 2009 UNDER THE PROVISIONS IN TITLE XI, SUBTITLE D, SECTION 1132 OF THE ENERGY INDEPENDENCE
AND SECURITY ACT OF 2007 AND SECTION 10212 OF SAFETEA-LU, AS AMENDED
Inclusive of additional rescission amounts due to shortfall in unobligated balances

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

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

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

TABLE 3: STP > 200K Population Rescission Adjustment

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

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

2009 SAFETEA-LU Rescission

North Carolina Q and A

1. Why was there a rescission of Federal funds?

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

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

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

3. How was the rescinded amount determined?

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

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

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

5. How can we prevent this from happening again?

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

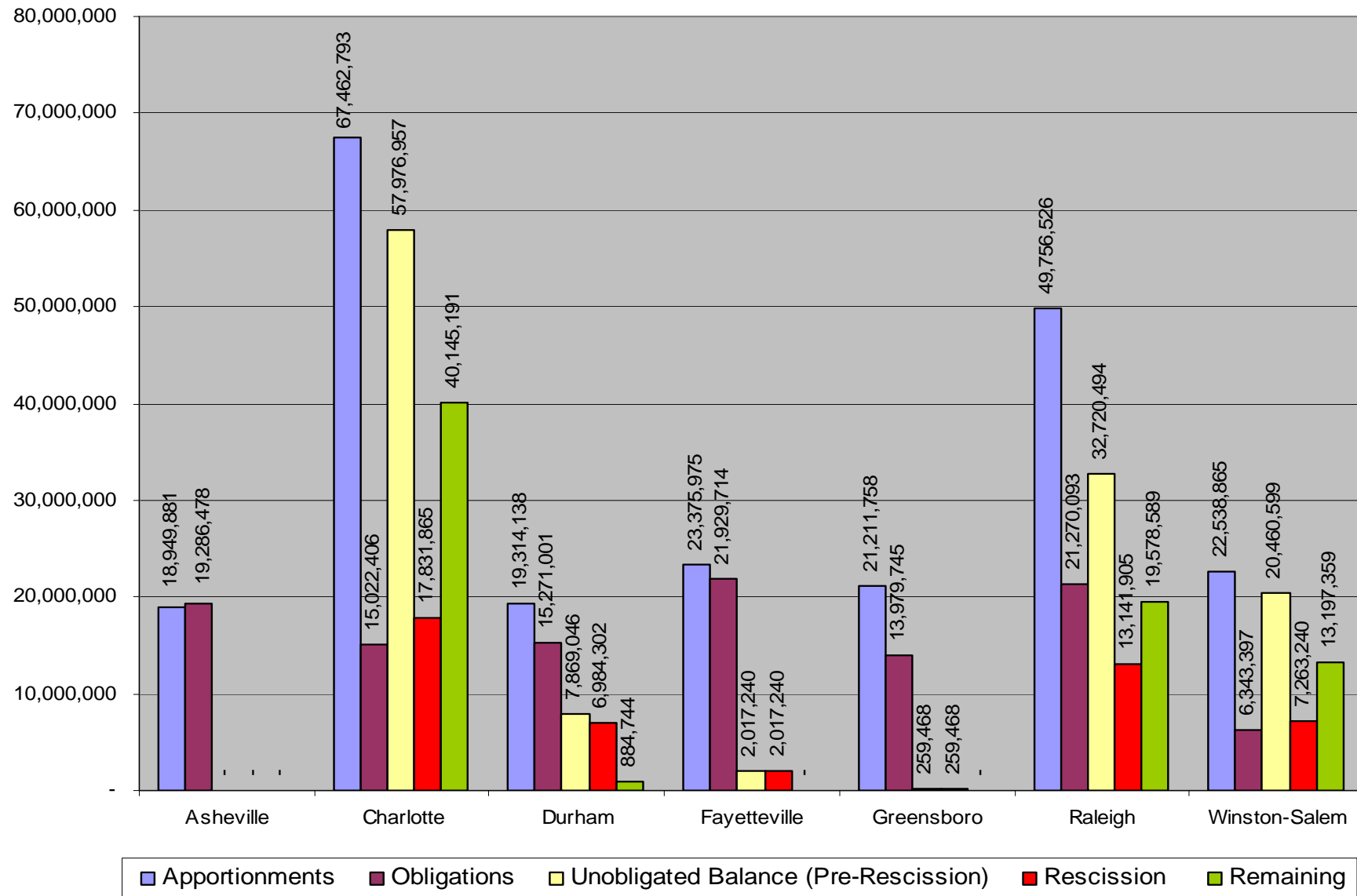
For more information, please visit www.fhwa.dot.gov/safetealu/rescissionfaq09.doc

Or contact the FHWA North Carolina Division

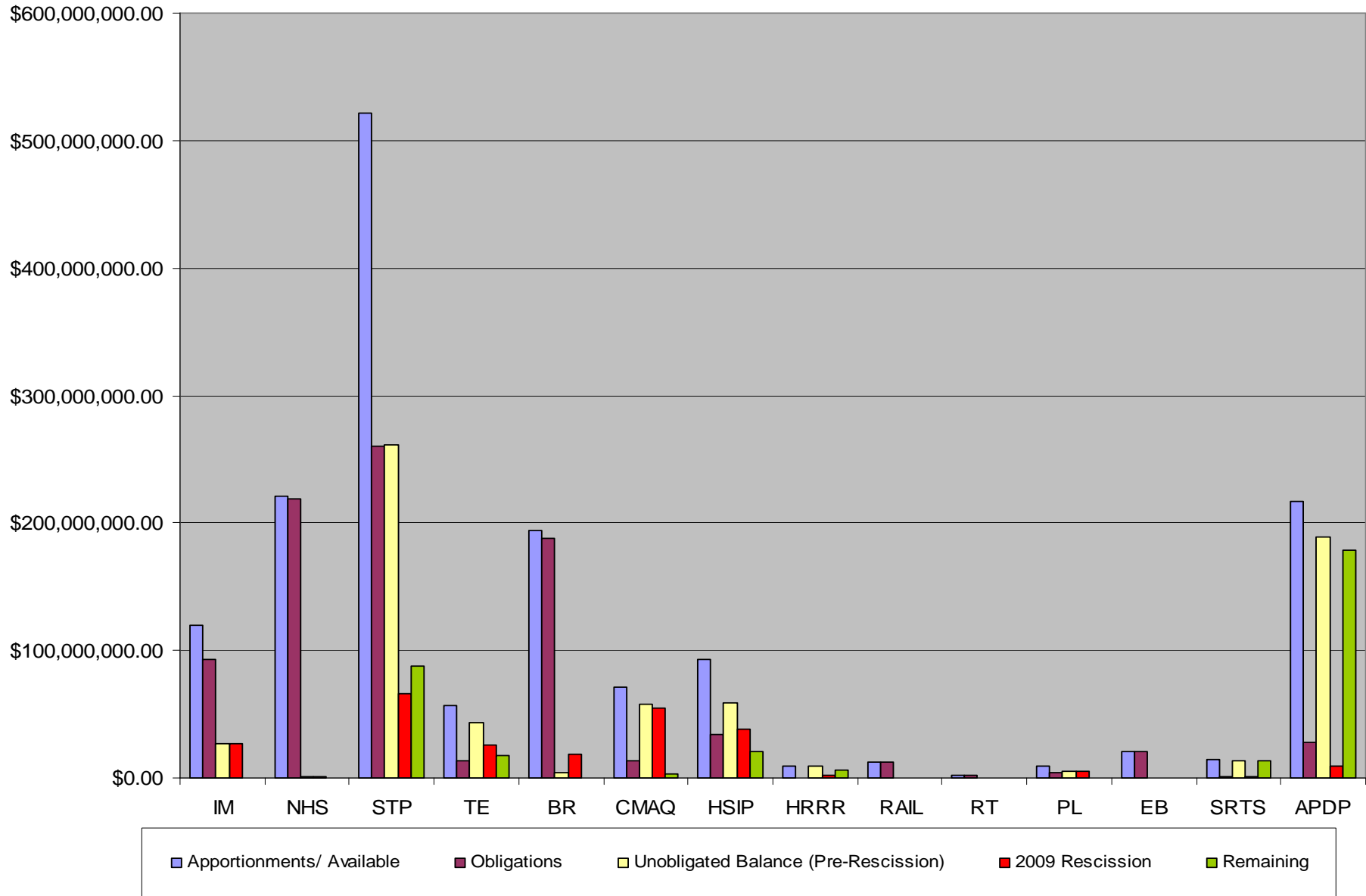
SAFETEA-LU Rescissions by Year and Program Area

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

TMA STP-DA Funds 2004-2009



FY 2009 Funding By Program Area



Local Priority #	Jurisdiction	TIP No	Description	2010		2011		2012		2013		2014		2015		Was			
				Cost 100%	Cost 80%	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Total STPDA	Year
1	Carrboro	U-4726	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684									\$ 168,684	2010	Local Discretionary	
2	Carrboro	EL-4994	Bolin Creek Greenway - Carrboro (Homestead to Estes)	\$ 737,500	\$ 590,000			Construction	\$590,000							\$ 590,000	2008	Pre-2009	
3	Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000							\$ 480,000	2007	Pre-2009	
4	Carrboro	U-4726	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700							\$ 214,700	2011	Local Discretionary	
5	Carrboro	U-4726	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Planning	\$ 65,000	Construction	\$363,960							\$ 428,960	2010	Local Discretionary	
6	Carrboro	U-4726	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640					\$ 46,640	2012	Local Discretionary	
7	Carrboro	U-4726	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000							\$ 30,000	2011	Local Discretionary	
8	Carrboro	U-4726	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000					Construction	\$ 67,000					\$ 67,000	2013	Local Discretionary	
1	Chapel Hill	TG-4731	Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332	Capital	\$ 204,332									\$ 592,332	2010	Transit	
2	Chapel Hill	U-4727	Chapel Hill Transit Planning	\$ 485,000	\$ 388,000	Planning	\$ 388,000											new project	
3	Chapel Hill	xxxxxx	Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	Planning	\$ 80,000											new project	
4	Chapel Hill	U-4726P	CH - Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000									\$ 108,000	2006	Pre-2009	
5	Chapel Hill	U-5119	NC 86/US 15-501 BRT improvements	\$ 625,000	\$ 500,000			Planning	\$60,000	Construction	\$440,000					\$ 500,000	2010-2011	Local Discretionary	
6	Chapel Hill	xxxxxx	FCC Radio Communications (Upgrade fleet)	\$ 2,062,500	\$ 1,650,000			Capital	\$1,650,000									new project	
7	Chapel Hill	xxxxxx	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$560,000									new project	
8	Chapel Hill	U-4726IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$100,000							\$ 100,000	2010	Local Discretionary	
9	Chapel Hill	U-4726F	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$320,000							\$ 200,000	2007	Pre-2009	
10 and 12	Chapel Hill	U-4726	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$150,000	Construction	\$150,000					\$ 300,000	2009-2010	Local Discretionary	
11	Chapel Hill	U-4727	Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			Planning	\$24,000							\$ 24,000	2009	Annual Reserve	
13	Chapel Hill	U-4726	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000					Capital	\$ 750,000					\$ 750,000	2010	Local Discretionary	
1	Durham	U-4445	NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000									\$ 800,000	2009	Local Discretionary	
2	Durham	E-2921E	American Tobacco Trail Phase E - Durham, Durham County	\$ 1,976,250	\$ 1,581,000	Construction	\$1,581,000									\$ 1,181,000	2009-2010	Regional Bike/Ped	
3	Durham	U-4726	Barbee Rd. (Orindo to Pearsons town Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680									\$ 15,680	2009	Annual Reserve	
4	Durham	U-4726	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840									\$ 15,840	2009	Annual Reserve	
5	Durham	C-4928	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000	Planning	\$ 317,400	Construction	\$930,600							\$ 1,248,000	2010	Local Discretionary	
6	Durham	U-4724	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 2,270,000	\$ 1,816,000	Planning	\$ 340,500	Construction	\$1,475,500							\$ 1,816,000	2010	Local Discretionary	
7	Durham	U-4726O	DUR - Carpenter Fletcher RD; Woodcroft- Alston bike impr.	\$ 142,740	\$ 114,192	Planning	\$ 17,129			Construction	\$97,063					\$ 114,192	2008	Pre-2009	
7	Durham	U-4726	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,282,976	\$ 1,026,381	Planning	\$ 153,957			Construction	\$872,424					\$ 1,026,381	2010	Local Discretionary	
8	Durham	U-4726	Avondale - Sidewalk (Roxboro to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000					\$ 412,000	2011	Local Discretionary	
9	Durham	U-4726	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000			Planning	\$83,400			Construction	\$ 472,600			\$ 556,000	2011	Local Discretionary	
10	Durham	U-4726K	DUR - Hillandale: Club to I-85 5' sidewalk on both sides	\$ 165,484	\$ 132,387			Planning	\$19,858			Construction	\$ 112,529			\$ 132,387	2008	Pre-2009	
10	Durham	U-4726	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,150,000	\$ 920,000			Planning	\$138,000			Construction	\$ 782,000			\$ 920,000	2011	Local Discretionary	
11	Durham	U-4726G	DUR - Holloway St sidewalks	\$ 67,000	\$ 53,600							Construction	\$ 53,600			\$ 53,600	2006	Pre-2009	
1	LPA	U-4727	UPWP - staff and routine	\$ 5,176,491	\$ 4,141,193	Planning	\$ 640,546	Planning	\$659,631	Planning	\$679,285	Planning	\$ 699,526	Planning	\$ 720,370	Planning	\$ 741,836	2009-2015	Staff and Planning
2	LPA	U-4727	UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	Planning	\$56,000									\$ 56,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Bike/Ped (non-motorized trip) Model Development	\$ 175,000	\$ 140,000	Planning	\$140,000									\$ 140,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	Planning	\$160,000									\$ 160,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	Planning	\$200,000									\$ 200,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	Planning	\$40,000									\$ 40,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	Planning	\$180,000	Planning	\$20,000							\$ 200,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	Planning	\$100,000									\$ 100,000	2009	Annual Reserve	
3	LPA	U-4727	UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					Planning	\$300,000					\$ 300,000	2010	Extra Planning	
4	LPA	U-4727	UPWP - Parking Study	\$ 125,000	\$ 100,000	Planning	\$10,000	Planning	\$90,000							\$ 100,000	2009	Annual Reserve	
5	LPA	U-4727	UPWP - Transit Studies	\$ 750,000	\$ 600,000			Planning	\$100,000	Planning	\$300,000	Planning	\$ 200,000			\$ 600,000	2009	Extra Planning	
1	NCDOT	EB-4707	Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200			ROW	\$511,200	Construction	\$3,200,000					\$ 2,542,000	2009-2010	Regional Bike/Ped	
				\$ 31,312,236	\$ 25,049,789		\$ 5,466,068		\$8,486,849		\$6,497,412		\$ 3,083,655		\$ 773,970		\$ 741,836		

The Following Projects Have Been Canceled at the Request of the Jurisdiction

cancel	Chapel Hill	TA-4726	Chapel Hill Transit - 5 Replacement Buses													\$ 1,650,000	2010	Transit
cancel	Chapel Hill	U-4726M	CH - Drainage gate replacement (NC 86)													\$ 8,000	2006	Pre-2009
cancel	Chapel Hill	EL-4995	Dry Creek Greenway - Carrboro, Chapel Hill													\$ 560,000	2008	Pre-2009
cancel	Chapel Hill	U-4726	Old Mason Farm Pedestrian Safety Improvements													\$ 120,000	2009	Local Discretionary
cancel	Chapel Hill	U-4726	Ephesus Church Road Sidewalk													\$ 72,232	2010	Local Discretionary

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 8A). Subsequently, NCDOT released a second draft for MPO review and has requested comments by February 28, 2010 (Attachment 8B). 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.

TCC Recommended Comments on the Second Draft of the Proposed Urban Loop Prioritization Methodology

The TCC recommended the following comments on the urban loop prioritization methodology. Further details of the methodology were described at a workshop subsequent to the TCC

meeting. Based on this additional information, LPA staff developed additional recommended comments that are noted in *italics*.

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.
- *Appreciative of the second opportunity to review and comment on the methodology.*

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. *Need clarification on if V/C and AADT will be average or cumulative for 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
 - *V/C should be taken from the most congested parallel route. AADT should be cumulative for projects with multiple parallel routes.*
 - 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.
 - *Do not normalize the reduction in vehicle hours of delay based on the population of the modeled area. This would unfairly disadvantage projects in regions that have cooperatively developed a large regional model for traffic forecasting.*
 - 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.
 - *Impacts due to construction will be a measurement of direct, indirect, and induced employment. Impact proposed to be compared to total regional employment in construction*
 - *Impacts due to existing economic characteristics will be a measurement of existing businesses in targeted industries (logistics, manufacturing) within a one mile buffer of the project. Impact proposed to be compared to total county businesses and population. Impact will also consider increase in tourism receipts due to project.*
 - *Impacts due to future economic characteristics will include a measurement of the number of interchanges and the typical economic impact per interchange.*
 - Projects will be ranked and scored according to rank.
 - *Impacts should not be normalized by county or regional population or employment. Jobs should be equally considered regardless of the size of the county or region.*
 - *Impacts also should not be multiplied by the total population or employment in a county. This may unfairly disadvantage projects in counties that are geographically small but exist in a larger economic region.*
 - *A 1 mile buffer is not adequate to assess impact on existing businesses. It does not recognize that loop projects are generally limited access facilities. Businesses within 1 mile as the crow flies may be much farther than 1 mile away by driving from the project. It also does not adequately assess the impact that short projects that provide connectivity to other transportation facilities may have on businesses along those facilities.*
 - *The measurement of future economic characteristics does not recognize the positive impact of projects that provide connections between existing facilities, but do not include multiple interchanges. This measurement appears to favor projects that promote urban sprawl in undeveloped areas. This may not be true economic growth; rather it may be the relocation of businesses from in-town locations to locations along the project.*
 - Weight economic impacts proportionally rather than just ranking them to avoid washing out major differences between projects for a factor
 - *Due to the uncertainties associated with the measurement of economic development, this factor should be weighted less than 20%. Urban areas need to have the opportunity to fully understand and provide feedback on this factor if it is to be weighted heavily.*
- 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.
 - *This factor doesn't recognize that projects that divert traffic from local streets to urban loops will result in benefits to pedestrian and bicyclist safety on the local streets.*
 - 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.
 - *New Factor Proposed: Connectivity*
 - *The above factors do not include measurements that adequately assess the benefits provided by new urban loops that provide connectivity between existing facilities.*
 - *A new factor is proposed that would award points based on the ratio of the distance of the proposed facility to the existing route on similarly or higher classified facilities. In other words, if a proposed new urban loop facility is a 3 mile long fully access-controlled freeway and the existing route on fully access-controlled freeways would take 14 miles, the ratio is 3/14 or 0.21.*
 - *Points should be awarded proportionately based on the lowest ratios getting the most points.*
 - *This factor should be weighted 10%. Economic development should be decreased to 10%.*

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 plans to finalize and apply the methodology this spring. A draft will be released by July 1 for use in developing the draft FY 2012-2018 STIP.

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

November 30, 2009

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

Dear Mr. Voelker:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

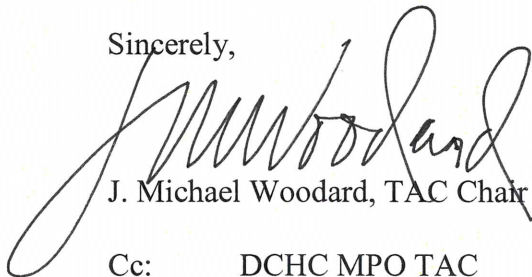
A second factor that should be added is a qualitative ranking factor. The highway prioritization process includes a qualitative ranking factor to reflect the priorities of the MPOs/RPOs and highway divisions. Although the urban loop program is

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

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

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

Sincerely,

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

J. Michael Woodard, TAC Chair

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

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

TIP #	div	Municipali	DESCRIPTION	fund	FY10	FY11	FY12	FY13	FY14	FY15
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	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	L	\$634	\$634	\$634	\$646	\$668	\$634

Amendment to the FY 2009-2015 MTIP

Table 1 - Added \$475K and \$119K of Section 5309 and local match funding, Fixed error in FY 2015 5307 and local match funding

TIP #	div	Municipali	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

Table 2 - Changed TIP #, operator, and description to fix error

TIP #	div	Municipali	DESCRIPTION	fund	FY10	FY11	FY12	FY13	FY14	FY15
TG-4931	5	Durham County Access	Provide operating assistance for community transportation systems to serve the rural public	RGP	\$35	\$35	\$35	\$35	\$35	\$35

A 21st Century Transportation System Requires a Modern Funding Formula

North Carolina's transportation system is overdue for change. North Carolina's ability to continue to compete in a global economy will be challenged if we fail to protect and improve our transportation infrastructure and quality of life. The challenge in our transportation system is not new, but the current economic conditions have compounded the situation. Cities are fighting traffic congestion, stagnant state funding and construction inflation while accommodating growing populations.

The N.C. Metropolitan Mayors Coalition has long been a partner in efforts to reform and improve transportation in our state. Our cities and towns share the responsibility of building and maintaining a multi-modal transportation system with the State. Cities have sole responsibility for maintaining nearly 20 percent of public roads in our state. They invest nearly \$1 billion of city revenues on transportation — roughly equal to the annual federal investment in our state transportation system. From 2001–2007 cities increased investments in roads by 51 percent, yet still struggled to meet the growing demand of transportation. Conversely, state funding for locally-maintained roads has been relatively stagnant.

The need for action is reaching a critical point. Traffic conditions are steadily eroding. Our urban interstates are ranked third most congested in the nation. State investments in transportation have not matched demand as transportation funding sources — the gas and car sales taxes and federal aid — stagnates or declines. Transportation construction costs are experiencing high inflation which has further exacerbated the problem. We have a growing backlog of maintenance for repaving and renovation projects for our roads and bridges leading the American Society of Civil Engineers to grade North Carolina's roads a "D" and our bridges a "C-." The State and our cities struggle to meet demand for investments for new roads and

The American Society of Civil

Engineers grades North

Carolina's roads a "D"

and our bridges a "C-."

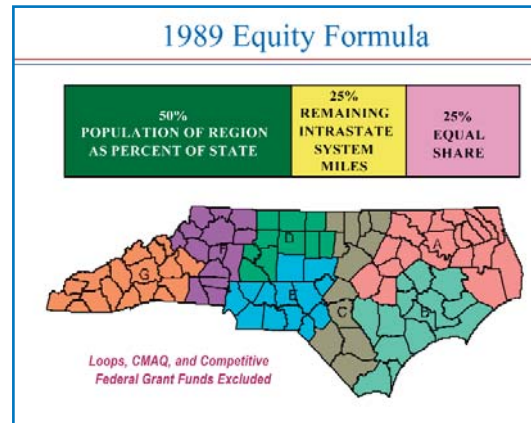
expanded public transportation to accommodate a steadily growing and increasingly urban population. North Carolina recently became the 10th most populous state in the nation and is expected to grow to seventh by 2030.

One critical aspect of the transportation decision-making process that deserves more attention is the formula used to distribute state transportation dollars for the all-important Transportation Improvement Program. The equity formula allocates transportation dollars among seven geographic funding regions. The formula was developed in 1989, when the N.C. Highway Trust Fund was created, with the goal of ensuring equitable distribution of funds across the

state and focus funding on completing the Intrastate System. The formula does not apply to public transportation investments, the urban loop program or routine maintenance.

The Equity Formula

The formula conceived in the 1980s is inadequate for a state that has grown so much in the interim. The 2000 census was a watershed moment in North Carolina history — for the first time more



North Carolinians lived in cities and towns than in unincorporated areas. In the 1980s, North Carolina was largely a rural state dominated by an agricultural and manufac-

turing base of dispersed textile mills, furniture factories and farms. The state has entered the 21st Century as an urban state with three large metropolitan regions and eight emerging metropolitan regions. Projections show that 88 percent of the state's population growth from 2000-2030 will be in the metropolitan regions that make up the N.C. Metropolitan Mayors Coalition membership. This transition to a metropolitan state and the 21st Century knowledge-based economy demands different things from our transportation system and thus it is time to examine the methods we use to allocate our transportation dollars. **The distribution formula has three primary elements that divide available funding — 1) miles to complete the intrastate system; 2) equal share; and, 3) regional population.** Unfortunately, none of the components of the formula includes traffic or congestion.

INTRASTATE SYSTEM — 25 percent intrastate road miles to complete

In 1989, Governor Martin's Administration proposed the North Carolina Intrastate System, a construction program intended to put a four-lane road within 10 miles of all North Carolinians. When the General Assembly created the Highway Trust Fund it drew a map of the Intrastate System and identified over 1,700 miles of roads on the system that were designated for construction or improvement to four lanes or better. The formula designates 25 percent of the

RESOLUTION IN SUPPORT OF EVALUATING AND REVISING THE NORTH CAROLINA TRANSPORTATION EQUITY FORMULA

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 North Carolina legislature implemented its Transportation Equity Formula as a result of the 1989 Highway Trust Fund Law;

WHEREAS, significant portions of the highway system envisioned in 1989 have not been completed;

WHEREAS, the North Carolina Department of Transportation anticipates \$64 billion in unmet transportation needs through 2030;

WHEREAS, the Transportation Equity Formula makes it more difficult to fund significant, and costly, transportation needs such as replacing the I-85 Bridges over the Yadkin River;

WHEREAS, the North Carolina Department of Transportation is developing a new objective multi-modal project prioritization process intended to maximize mobility, safety, and infrastructure health; and

WHEREAS, the Transportation Equity Formula does not consider any of these factors in distributing transportation funds;

NOW THEREFORE, be it resolved that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports reevaluating, revising, and modifying the North Carolina Transportation Equity formula to better meet the current needs of North Carolina Citizens, Businesses, and Travelers provided here 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.

(Seal) _____
Notary Public
My commission expires _____

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: February 10, 2010

SUBJECT: American Recovery and Reinvestment Act of 2009

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

TIP Administrative Modifications and Amendments

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

ARRA STP, STPDA, and 5307/5340 Projects

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

Implementation and Tracking of Projects

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

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

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

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

The MPO's deadline for local approval of agreements for STPDA projects was July 1, 2009. All local agencies have reported to the MPO that their municipal agreements have been approved by their elected boards. The environmental documentations, design packages, and right-of-way certifications had to be submitted to NCDOT by the September 1, 2009. All documentation has been submitted for the STPDA projects and approved by NCDOT. All projects also have construction authorization from FHWA. All projects have been put out to bid by the local governments. Contracts with the qualified low bidders have been executed by the January 1, 2010 deadline. The Town of Carrboro received an extension for the bus shelter project to January 31, 2010. This project was re-bid and a contract has been executed with a qualified bidder.

One STPDA project programmed by the City of Durham, the construction of sidewalks on SR 1116 (Garrett Road), was 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, was 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 \$5 billion, many of which include improvements in the DCHC MPO area. In August, the TAC approved a resolution of support for NCDOT's ARRA high speed rail applications.

Grant awards were announced on January 28, 2010. The Charlotte-Raleigh-Richmond-Washington D.C. corridor will receive approximately \$620 million of improvements, including \$545 million in North Carolina. The funding will be used primarily to increase speed and frequencies on the Raleigh to Charlotte passenger rail service to up to 90 miles per hour and 4 frequencies per day. This service includes a stop in Durham. The improvements include the Hopson Road grade separation, Church Street crossing closure and extension, and track realignment in south Durham County. The State intends to further pursue grants for additional improvements in this corridor, including a new train station in Hillsborough, through future grant opportunities.

ARRA TIGER Funding

The Federal Highway Administration is administering a \$1.5 billion discretionary grant program called Transportation Investments Generating Economic Recovery (TIGER) through the ARRA. Eligible applicants include both state and local governments. Eligible projects include capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger

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

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

Schedule

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

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

TIP #	Location	Description	Confirmed, STIP Status	Construction Authorization	Procuring Construction Services	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
I-5116	Durham Wake - I-540	I-40 to US 70 (4.00 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	5/29/2009	\$2,569,522		\$2,569,522
U-5122	Durham - NC 98	SR 1838 (Junction Road) to SR 1811 (Sherron Road) (3.80 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$832,825		\$832,825
R-5135	Durham - SR 1004 (Old Oxford Road)	US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$2,136,170		\$2,136,170
U-5127	Durham - SR 1321 (Hilldendale/Fulton)	I-85 to SR 1320 (Erwin Road) (1.32 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$385,312		\$385,312
U-5124	Durham - SR 1978 (Old Page Road)	SR 1926 (Angier Avenue) to SR 2095 (Page Road Extension) (0.99 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$151,498		\$151,498
U-5126	Durham - US 501 Bypass (Duke Street)	SR 1443 (Horton Road) to Hudson Street (1.90 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$647,878		\$647,878
R-2000AF	Durham - I-540 and I-40	Interchange improvements	Confirmed 4/09, in STIP	Complete	1/19/2010	\$7,577,355		\$7,577,355
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	9/1/2009	\$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	7/1/2009	\$203,323		\$203,323
R-5164A	Durham - I-85, US 15-501, NC 147	Resurfacing		Complete	1/19/2010	\$6,088,736		\$6,088,736
R-5164C	Durham - US 15-501 Business, Other Roads	Resurfacing		Complete	1/19/2010	\$861,557		\$861,557
		Total				\$21,979,680		
		DIVISION 7						
U-4704	Chapel Hill Durham Orange	Signal System Upgrade	Confirmed 4/09, in STIP	Complete	9/29/2009	\$5,174,666	\$511,780	\$5,686,446
U-3100B	Carrboro	SR 1107 (Old Fayetteville Road), NC 54 to SR 1106 (Stroud Lane), Provide bicycle and pedestrian facilities, and transit accommodations	Confirmed 4/09, STIP 5/09	Complete	1/19/2010	\$1,234,000		\$1,234,000
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-5178B	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)				\$250,000		\$250,000
R-5200	Orange, NC 86	SR 1730 (Whitfield Road) to Railroad Bridge south of SR 1710, Orange County. Widen for 2 foot paved shoulders on both sides.	Confirmed 9/09, in STIP			\$950,000		\$950,000
		Total				\$10,608,572		
		DIVISION 8						
SF-4908I	Chatham - NC 751 and SR 1731 (O'Kelly Chapel Road)	Install signal and left-turn lanes	Confirmed 4/09, in STIP	Complete	Sep-09	\$346,450		\$346,450
		Total				\$346,450		

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

TIP #	Location	Description	Confirmed By Governor, STIP Status	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
U-5164	Durham	Resurfacing, multiple locations	\$3,000,000 in 5/09 STIP addition			\$7,097,000		\$7,097,000
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	\$350,000 in 5/09 STIP addition			\$304,950	\$342,183	\$647,133
X-XXXX	Durham - SR 1670 (Geer Street) and SR 1357 (Avondale Drive)	Installation of roundabout				\$570,000		\$570,000
U-5147	Durham	ITS - installation of cameras at 11 locations	\$275,000 in 5/09 STIP addition			\$275,000		\$275,000
		Total				\$8,246,950		
		DIVISION 7						
U-4726	Chapel Hill	Install ADA Ramps to conform to the revised ADA standards				\$150,000		\$150,000
X-XXXX	Chapel Hill	Replace deteriorated curb/gutter at several locations on State roads; Franklin St, Raleigh Rd, South Rd, NC 86				\$100,000		\$100,000
X-XXXX	Chapel Hill	Bus stop and street improvements on Raleigh Rd (NC 54), South Rd, and Pittsboro St (NC 86)				\$82,000		\$82,000
R-5178	Orange	Resurfacing, multiple locations	\$1,000,000 in 6/09 STIP addition			\$2,935,000		\$2,935,000
		Total				\$3,267,000		
		DIVISION 8						
R-XXXX	Chatham	Resurfacing, multiple locations				\$1,500,000		\$1,500,000
		Total				\$1,500,000		

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

Durham Resurfacing List

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

Orange Resurfacing List

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

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

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOTAL AVAILABLE			Type date that step was completed or n/a										\$ 7,889,430		
CITY OF DURHAM													\$4,309,579		
ER-5100EA	Durham	Duke and Gregson Urban Forestry and Landscaping	6/15/2009	7/27/2009	n/a	n/a	n/a	8/11/2009	9/15/2009	8/20/2009	9/23/2009	12/21/2009	\$108,572		\$108,572
U-4726HA	SR 1666 (Dearborn Drive)	Sidewalk Construction (Old Oxford to Ruth)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/8/2009	9/23/2009				
U-4726HB	NC 751 (Hope Valley Road)	Sidewalk Construction (NC 54 to Swarthmore)	6/15/2009	7/14/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	8/28/2009	9/23/2009				
U-4726HC	SR 1146 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a				cancelled				
U-4726HD	SR 1321 (Hillandale Road E/S)	Sidewalk Construction (Cammie to Peppertree)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/1/2009	9/23/2009		\$579,977		\$579,977
U-4726HE	US 70 Bus (Hillsborough Rd S/S) and Markham Street	Sidewalk Construction (15-501 Bypass to Broad Street)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/2/2009	9/10/2009	9/4/2009	9/23/2009				
U-4726HF	Washington St W/S	Sidewalk Construction (Trinity to Glendale)	6/15/2009	7/14/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/2/2009	9/23/2009				
U-4726HG	SR 1183 (University Drive N/S)	Sidewalk Construction (Chapel Hill Rd to Chapel Hill Rd)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/3/2009	9/10/2009	9/2/2009	9/23/2009	12/16/2009			
U-4726HI	Durham - North-South Trail	Resurfacing the North-South Greenway Trail from Lavender to Murray	6/15/2009	7/14/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/21/2009	9/18/2009				
U-4726HJ	Durham - American Tobacco Trail	Resurfacing Riddle Road Spur	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/27/2009	9/18/2009		\$342,183		\$342,183
U-4726HK	Durham - American Tobacco Trail	Resurfacing from Morehead to Southpoint Crossing	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/27/2009	9/18/2009	12/16/2009			
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City) - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Complete	9/1/2009	\$100,096	\$525,504	\$625,600
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	6/15/2009	7/16/2009	n/a	n/a	n/a	9/2/2009	9/16/2009	8/26/2009	9/23/2009	12/21/2009	\$125,729		\$125,729
U-5149A	Durham - Renaissance Parkway	Installation of traffic signal	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009				
U-5149B	Durham - Renaissance Pkwy	Installation of a traffic signal at American Tobacco Trail crossing	6/15/2009	7/17/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009	12/21/2009	\$232,071		\$232,071
U-5148	Durham - Northpointe Drive	Installation of traffic signal	6/15/2009	7/14/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009				
U-5150	Durham - William Penn and Ben Franklin	Installation of traffic signal	6/15/2009	7/16/2009	n/a	n/a	n/a	8/11/2009	9/14/2009	8/26/2009	9/23/2009	12/21/2009	\$346,539		\$346,539
U-5151	Durham - Miami Blvd. and Geer St.	Intersection reconstruction	6/15/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/10/2009	8/26/2009	9/18/2009	12/16/2009	\$80,000	\$ 344	\$80,344
U-5164	Durham	Resurfacing, multiple locations - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$2,394,413		\$2,394,413
City of Durham Uncommitted Balance													(\$0)		

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

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOWN OF CHAPEL HILL													\$1,171,563		
EL-4601	Chapel Hill	Morgan Creek Greenway, Phase I	6/22/2009	7/21/2009	4/10/2003	n/a	2003	5/6/2009	10/1/2009	6/8/2009	10/14/2009	12/8/2009	\$300,000	\$ 1,099,334	\$1,399,334
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	complete	9/29/2009	\$175,000		\$175,000
U-4726IA	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/14/2009	8/28/2009	9/23/2009	12/14/2009	\$53,924		\$53,924
U-4726IB	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	12/14/2009	\$65,189	\$ 3	\$65,192
U-4726IC	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009	8/28/2009	9/14/2009	8/28/2009	9/23/2009	12/15/2009	\$370,052		\$370,052
U-4726ID	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	cancelled	cancelled		
U-4726IE	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a	8/28/2009	9/17/2009	8/28/2009	9/23/2009	12/15/2009	\$142,611		\$142,611
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$64,787		\$64,787
Town of Chapel Hill Uncommitted Balance													\$0		
TOWN OF CARRBORO													\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009				
U-4726DB	Bim Street	Sidewalk on one side from Jones Ferry to Fidelity	6/16/2009	7/2/2009	n/a	7/16/2009	n/a	7/22/2009	9/3/2009	7/27/2009	9/11/2009	12/3/2009	\$284,176		\$284,176
EL-5103	Carrboro	Bus shelter and shelter materials	6/16/2009	7/14/2009	7/31/2009	n/a	n/a	8/20/2009	9/18/2009	8/28/2009	9/23/2009	1/12/2010	\$76,296		\$76,296
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$43,124		
Town of Carrboro Uncommitted Balance													\$0		
TOWN OF HILLSBOROUGH													\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a	9/2/2009	9/18/2009	9/21/2009	9/23/2009	12/14/2009	\$319,459	\$880,541	\$1,200,000
Town of Hillsborough Uncommitted Balance													\$0		

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

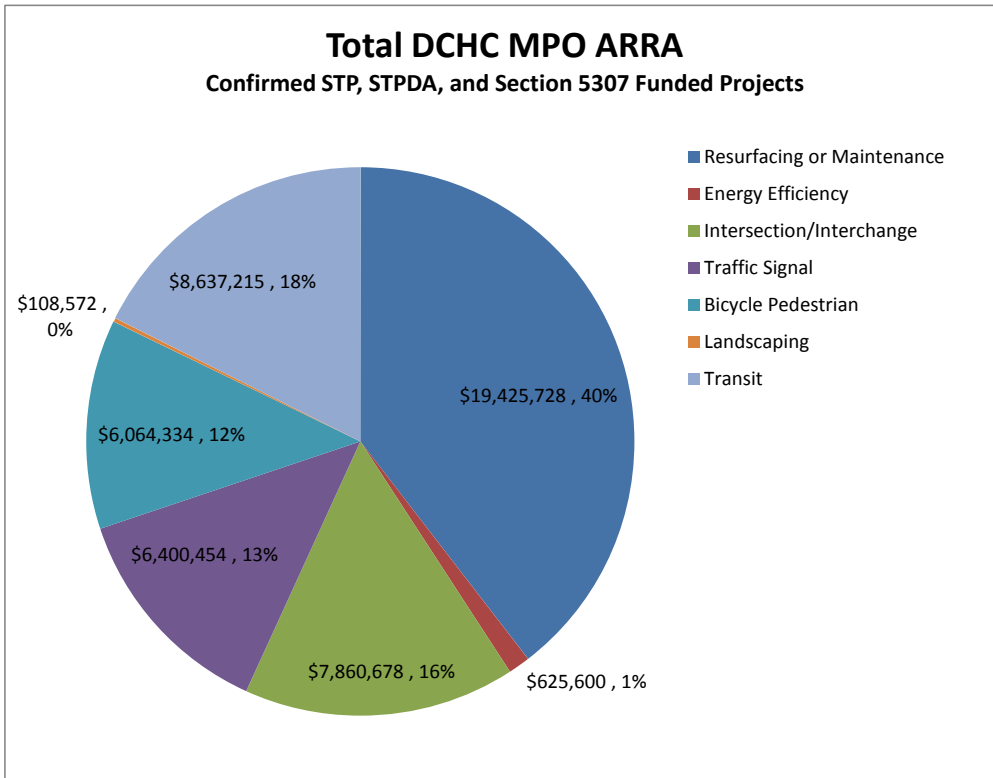
TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/12/2010	Total ARRA STPDA	Other Funding	Total Project Funds
DURHAM COUNTY													\$827,321		
U-4726HH	Durham - Third Fork Creek Trail	Third Fork Creek Trail from Woodcroft Parkway to Garrett Road; Third Fork Creek Trail from MLK to Southern Boundaries Park; Third Fork Creek Trail MLK connector	6/15/2009	7/14/2009	n/a	n/a	n/a	9/2/2009	9/18/2009	9/1/2009	9/23/2009	12/16/2009	\$827,000	\$125,583	\$952,593
U-5164	Durham	Resurfacing, multiple locations - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$321		\$321
<i>Durham County Uncommitted Balance</i>													(\$0)		
ORANGE COUNTY													\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10/1/2009		\$183,200		\$183,200
U-4726GA	Carrboro-Orange County	Twin Creeks Park Greenway (linear park): 10' multiuse asphalt trail including bridge over Jones Creek	6/16/2009	7/16/2009	n/a	7/8/2009	n/a	9/2/2009	9/18/2009	8/12/2009	9/23/2009	12/14/2009	\$429,457	\$144,384	\$573,841
<i>Orange County Uncommitted Balance</i>													(\$0)		
CHATHAM COUNTY													\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	9/1/2009	9/1/2009	9/24/2009				
ER-5100HA	Chatham - US 15-501	Streetscaping/landscaping along US 15-501	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	8/8/2009	9/1/2009	9/1/2009	10/22/2009	12/21/2009	\$166,306		\$166,306
R-XXXX	Chatham	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$78,949		\$78,949
<i>Chatham County Uncommitted Balance</i>													(\$0)		
Uncommitted Balance													\$0		

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	\$ 19,425,728
Energy Efficiency	\$ 625,600
Intersection/Interchange	\$ 7,860,678
Traffic Signal	\$ 6,400,454
Bicycle Pedestrian	\$ 6,064,334
Landscaping	\$ 108,572
Transit	\$ 8,637,215
Total	\$ 49,122,581





Charlotte - Raleigh - Richmond - Washington, D.C.



Legend

- Corridor Development Program
- Projects Laying Foundation for High-Speed Passenger Rail
- Long-Term Vision for High-Speed Passenger Rail

Awardees:

North Carolina Department of Transportation
Virginia Department of Transportation

Total Approximate Funding (entire corridor):

\$620,000,000

Benefiting States:

North Carolina, Virginia, Washington, D.C.

Miles of Track:

Upgraded - 480 miles

The Southeast Corridor connects Charlotte, Raleigh, Richmond, and Washington, D.C. North Carolina and Virginia have a strong history of supporting passenger rail services in their states, and have engaged in substantial planning efforts to develop high-speed rail on this corridor. Several of the metropolitan areas in this region are among the fastest growing in the nation, and the states have recognized the need to invest in a diversity of transportation infrastructure that will accommodate this population growth.

The long-term goal for this corridor is top speeds of up to 110mph, reducing trip time by one-third from Washington, D.C. to Richmond, and to four and one-half hours between Richmond and Charlotte. Eventually, the Southeast Corridor is expected to use Atlanta as a regional hub, with connections from Atlanta east to Charlotte, south to Macon and Jacksonville, north to Chattanooga, and west to Birmingham.

Summary of Corridor Investments

Charlotte - Raleigh: Nearly 30 inter-related projects will be undertaken in order to increase top train speeds to 90 mph and double the number of round trips between the two largest cities in North Carolina, serving 3 million people. Work includes the purchase and rehabilitation of locomotives and cars, track upgrades, and station security improvements.

Raleigh - Richmond: Important congestion mitigation will involve construction of four new crossovers, which will reduce trip times. This will also aid the future development of high-speed rail lines between North Carolina and Virginia.

Richmond - Washington, D.C.: New high-speed rail track, more than 11 miles in length, will be built between Richmond and Washington, DC. This project will eliminate one of the most severe bottlenecks along an extremely congested area on the Southeast Corridor. The improvements to the route will improve on-time performance and lay the groundwork for future high-speed rail in the region.

MAP: NC T2.1

3 REBUILD 2 F59PHI LOCOMOTIVES - MID-LIFE REBUILDS AND REQUIRED EMISSION UPGRADES

4 PURCHASE 2 USED LOCOMOTIVES

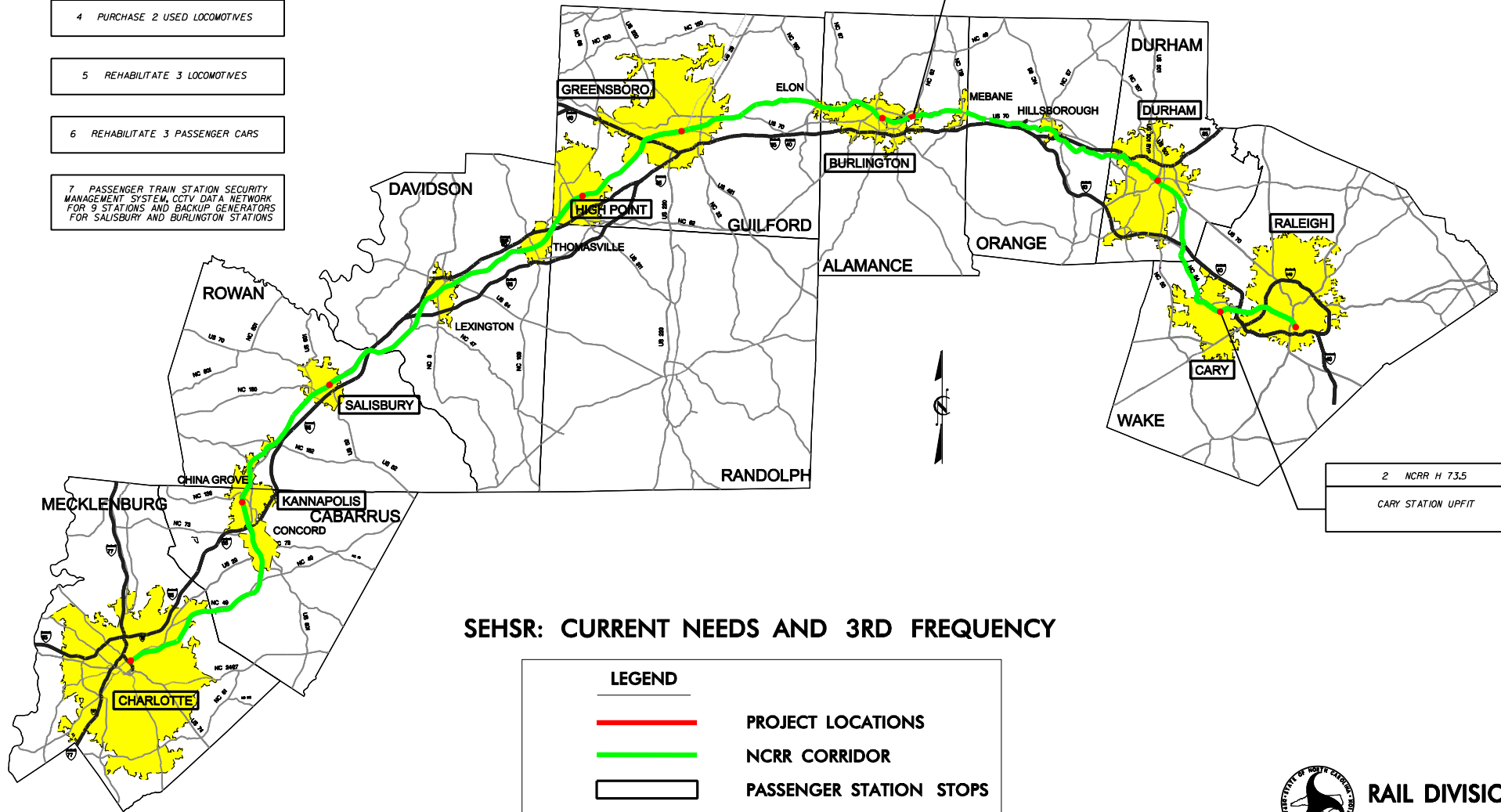
5 REHABILITATE 3 LOCOMOTIVES

6 REHABILITATE 3 PASSENGER CARS




7 PASSENGER TRAIN STATION SECURITY MANAGEMENT SYSTEM, CCTV DATA NETWORK FOR 9 STATIONS AND BACKUP GENERATORS FOR SALISBURY AND BURLINGTON STATIONS

1 NCRR H23.5 - 25.5
GRAHAM TO HAW RIVER
PASSING SIDING &
CURVE REALIGNMENT

2 NCRR H 73.5
CARY STATION UPGRADE



SEHSR: CURRENT NEEDS AND 3RD FREQUENCY

LEGEND	
	PROJECT LOCATIONS
	NCRR CORRIDOR
	PASSENGER STATION STOPS



RAIL DIVISION
NC DEPARTMENT OF TRANSPORTATION
NOT TO SCALE
REVISED: SEPTEMBER 25, 2009

ncrr_future_doubles.dgn

MAP: NC T2.2

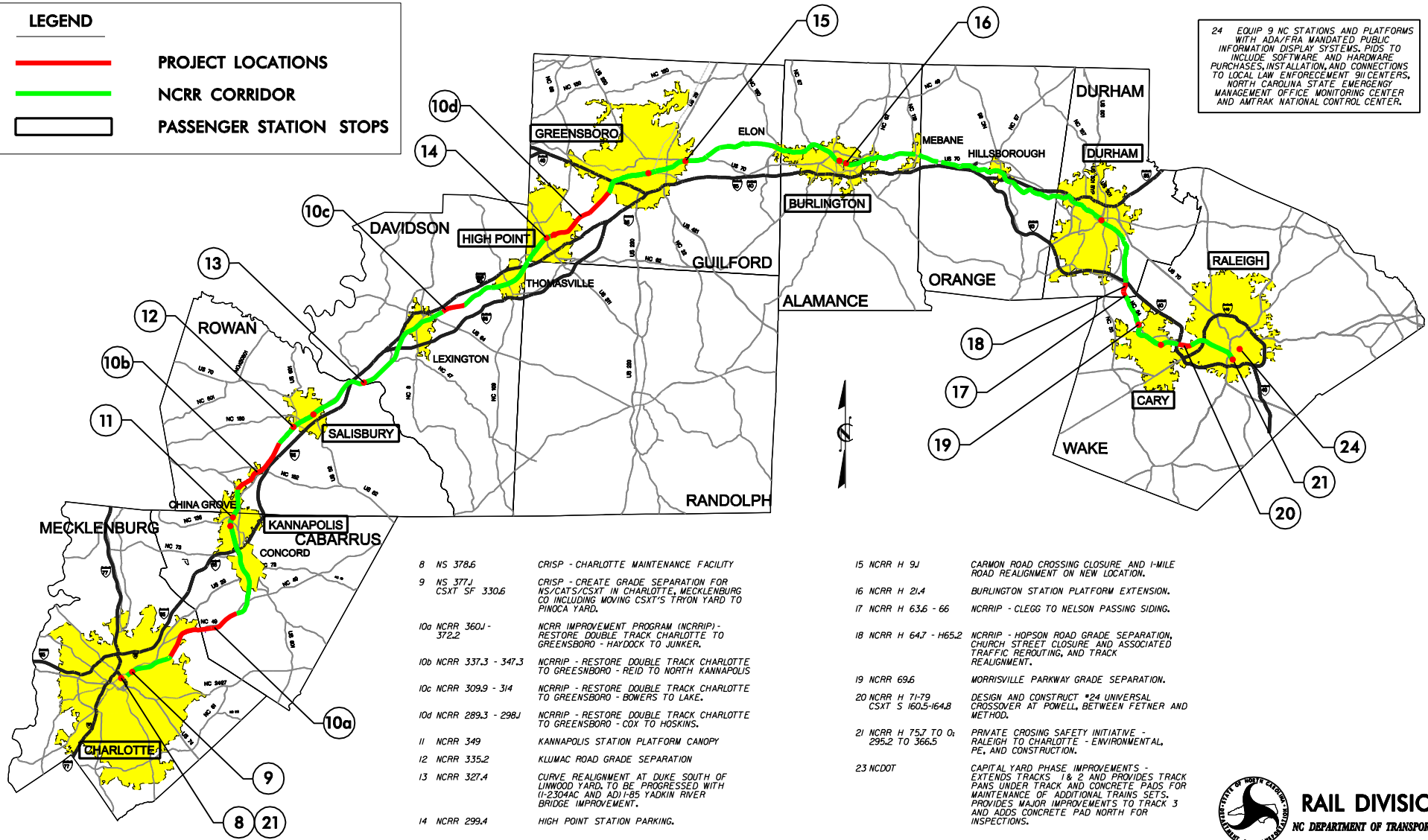
SEHSR: 4th FREQUENCY

LEGEND

- PROJECT LOCATIONS
- NCR CORRIDOR
- PASSENGER STATION STOPS

22 PURCHASE 4 USED PASSENGER CARS AND SPARE PARTS AND REHABILITATE 7 CARS.

24 EQUIP 9 NC STATIONS AND PLATFORMS WITH ADA/FRA MANDATED PUBLIC INFORMATION DISPLAY SYSTEMS, PIDS TO INCLUDE SOFTWARE AND HARDWARE PURCHASES, INSTALLATION, AND CONNECTIONS TO LOCAL LAW ENFORCEMENT SBC CENTERS, NORTH CAROLINA STATE EMERGENCY MANAGEMENT OFFICE MONITORING CENTER AND AMTRAK NATIONAL CONTROL CENTER.



- | | | | |
|--|---|--|---|
| <p>8 NS 378.6</p> <p>9 NS 377.1
CSXT SF 330.6</p> <p>10a NCR 360.1 - 372.2</p> <p>10b NCR 337.3 - 347.3</p> <p>10c NCR 309.9 - 314</p> <p>10d NCR 289.3 - 298J</p> <p>11 NCR 349</p> <p>12 NCR 335.2</p> <p>13 NCR 327.4</p> <p>14 NCR 299.4</p> | <p>CRISP - CHARLOTTE MAINTENANCE FACILITY</p> <p>CRISP - CREATE GRADE SEPARATION FOR NS/CATS/CSXT IN CHARLOTTE, MECKLENBURG CO INCLUDING MOVING CSXT'S TRYON YARD TO PINOCCA YARD.</p> <p>NCRIP - RESTORE DOUBLE TRACK CHARLOTTE TO GREENSBORO - HAYDOCK TO JUNKER.</p> <p>NCRIP - RESTORE DOUBLE TRACK CHARLOTTE TO GREENSBORO - REID TO NORTH KANNAPOLIS</p> <p>NCRIP - RESTORE DOUBLE TRACK CHARLOTTE TO GREENSBORO - BOWERS TO LAKE.</p> <p>NCRIP - RESTORE DOUBLE TRACK CHARLOTTE TO GREENSBORO - COX TO HOSKINS.</p> <p>KANNAPOLIS STATION PLATFORM CANOPY</p> <p>KLUWAC ROAD GRADE SEPARATION</p> <p>CURVE REALIGNMENT AT DUKE SOUTH OF LINWOOD YARD TO BE PROGRESSSED WITH (I-2304AC AND AD) I-85 YADKIN RIVER BRIDGE IMPROVEMENT.</p> <p>HIGH POINT STATION PARKING.</p> | <p>15 NCR H 9J</p> <p>16 NCR H 21.4</p> <p>17 NCR H 63.6 - 66</p> <p>18 NCR H 64.7 - H65.2</p> <p>19 NCR 69.6</p> <p>20 NCR H 71-79
CSXT S 160.5-164.8</p> <p>21 NCR H 75.7 TO 0;
295.2 TO 366.5</p> <p>23 NCDOT</p> | <p>CARMON ROAD CROSSING CLOSURE AND 1-MILE ROAD REALIGNMENT ON NEW LOCATION.</p> <p>BURLINGTON STATION PLATFORM EXTENSION.</p> <p>NCRIP - CLEGG TO NELSON PASSING SIDING.</p> <p>NCRIP - HOPSON ROAD GRADE SEPARATION, CHURCH STREET CLOSURE AND ASSOCIATED TRAFFIC REROUTING, AND TRACK REALIGNMENT.</p> <p>MORRISVILLE PARKWAY GRADE SEPARATION.</p> <p>DESIGN AND CONSTRUCT #24 UNIVERSAL CROSSOVER AT POWELL, BETWEEN FETNER AND METHOD.</p> <p>PRIVATE CROSSING SAFETY INITIATIVE - RALEIGH TO CHARLOTTE - ENVIRONMENTAL, PE, AND CONSTRUCTION.</p> <p>CAPITAL YARD PHASE IMPROVEMENTS - EXTENDS TRACKS 1 & 2 AND PROVIDES TRACK PANS UNDER TRACK AND CONCRETE PADS FOR MAINTENANCE OF ADDITIONAL TRAINS SETS, PROVIDES MAJOR IMPROVEMENTS TO TRACK 3 AND ADDS CONCRETE PAD NORTH FOR INSPECTIONS.</p> |
|--|---|--|---|



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 10, 2010

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

Draft FY 2010-2011 Unified Planning Work Program (UPWP) for the DCHC MPO

TAC Meeting
February 10, 2010

1

FY 2010-11 UPWP - Overview

- Federal regulations mandate that the MPO develop an annual work program known as the Unified Planning Work Program (UPWP).
- The annual program must identify transportation planning tasks to be undertaken with the use of federal transportation funds during the upcoming fiscal year.
- The UPWP must detail technical work program for continuing, cooperative and comprehensive (3C) transportation planning in the DCHC MPO.

2

FY 2010-11 UPWP - Funding Sources

- USDOT has not allocated planning funds for FY 2010-11. MPO has been directed to use last year's allocation in developing the draft. Revisions or amendments to be made subsequent to the receipt of FY 2011 funding allocation
- Federal Highway Administration –FHWA (80%)
 - Section 104(f) Planning : \$355,661
 - Section 133(b)(3)(7) –STP-DA : \$659,630 (does not include any carry-over funds or local discretionary funds to be flexed to planning)

3

FY 2010-11 UPWP - Funding Sources – Cont'

- Federal Transit administration (FTA) –(80%)
 - Section 5303 – \$226,719
 - Section 5307/5340 - ?????
- NCDOT
 - 10% local match for transit planning
- Local Matching Funds
 - 10% local match for transit planning
 - 20% local match for FHWA funds

4

FY 2010-11 UPWP

- Funding tasks come from the Prospectus approved by NCDOT and MPOs statewide
- Prospectus task broad areas
 - Surveillance of change – data monitoring
 - Long range transportation plan activities
 - Short range transit planning
 - Planning work program
 - Transportation Improvement Program
 - Civil rights
 - Administration

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FY 2010-11 UPWP - Funding Broad Areas

- General/On-Going/Core/Routine 3-C Planning Process
- Emphasis Transportation Planning Projects/Products.
- Continuation of Special Projects
- New Initiatives – No new initiatives proposed for 2010-11 UPWP (Maybe Parking Survey/Study ???).

6

General/On-Going/Core/Routine 3-C Planning

- TCC/TAC meetings/agenda preparation/directives to staff/follow-ups
- MTIP/STIP development including priority lists
- TIP amendments
- Stimulus projects oversight, reporting and audit compliance
- UPWP development and amendments
- Transit planning
- Data collection, monitoring & maintenance
- GIS mapping/maintenance/administration
- Bike/pedestrian planning

7

General/On-Going/Core/Routine 3-C Planning - Continued

- Management and operation of transportation planning process
- JARC/New Freedom management & programming
- STP-DA
- CMAQ
- Air quality planning and conformity
- Project planning & development
- Environmental justice/limited English proficiency planning
- State & regional coordination

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General/On-Going/Core/Routine 3-C Planning - Continued

- Financial management and auditing
- Public involvement/outreach
- MPO website maintenance/content management, visualization and interactive capabilities
- Civil rights/Title VI planning compliance
- Congestion management monitoring
- Data inventory monitoring

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Emphasis Planning Projects/Programs

- Development of the 2040 Long Range Transportation Plan - LRTP
- Comprehensive Transportation Plan – CTP
- Development & update of the MPO Congestion Management Process (CMP)
- Maintenance and update of the regional Intelligent Transportation System (ITS)
- Maintenance and update of IDAS & DynaSmart

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Emphasis Planning Projects/Programs – Con't

- MPO data collection and surveillance of change
- Triangle Regional Model (TRM) update, improvements, calibration and validation
- DCHC MPO policy document and strategic plan
- Environmental justice /limited English proficiency plan update & integration

11

Emphasis Planning Projects/Programs – Con't

- MPO climate change plan/integration of climate change/greenhouse gas into MPO planning processes
- Bicycle friendly designation for Durham and Chapel Hill
- Spatial mapping and analysis of bike and pedestrian access to schools
- Rail traffic separation study (high speed rail)
- Freight/urban goods movement planning

12

Emphasis Planning Projects/Programs – Con't

- Purpose and need statement, indirect & cumulative impacts (ICI) analysis/plan for DCHC MPO
- Preparation of bicycle map
- TDM plan update and monitoring
- MPO policy/process document coordination with CAMPO, organizational study & regional efficiency study (similar to Charlotte area MPOs)
- MPO/MAB expansion prep work for Census

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FY 2010-11 UPWP – Continuation of Special Projects

- NC 54/I40 corridor study
- MPO integrated land use/transportation model development
- MPO land use scenario planning tool
- Development of the non-motorized trip model
- MPO GIS warehouse (enterprise)/ automation

14

FY 2010-11 UPWP – New Initiatives –

- None proposed.
- Except parking survey and survey to support transit planning and travel demand forecasting (especially in Chapel Hill, Duke, downtowns and RTP).
- Need matching funds contribution from MPO member agencies .

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FY 2009-10 UPWP – Highlights of Planning Activities – (Cont'd)

- Environmental project planning/NEPA – staff involvement in project development, engineering and environmental process (e.g., East End Connector, Hillandale Road, South Columbia, Elizabeth Brady Road, etc)
- State and regional coordination (regional transit projects, Intelligent Transportation Systems, I-40 HOV, Triangle Parkway toll projects, etc)

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Contract Number: C200840	Route: NC-54
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2904, U-4026
Length: 6.363 miles	Federal Aid Number: STP-54(5)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
Location Description: NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.	
Contractor Name: C C MANGUM COMPANY LLC	
Contract Amount: \$35,467,891.08	Cost Overrun/Underrun: 6.9%
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: 1/14/2010	Actual Progress: 97.44%

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: TIFIA-540(2)
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: C202064	Route: SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3309A
Length: 1.165 miles	Federal Aid Number: STP-2028(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
Contractor Name: THOMPSON CONTRACTING, GRADING, PAVING & UTILITIES, INC.	
Contract Amount: \$6,502,648.68	Cost Overrun/Underrun:
Availability Date: 2/1/2010	Letting Date: 12/15/2009
Completion Date: 8/15/2011	Work Began:
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202313	Route: US-501
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127
Length: 16.62 miles	Federal Aid Number: STM-1004(39)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680

<p>Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: BARNHILL CONTRACTING COMPANY</p> <p>Contract Amount: \$3,611,898.13 Cost Overrun/Underrun: 0%</p> <p>Availability Date: 7/27/2009 Letting Date: 6/16/2009</p> <p>Completion Date: 5/14/2010 Work Began: 7/28/2009</p> <p>Revised Completion Date: Estimated Completion: 5/14/2010</p> <p>Last Estimate Thru: 1/7/2010 Scheduled Progress: 82%</p> <p>Last Estimate Paid: 1/12/2010 Actual Progress: 88.22%</p>	
<p>Contract Number: C202405 Route: NC-55</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: U-5143</p> <p>Length: 0.2 miles Federal Aid Number: STM-0055(42)</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55.</p> <p>Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS.</p> <p>Contractor Name: C C MANGUM COMPANY LLC</p> <p>Contract Amount: \$176,802.75 Cost Overrun/Underrun: 14.49%</p> <p>Availability Date: 8/3/2009 Letting Date: 7/7/2009</p> <p>Completion Date: 10/30/2009 Work Began: 8/3/2009</p> <p>Revised Completion Date: Estimated Completion: 3/20/2010</p> <p>Last Estimate Thru: 1/7/2010 Scheduled Progress: 100%</p> <p>Last Estimate Paid: 1/15/2010 Actual Progress: 74.9%</p>	
<p>Contract Number: C202408 Route: US-501</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number:</p> <p>Length: 18.15 miles Federal Aid Number:</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: C C MANGUM COMPANY LLC</p> <p>Contract Amount: \$2,694,654.51 Cost Overrun/Underrun:</p> <p>Availability Date: 10/5/2009 Letting Date: 8/18/2009</p> <p>Completion Date: 6/11/2010 Work Began:</p> <p>Revised Completion Date: Estimated Completion:</p> <p>Last Estimate Thru: Scheduled Progress:</p> <p>Last Estimate Paid: Actual Progress:</p>	

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		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'.		See 7CR.10681.16 7CR.20681.16
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. to begin after compl. of sidewalks on U- 4726 IE
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 has not been requested ; Const. FY '10-'11
Orange	42810	SR 1713 (Mt. Hermon Ch. Rd.) and SR 1710 (Old NC 10)	Install a flasher	\$15,000	Installation =98% compl.; operation pending electrical connection
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	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction		S.T. Wooten Corp. Avail. 4/26/10 Compl. 9/3/10
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc. Avail. 3/1/10 Compl. 12/31/10
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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA-Letting by Town 1/5/10; WC Construction to be compl. 45 days after NTP; Suppl. Agreement pending execution
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-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	Safety Grooving & Grinding, L.P., Napoleon, Ohio Avail. 3/1/10 Compl. 9/1/10
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.& Design underway ; Const. FY '10-'11
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-Atwell Const. Co., Inc., Greenville, NC Avail. 3/1/10 Compl. 9/15/10

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga.; work began 2/1/10; 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
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	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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Letting not scheduled
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 2011
Orange	U-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; Complete, accepted on 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	\$584,478.20	Project let on January 21, 2010; Awarded to Sanford Contractors, Inc; Availability date is 3/1/10; Scheduled completion date is 8/13/10; Economic Stimulus Project cheduled for January 21, 2010; Economic Stimulus Project
Chatham	36268 U-4726FA & 45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities (sidewalk) & Streetscaping/Landscaping	U-4726FA PE: \$22,000.00 Const: \$198,000.00 ER-5100HA PE: \$2,525.00 Const: \$22,730.00	\$144,614.00	Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Awarded to White Oak Construction Corp; Availability Date is 1/5/10; Scheduled completion is 6/15/10; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available

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LaHood rescinds Bush transit spending restrictions

WASHINGTON Transportation Secretary Ray LaHood on Wednesday rescinded Bush administration restrictions on federal transit grants so that a wider range of projects will be eligible and local transit systems will receive money faster.

LaHood told a conference of transportation officials and researchers that the Obama administration wants greater flexibility to help pay for bus, rail and other transit projects that could provide an economic boost, benefit the environment or improve the "livability" of communities.

Former President George W. Bush, who felt transit systems should rely more on local revenue and less on federal funds, adopted a policy in 2005 that restricted federal grants to transit construction projects and equipment purchases that could be shown to reduce traffic congestion and commute times and that met narrow cost-benefit rules.

The Bush policy, which was primarily helpful to suburban commuters, delayed money going to some projects by as long as four years as the government repeatedly kicked back applications to transit agencies until they could show they complied with the rules, said Federal Transit Administrator Peter Rogoff, who was appointed by President Barack Obama.

The policy also created transportation "nightmares" for some transit agencies that had to reshape their projects to follow the federal rules, Rogoff said. Officials in Charlotte, N.C., for example, wanted to buy trains and build platforms to accommodate up to three cars, but they couldn't justify the cost under the Bush restrictions, he said.

Local officials scaled back the project to two-car trains, but ridership has exceeded expectations and platforms will now have to be enlarged and extra cars added at greater expense than if the original plan had been approved, Rogoff said.

"It's not that we're going to ignore cost - we always want to be sure people aren't building Taj Mahal projects - but everything was cost before," Rogoff said.

Trolleys, inner city buses, and bike and pedestrian projects are some types of projects that improve the ability of people to move around cities that will now be eligible for grants even though they don't necessarily shorten the time of long commutes, he said.

Rogoff cited two projects in particular that might benefit from the new policy: Special bus lanes and rapid transit buses in New York, and light-rail trains that will connect Minneapolis and St. Paul in Minnesota. He said he is troubled "from a civil rights perspective" that the Minnesota project may not build train stations in black and Asian neighborhoods of St. Paul because they wouldn't comply with the Bush policy's cost-effectiveness rules.

The new policy "will allow that (train) service to do a better job of serving those communities," Rogoff said

Proposed East End Connector on track

01.15.10 - 12:18 am

By Ray Gronberg

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DURHAM — Engineers from the N.C. Department of Transportation say their lengthy review of the environmental impact of the proposed East End Connector hasn't turned up any showstoppers that would block the project's construction.

The preferred route of \$174 million link between the Durham Freeway and U.S. 70 would displace 17 homes and nine businesses. In return, it would ease future congestion on central Durham's major north-south surface streets, DOT officials said in the report.

The structures that need to be purchased are in a predominantly black part of the city, but as it happens only six of the homes and three of the businesses are minority-owned, the report said.

DOT will have to compensate the city for taking less than a tenth of an acre of the C.R. Wood Park, which lies between Commonwealth Street and Rowena Avenue adjacent to the connector's route.

The agency has promised to make good by paving the park's tennis courts or parking lot.

Road builders will also need to erect a 1,082-foot-long wall along the freeway where it crosses Rowena Avenue, to cut down on the noise residents of the area will hear.

Durham's Transportation Department received the report last week, and will soon help DOT officials brief the City Council on its contents.

Administrators also have to draft comments on the report for DOT, incorporating the results of an as-yet-unscheduled, state-organized public hearing on the project, city Transportation Director Mark Ahrendsen said.

The hope is that officials on both sides can complete before year's end the work that goes into the issuance of a formal "finding of no significant impact" allowing the road's construction, he said.

Elected officials and business leaders, meanwhile, are trying to line up the remaining funds necessary for the project. A delegation from Durham and Raleigh met late last week with state Transportation Secretary Gene Conti to lobby for it.

The group included Mayor Bill Bell, City Councilman Mike Woodard, Greater Durham Chamber of Commerce board member Bill Brian and two leaders of a Triangle-wide advocacy group, the Regional Transportation Alliance.

Conti brought to the meeting two of top aides, DOT Chief Operating Officer Jim Trogdon and Chief Financial Officer Mark Foster, Woodard said.

The secretary said he's "very supportive" of the project and recognizes the need for it will only grow, but he stressed that the launch decision will come down to a matter of funding. Foster followed up by saying DOT is "looking for partnerships in this," Woodard said.

Local officials responded by saying they're willing to back up their requests with a share of their area's federal highway aid, Woodard said.

They also pointed out that the project now enjoys regional support. Thanks to help from the Regional Transportation Alliance and its executive director, Joe Milazzo, Raleigh Mayor Charles Meeker has gotten behind the project.

Meeker came to last week's meeting "and just said this is important to the region, this is important to Raleigh [and] we need to have this," Woodard said.

Local officials are expecting DOT to fund the bulk of the connector from the reserve the state set up to pay for loop roads around North Carolina's major cities.

DOT has earmarked money for the connector in the past, but additional allocations likely will ride on how well the project scores in a new ranking system engineers are creating to judge which of the state's as-yet-unbuilt loops merit top priority.

Ahrendsen said local leaders have supported the effort to set up a scoring system, and think the screening criteria

DOT is honing in on are “reasonable.”

They also think, based on their analysis of the criteria, that the East End Connector “would score well,” he said.

But Ahrendsen conceded local planners haven’t tried to rate it against similar projects elsewhere. “We don’t know how this one would compare to other loop projects,” he said.

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Rail crossing safety blitz targets N.C. drivers

DURHAM Even in the midst of a safety blitz Thursday at a rail crossing where two boys died in a recent crash, cars and trucks stopped in traffic every few minutes where they should never stop - in the middle of the tracks.

"If that train comes, where's he gonna go?" said D.W. Brown, a Durham police officer, shaking his head. As a truck on Ellis Road waited at a stop sign to turn onto Angier Avenue, a car idled on the tracks behind the truck.

"This person has given him room where he can back up or go around," Brown said. "But if there was somebody else on his bumper, he wouldn't have anywhere to go."

That's what happened to Deborah Bingham of Durham on Dec. 9. She was caught in rush-hour traffic on Ellis Road as it crawled across the three tracks.

When a fast-moving Amtrak train triggered warning lights and crossing gates, Bingham was unable to move her SUV out of the way. Her sons, asleep in the back seat, were killed in the crash.

Brown, the police officer, was at the Ellis Road site Thursday - along with representatives of railroad, law enforcement and safety agencies - to distribute safety brochures. A similar campaign was under way at a crossing near Efland in Orange County, where a mother and her son died in a car-train crash Dec. 22.

Scott Saylor, president of the N.C. Railroad, chatted with motorists on Ellis Road.

"Remember," he told one driver as he handed her the brochure, "it takes a train a mile to stop."

Crashes at rail crossings in North Carolina have declined in recent years as railroads and the state Department of Transportation closed some crossings and made safety improvements at others.

After a woman drove around the Ellis crossing gate in 2001, in a fatal attempt to beat an oncoming train, a second pair of gates was added to make that maneuver more difficult. But critics say drivers might feel trapped if they're caught inside the four gates.

"People need to know that it's OK to run through the gate if that happens," Saylor said.

A DOT proposal for \$5.3 billion in federal high-speed rail funds includes \$13 million for a bridge that would separate cars and trains at the Ellis crossing. If the money is approved, construction could be a few years away.

Meanwhile, the state DOT Rail Division is investigating the Dec. 9 crash and looking for ways to make the Ellis crossing safer. Options include replacing the Angier Avenue stop sign with a traffic light, and coordinating it with the railroad signal to keep traffic from stalling on the tracks when a train approaches.

"We know there's a way to improve this," said Paul Worley, DOT rail engineering and safety director. "We are on it, with a sense of urgency, to find an answer."

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Rule affecting transit scrapped

01.16.10 - 09:13 pm

By Ray Gronberg

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DURHAM -- The Obama administration has scrapped a Bush-era budgeting rule that contributed to the demise three years ago of Triangle Transit's initial plan for a commuter rail link between Durham and Raleigh.

U.S. Secretary of Transportation Ray LaHood announced Wednesday that he was rescinding the rule, which took effect in March 2005 and demanded that regulators judge applications for construction subsidies for transit projects mostly on what they'd do to relieve highway congestion.

LaHood, a Republican Congressman from 1995-2009, said his department would draft new rules asking them to weigh a broader range of issues.

"Our new policy for selecting major transit projects will work to promote livability rather than hinder it," he said during a speech to a nonprofit research group based in Washington, D.C. "We want to base our decisions on how much transit helps the environment, how much it improves development opportunities and how it makes our communities better places to live."

The decision drew immediate praise from Democratic Party lawmakers, including U.S. Rep. David Price, D-N.C., of Chapel Hill.

"The Bush administration's changes were penny-wise and pound foolish, and I am pleased to see that President Obama is moving toward a new transportation policy that will promote livability and sound development," Price said. "The new policy will emphasize the broad economic impact of transit projects, under which I am hopeful our Triangle Transit proposals will fare very well."

But Triangle Transit General Manager David King wasn't popping any champagne corks over the news when asked about it on Friday. He noted that this area is far from being the only one in the country that's waiting in line for transit money.

"All our joy about [LaHood's announcement] is muted by the certain knowledge that the number of our competitors for a small funding pool is large," King said.

"Yes, it will be helpful; yes, it's good public, federal policy," he continued. "But I don't think it will dramatically alter our position. It will help us somewhat. But because there are so many meritorious projects around the country, it's really not plausible to think we're all of a sudden going to move to the head of the line."

King also defended local officials' decision in 2006 to withdraw their application for construction subsidies, part ways with his predecessor as general manager and rethink the region's transit plan.

He acknowledged that officials could as easily have sat tight and waited for a change in administrations at the federal level.

But he said the old plan "would not be competitive" even under the standards the Obama administration is likely to put in place, mostly because it asked the federal government to pick up most of the tab for the new line.

"The local funding source was not strong enough," he said, alluding to the fact that the proceeds of a tax on car

rentals was about all the revenue Triangle governments had pledged to the old plan. "The feds knew that."

Officials have since secured permission from the state to call referenda in Wake, Durham and Orange counties on a half-cent local-option sales tax to pay for transit projects. General Assembly finance analysts last year estimated the tax would generate about \$73 million a year to help cover borrowing costs.

Local leaders have also been busy reworking the plan. The new thinking is that any rail project should include shorter segment, likely focusing initially on stitching different parts of Raleigh together, and maybe on linking Durham and Chapel Hill.

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Carrboro aldermen seek transit plan revisions

01.20.10 - 09:55 pm

BY BETH VELLIQUETTE

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CARRBORO — In response to a draft of the Chapel Hill-Carrboro 2035 Long Range Transit Plan that left Carrboro disconnected from rapid transit, the aldermen voted unanimously on a resolution asking for some revisions.

When the plan was presented in October by Steve Spade, director of Chapel Hill Transit, and David Bonk, Chapel Hill's long range and transportation planning manager, Carrboro residents learned the plan called for park and ride lots on the edge of town to attract commuters as they drive into Carrboro and then use express buses to take them to key areas such as UNC Chapel Hill, Carolina North and other employment hubs.

The main transit corridor would be Martin Luther King Jr., Boulevard, which could be widened or modified to allow buses to move quickly between UNC and downtown Chapel Hill to Carolina North and northern Chapel Hill.

What the plan didn't do was connect Carrboro residents to a regional rail system or to the MLK bus rapid transit (BRT) system, forcing them to use other types of transportation, such as neighborhood feeder buses, to reach them. The plan seemed more like a way to move commuters through Carrboro than to serve the people living in Carrboro.

The aldermen's resolution asks that light rail or another higher-order transit service be analyzed in future planning processes; that the plan include information and data on energy use, fuel consumption and greenhouse gas emissions from the various transit options; and that the plan consider regional transit service that begins at park and ride lots farther away from Chapel Hill and Carrboro rather than at lots at the borders of the towns.

The Carrboro Planning Board also submitted its own review the plan, which will be attached to the resolution.

"The Planning Board does not find that the Long Range Transit Plan (LRTP) supports Carrboro's vision and long-term interests," the review stated. "The LRTP projects and accepts that Carrboro will be excluded from direct access to both a regional rail service and bus rapid transit and thus the town faces a substantially auto dependent future with the environmental and quality-of-life challenges that brings."

"The plan contradicts the Carrboro BoA's desire for rail service penetrating into downtown Carrboro and continuing to Carolina north along the existing rail corridor..." the review added.

The review also noted that the rapid bus transit would serve Chapel Hill and Carolina North but would leave Carrboro residents to use slower feeder bus service to access them.

"Thus we would get none of the economic benefits that come with direct, regional transit access," the review said.

Commuters coming into Carrboro would be served by large and expensive park and ride lots at the edge of town, which would encourage sprawl to the north and west of town, the review said.

It recommended that the Board of Aldermen support high-quality regional transit access and push aggressively for rail into downtown Carrboro.
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East End Connector plan disrupts less

DURHAM State highway planners now know how they want to build the \$162 million East End Connector in Durham, one of North Carolina's longest-delayed road projects.

But they still don't know when they'll get the money to start construction.

In a 305-page environmental assessment released this week, the state Department of Transportation says it has reduced the homes and businesses that would have to be torn down for the new road.

Seventeen households, nine businesses and a church would be displaced by DOT's preferred route for the project, a north-south freeway link between Interstate 85 and Research Triangle Park.

Earlier estimates had predicted twice as many relocations. Three alternative routes also were considered for the East End Connector, but each would have been more expensive and would have disrupted more homes and businesses in Durham's Hayestown neighborhood.

"We think this alternative does a good job of keeping the Hayestown community intact and keeping access to the community available," said Leza W. Mundt, a DOT planning engineer.

But Sylvester Williams, a Hayestown pastor who has campaigned against the project, said the East End Connector and other road plans will hurt his and other East Durham neighborhoods.

"What you really see is the decimation of the African-American community," Williams said. "Where you have businesses, the businesses dry up. Where you have homes, the homes lose value."

His criticism recalls the destruction caused in Durham's Hayti neighborhood, a historic African-American community, when the Durham Freeway was built in the 1970s. The new DOT environmental report for the East End Connector said six of the 17 displaced homes and three of the nine displaced businesses are occupied by minorities.

Regional leaders made the East End Connector a transportation priority for years.

The project would upgrade U.S. 70 near I-85 in North Durham and connect U.S. 70 to the Durham Freeway, creating a stoplight-free drive from I-85 to RTP and I-40. Except for a six-lane stretch of U.S.70, the project would have four lanes and a wide median with room for two additional lanes in the future.

It would provide a quicker drive each day for tens of thousands of trucks and commuters that crowd Gregson, Duke, Roxboro and Mangum streets and Alston Avenue through downtown Durham.

DOT restored the East End Connector to its construction schedule a few years ago and planned to break ground in 2013. But declining state and federal funds caused delays.

The connector's construction is not on the books for the next five years. No funding commitments are expected until senior DOT officials develop new statewide priorities for deciding which urban freeway projects to build next.

"We know funding is limited," said Durham transportation chief Mark Ahrendsen, "but we want to do all we can."

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Saving grocery costs food pantry

City Council unhappy with DOT's Alston Avenue widening plan

By Ray Gronberg

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DURHAM -- N.C. Department of Transportation engineers think they've come up with a way to avoid bulldozing North-East Central Durham's Los Primos grocery when they widen Alston Avenue, but the City Council isn't happy with the proposed solution.

In essence, engineers have suggested moving the right of way of what would become a four-lane road a couple dozen feet to the east, enough to avoid the building. A low retaining wall would divide it from the road, and the grocery would lose part of its parking lot.

But council members made it clear Thursday they aren't pleased by the necessary fallout to the east -- the taking of part of the property of the Urban Ministries of Durham, the charity that runs the community's homeless shelter.

The road would displace the nonprofit's existing food pantry, and council members said it would likely also interfere with Urban Ministries' plans to expand on the site.

Local officials are eager to save the grocery because it's the only one still operating in the heart of predominantly low-income North-East Central. That makes its preservation an "environmental justice" issue, in the argot of federal regulators who've told DOT to avoid taking the store.

Harming the homeless shelter isn't any better, Councilwoman Cora Cole-McFadden told DOT officials Thursday.

"In my definition of environmental justice, this is like an environmental injustice, when you're affecting a homeless population," she said.

But DOT's project manager for the widening, Beverly Robinson, indicated that the agency probably won't change the new plan, no matter how much the council or anyone else complains.

"This is just my opinion, but unless something comes up from the council or citizens that DOT hasn't already considered, then this is probably going to be DOT's recommendation," she said.

DOT and city officials have been going back and forth on the road's design for a couple years now, with the city losing over the placement of turn lanes at several key intersections.

Agency engineers bent on the grocery only because a presidential executive order, signed in 1994 by former President Bill Clinton and left intact by his successors, directs the federal government to avoid inflicting "disproportionately high and adverse" impacts on minority or low-income neighborhoods.

The Federal Highway Administration polices that for state road projects like the Alston Avenue widening that rely partly on federal subsidies.

Durham officials had hoped that DOT would consider paying to relocate Los Primos, with the most likely candidate site being in their mind a long-abandoned former grocery at the corner of Alston Avenue and Liberty Street.

But Robinson said DOT looked only for a "turnkey" site, meaning a building that was move-in ready. She added that it couldn't find one.

That told council members the agency didn't look very hard at the relocation options.

"There aren't any turnkey locations in North-East Central Durham at all," Councilman Mike Woodard said, alluding to the probability that any vacant commercial structure in the area would need major renovations.

Robinson also said DOT views the lane shift as the cheapest option. The added right of way would cost about \$200,000 while options like relocation could cost almost \$1.5 million, she said.

Engineers already figure the project will cost \$25.9 million, according to the current state transportation improvement program.

Friday, January 15, 2010

Hillsborough leaders say bypass idea too costly at \$30M

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

HILLSBOROUGH – Thanks, but no thanks.

That's what local government leaders have said to a proposed extension of Hillsborough's Elizabeth Brady Road after a recent study showed that the benefits of the improvement wouldn't be as great as originally thought.

The town's rebuke is important because it could derail the long-sought, \$30-million-plus project.

Transportation officials envisioned the Elizabeth Brady Road extension as a sort of a bypass around town with the goal of reducing congestion on Churton Street, which records about 19,000 trips a day, in downtown Hillsborough. Churton Street is a two-laned section of U.S. 70 business that passes through the Orange County hamlet snuggled between Durham and Mebane.

"It's kind of the neck of the hour glass," Mark Ahrendsen, the chair of the technical coordinating committee at the **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**, says of Churton Street.

Elizabeth Brady Road is located to the east of Churton Street. The proposed extension, which would cost between \$32 million and \$45 million, depending on the alternative route selected, would involve the construction of a three-mile, multi-lane highway – and could include building a new bridge over the Eno

River. The proposal, in some form or fashion, has been part of Hillsborough's transportation plan since 1969.

"It's a project that's gained and lost favor for quite some time," says Vince Rhea, a project manager at the **North Carolina Department of Transportation**.

The project's favorability rating is definitely on a downward spiral after the release of a \$1.5 million environmental impact study in late 2009. That NCDOT report examined four alternatives for the project, including a no-build option.

The downsides to the project – environmental concerns for the Eno River, worries about the impact on a nearby historic speedway and the need to relocate some residences – weren't the big surprise of the study.

It was the extension's merits, or lack thereof, that grabbed the attention of local government leaders.

"The benefits are pitiful in relation to the cost," says Hillsborough Planning Director Margaret Hauth, who adds that the project would only result in about a 10 percent reduction in Churton Street traffic for around a decade. "I think folks were looking for at least a 20 percent reduction."

Hillsborough's Board of Commissioners responded with a mid-December resolution stating that the town supports only the no-build option. Orange County commissioners have passed a similar resolution.

Will that leave Elizabeth Brady as it is now – a dead end road that Hauth estimates carries fewer than 5,000 vehicles a day? NCDOT Division Engineer Mike Mills says the project is still in the public comment phase. He expects a decision on its future will be made in the next couple of months.

"We'll have to look at all the comments and weigh everything out," says Mills, who adds that NCDOT has heard from some people who still support the project. He was caught off guard by the town's and county's change of heart, saying that the local metropolitan planning organization had advocated for the project to be included on the state's Transportation Improvement Program.

"It put us in a bind," says Mills. "We did this based on the MPO recommendation."

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Durham-Orange coordination eyed on transit

By Ray Gronberg

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DURHAM -- With a target of fall 2011 in mind for putting a transit-tax referendum on the ballot, officials in Durham and Orange counties are looking to step up joint talks about how to coordinate their plans for

bus and rail service.

City, town and county managers from the two counties are scheduled to confer about the matter on Feb. 8, apparently to set the stage for a follow-up meeting of elected officials.

The state law that allows Triangle counties to call referenda on local-option sales taxes to support transit requires that each first compile and adopt a county-level plan that would spell out the services the money would pay for.

Administrators say planning efforts under way in collaboration with Triangle Transit are far enough along that it's time to start talking about how each county's plan will eventually marry up with its neighbor's.

Especially when the focus is on rail service, "a conversation's got to be had" about coordination, project phasing, land use and redevelopment, Triangle Transit General Manager David King said.

The suggestion of a manager's meeting came from Chapel Hill Town Manager Roger Stancil, who put the question of whether to hold it to his counterparts from the city of Durham, Carrboro, Hillsborough, Durham County and Orange County.

The response to Stancil's query was uniformly positive. "Happy to attend," Durham County Manager Mike Ruffin said, echoing the other managers.

Elected officials from Durham, Orange and Wake counties have also been talking.

Some met last Friday and agreed that as they prepare for the future referenda, administrators should use relatively conservative estimates about how fast sales-tax collections will bounce back from the recession, Durham city Transportation Director Mark Ahrendsen said in a summary for Mayor Bill Bell.

Recent thinking has been that any rail system built with sales-tax money may develop from the region's edges inward, with efforts initially focusing on one link between north Raleigh and Raleigh proper, and another between Durham and Chapel Hill.

That could leave Durham officials in a pivotal role.

"There is some developing consensus in Orange County," King said, alluding to the state of planning there. "I think Durham is still weighing its options and probably is not quite as far along. Durham is in a more complicated position because it's looking both east and west."

Ahrendsen in an interview said the rationale for a Durham-Orange meeting grows also from the counties' involvement in the same "metropolitan planning organization," a joint umbrella group that both state and federal law assigns a role in process.

Wake County and its cities belong to a separate planning organization. Officials there are focusing on hammering together a consensus among no fewer than 12 local governments, Ahrendsen said in his summary for Bell.

Officials in Orange -- the smallest of the Triangle's major counties, population-wise, and the smallest in terms of revenue-generation potential from a sales tax -- are stressing the importance of future links to Durham.

"We want both jurisdictions to make sure those connections are going to be adequate" to meet future transportation needs, Chapel Hill Mayor Mark Kleinschmidt said.

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State gets \$545 million to beef up rail service

DURHAM North Carolina will start spending \$545million in federal rail money right away, state officials said Thursday, to create more than 5,000 jobs and get trains running faster and more often between Charlotte and Raleigh.

Lisa P. Jackson, administrator of the U.S. Environmental Protection Agency, came to Durham's new Amtrak depot to announce the state's share of \$8 billion in stimulus money approved by Congress to start building a national high-speed passenger rail network.

"First and foremost, this is a jobs program," Jackson told about 200 people gathered in the depot, a renovated red-brick tobacco warehouse. "Americans will be put to work at every step of the way through construction, manufacturing and maintenance. And once rail lines are up and running, communities like Durham will have even greater economic possibilities."

Eugene Conti, secretary of the state Department of Transportation, said his agency would quickly put together a detailed schedule for about 30 projects to straighten curved tracks, add double tracks, upgrade stations, build bridges to separate train and automobile traffic, and expand the state's fleet of locomotives and rail cars.

"This is about putting people to work in engineering firms, design firms, ... all kinds of small businesses across the state, to see each and every project come to life as soon as possible," Conti said.

The projects will include new bridges to replace rail crossings at Hopson Road in Research Triangle Park - with construction expected to start in a few months - and at Morrisville Parkway in Cary.

Passenger stations, platforms and parking lots will be expanded at rail stops in Cary, Burlington, Kannapolis and High Point. Improvements are planned for Charlotte and Raleigh rail yards.

By this summer, the DOT plans to add a third daily round-trip train between Raleigh and Charlotte, and the new federal money will add a fourth train to the schedule in coming years. Track improvements will speed up trains at spots where they have to slow down now, and by 2015 the top track speed is expected to increase from the current 79 mph to 90 mph.

New commuter options

David King, general manager of Triangle Transit, said local commuters will have new options when trains run faster and more often. "We'll have four opportunities to leave Raleigh and get to Durham, and vice versa, every day," King said.

U.S. Sen. Kay Hagan, a Greensboro Democrat, said Triad-area residents and businesses will take advantage of better connections to Raleigh and Charlotte.

"And it's going to ease congestion on the roads and lessen our dependence on foreign oil," Hagan said in a telephone interview.

North Carolina's funding includes \$520 million to improve passenger service between Charlotte and Raleigh, as U.S. Rep. David Price of Chapel Hill disclosed Wednesday night, plus \$25 million for four projects to ease rail traffic congestion.

Devices called universal crossovers will make it easier for trains to switch tracks without having to slow down for other trains. One of them will be built in West Raleigh, and the other three will be on CSX tracks north of Rocky Mount.

Jackson, the EPA administrator, touted the environmental benefits of increasing rail travel.

"This is an investment in cleaning up the air we all breathe and reducing greenhouse gases," she said. "Clean, efficient travel options help us cut dangerous amounts of pollution from our skies, lowering the risk of health threats and cutting medical bills."

North Carolina will seek grants for more improvements between Raleigh and Charlotte, including new stops in Hillsborough and Lexington. And the state will push for \$3.7 billion to build a new line north from Raleigh to Richmond - cutting 35 miles from the current route, which goes through Rocky Mount - on which trains will travel at 110mph.

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High-Speed Rail Funding Expected to Bring 4,800 Jobs to North Carolina

Gov. Bev Perdue announced Thursday that a high-speed rail project is expected to create or maintain 4,800 private sector jobs in North Carolina and provide environmental and energy benefits through reduced congestion and improved air quality. North Carolina is receiving \$545 million from the American Recovery and Reinvestment Act for further development of the Southeast High Speed Rail Corridor.

"Building this high-speed rail corridor will put our people to work on critical infrastructure projects and boost local economies in North Carolina," said Gov. Perdue. "This is a huge leap toward making high-speed rail in North Carolina a reality."

Environmental Protection Agency Administrator Lisa Jackson announced the funding award today during a ceremony at the newly renovated Durham train station. This will serve as an addition to the Southeast High Speed Rail Corridor--a nearly 500-mile route that will allow trains to travel between Charlotte and Washington, D.C. at top speeds of up to 90-110 miles per hour and an average speed of 86 mph.

"Every dollar we spend on high speed rail is an investment in job creation and in cleaning the air we all breathe," said U.S. EPA Administrator Lisa P. Jackson. "Building high speed rail will put people in North Carolina to work right away, lay the foundation for long term growth and make travel faster and cheaper - all while reducing our impact on the environment."

Since the USDOT designated Charlotte to Washington, D.C. as a high-speed rail corridor in 1992, the N.C. Department of Transportation has invested more than \$300 million in the state's intercity passenger rail service for renovation and construction of train stations, track work improvements and corridor preservation projects in order to pave the way for high-speed service.

Additional information is available at www.bytrain.org and on the attached rail fact sheet.

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Relief coming for I-40/I-540 crunch

The state Department of Transportation will start work this spring on a long-sought project to ease congestion at one of the Triangle's worst rush-hour pinch points: the cramped interchange of Interstates 40 and 540 near Research Triangle Park.

The DOT is about to award C.C. Mangum of Raleigh a \$7.6million contract to add an outer lane that will ease morning backups on westbound I-540 and westbound I-40. The added lane will start on I-540 just south of the Pleasant Grove Church Road overpass, continuing into the exit collector lane and the off-ramp onto westbound I-40, ending at the Page Road exit. The lane should be completed by December, DOT said.

Currently, morning commuters who exit I-540 there are funneled into a single lane that combines drivers bound for I-40 west (toward RTP) and I-40 east (toward Raleigh). Drivers exiting I-40 onto Page Road sometimes are backed up on I-40 and up the single-lane off-ramp from I-540.

When the work is finished late this year, the exit ramp onto westbound I-40 will be two lanes wide, and I-40 drivers will have more room to maneuver onto the Page Road exit. Most of the work will be done at night.

"This is a real good project," said Joey Hopkins, assistant division engineer for a seven-county area that includes Durham and Wake counties. "Between 540 and Page Road, there will be less weaving, less conflict, and a better flow."

Included with the interchange improvement is a project to resurface I-40 from N.C. 147, the Durham Freeway, to a point just east of I-540 and the Durham-Wake county line.

Also in the next few days, DOT is expected to award contracts totaling more than \$33million for other Triangle road work, including three new bridges and the resurfacing of more than 100 miles of highways and secondary roads in Wake, Durham and Orange.

The new bridges are two on Jones Dairy Road near Wake Forest, and one on St. Mary's Road near Hillsborough.

Also among these contracts is a project to widen part of Old Fayetteville Road in Carrboro and install traffic signals.

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DEPARTMENT OF TRANSPORTATION

Funding Highlights:

- Provides \$4 billion for a new National Infrastructure Innovation and Finance Fund, which will invest in high-value projects of regional or national significance.
- Establishes a new \$30 million Federal transit safety program to address critical needs.
- Invests in modernizing the air traffic control system by increasing funding for NextGen by more than 30 percent.
- Commits to developing long-run solutions for surface transportation finance and for improving program performance.
- Helps communities to become more livable and sustainable by allocating \$527 million for the Department's investments as part of the President's multi-agency Partnership for Sustainable Communities.
- Sustains large-scale, multi-year support for high-speed rail, with \$1 billion to fund promising and transformative projects.

The Department of Transportation (DOT) is focused on its core mission of promoting safety and increasing mobility, and supporting the development of infrastructure that will underpin job creation for years to come. For 2011, DOT has several major initiatives in these areas, in addition to plans to deliver transportation funds based on greater use of analysis and consideration of program performance.

Creates a National Infrastructure Innovation and Finance Fund. The Budget includes \$4 billion to create a National Infrastructure Innovation and Finance Fund to invest in projects of regional or national significance. This marks an important departure from the Federal Government's traditional way of spending on infrastructure through grants to specific States and

localities. Established as a new operational unit within DOT, the Fund will directly provide resources for projects through grants, loans, or a blend of both, and will effectively leverage non-Federal resources, including private capital. The Fund will allocate resources based on demonstrable merit and analytical measures of performance. The Fund will provide planning, feasibility, and analytical capacity to help sponsors identify projects from around the country and then carefully select the most worthwhile.

Establishes a New Federal Transit Safety Program. Unlike other modes of transportation, closed system rail transit services (generally, metro area subways and light rail systems) are not overseen by Federal safety regulators, but rather are subject to review by a patchwork

of State safety organizations. Recent deadly accidents in Washington D.C., Boston, and San Francisco underscore the need for common nationwide safety standards and for Federal enforcement of these standards. The Budget includes \$30 million for a new transit safety oversight program within the Federal Transit Administration (FTA). This will enable FTA to hire new staff and to implement a comprehensive safety oversight strategy, as proposed in legislation.

Invests in Modernizing the Air Traffic Control System. The Budget provides \$1.14 billion, more than a 30 percent increase from 2010 for the Next Generation Air Transportation System. NextGen is the Federal Aviation Administration's long-term effort to improve the efficiency, safety, and capacity of the aviation system. The 2011 Budget supports the transformation from a national ground-based radar surveillance system to a more accurate satellite-based surveillance system; the development of more efficient routes through the airspace; and the improvement of aviation weather information.

Commits to Developing Long-Run Solutions for Surface Transportation Finance and for Improving Program Performance. Surface transportation programs are at a crossroads. The current framework for financing and allocating surface transportation investments is not financially sustainable, nor does it effectively allocate resources to meet our critical national needs. The Administration recommends extending the current authorization through March 2011, during which time it will work with the Congress to reform surface transportation programs and put the system on a viable financing path. Careful consideration is needed to design a Federal surface transportation program that leads to higher performing investments, increases people's transportation options, promotes a sustainable environment, and makes our economy more productive. Further, the Federal program must generate the best investments to reduce congestion and improve safety. To do so, the Administration seeks to integrate economic analysis and performance measurement in transportation

planning to ensure that taxpayer dollars are better targeted and spent.

Helps Communities to Become More Livable and Sustainable. As part of the President's Partnership for Sustainable Communities initiative, the Budget includes \$527 million in DOT to help State and local governments invest smarter in transportation infrastructure and leverage that investment to advance sustainable development. The Federal Government will help stimulate comprehensive regional and community planning efforts that integrate transportation, housing, and other critical investments. This approach aims to reduce greenhouse gases, improve mobility and transportation access to economic opportunity, and improve housing choices. Combined with \$150 million in Department of Housing and Urban Development planning grants, and \$10 million in Environmental Protection Agency technical assistance, DOT will dedicate \$527 million, focused on capacity building and transportation projects, to this multi-agency effort. Because improving local quality of life is a universal challenge, this place-based interagency initiative will help communities across the Nation make better coordinated, higher-performing infrastructure investments.

Sustains Multi-Year Support for High-Speed Rail. Building on the historic \$8 billion down payment provided through the American Recovery and Reinvestment Act, the President's Budget includes \$1 billion for high-speed rail. The 2011 request supports the President's five-year, \$5 billion pledge in the 2010 Budget. High-speed rail promises to give the traveling public a practical alternative to flying or driving, particularly where there is congestion in the skies and on the roads. With trains efficiently connecting city and business centers, travelers would enjoy a new level of convenience not available in most parts of the country today. The Administration is dedicated to working with States and project sponsors to identify high-speed rail projects that will provide the greatest transportation, social, and environmental benefits, while maximizing the return on taxpayer dollars.

Department of Transportation
(In millions of dollars)

	Actual 2009	Estimate	
		2010	2011
Spending			
Discretionary Budgetary Resources:			
Federal Aviation Administration	11,959	12,477	12,953
Obligation Limitation	3,515	3,515	3,515
Federal Highway Administration	176	936	-263
Obligation Limitation	39,715	41,107	41,363
Federal Motor Carrier Safety Administration Obligation Limitation	541	550	570
National Highway Traffic Safety Administration	127	143	136
Obligation Limitation	729	730	743
Federal Railroad Administration	1,798	4,360	2,831
Federal Transit Administration	1,969	2,388	2,167
Obligation Limitation	9,247	8,343	8,632
Federal Maritime Administration	333	363	352
St. Lawrence Seaway Development Corporation	32	32	32
Pipeline and Hazardous Materials Safety Administration	144	164	174
Research and Innovative Technology Administration	13	13	17
National Infrastructure Innovation and Finance Fund:			
Legislative proposal	—	—	4,000
Office of the Secretary	207	890	352
All other	21	18	14
Total, Discretionary budgetary resources ¹	70,526	76,029	77,588
<i>Memorandum:</i>			
<i>Budget authority from American Recovery and Reinvestment Act</i>	<i>48,120</i>	<i>—</i>	<i>—</i>
<i>Budget authority from supplementals</i>	<i>3,013</i>	<i>—</i>	<i>—</i>
Total, Discretionary outlays	68,778	73,393	74,376
<i>Memorandum: Outlays from American Recovery and Reinvestment Act</i>	<i>3,652</i>	<i>16,363</i>	<i>11,359</i>
Mandatory Outlays:			
Federal Aviation Administration	-162	-159	-178
Federal Highway Administration	793	1,094	900
Federal Railroad Administration	10	15	-3
Federal Maritime Administration	265	254	176
Pipeline and Hazardous Materials Safety Administration	16	37	35
Office of the Secretary	38	53	50
All other	-384	-106	-50
Total, Mandatory outlays	576	1,188	930
Total, Outlays	69,354	74,581	75,306

Department of Transportation—Continued
(In millions of dollars)

	Actual 2009	Estimate	
		2010	2011
Credit activity			
Direct Loan Disbursements:			
Transportation Infrastructure Financing and Innovation Program	317	1,159	1,107
Railroad Rehabilitation and Improvement Program	96	600	600
National Infrastructure Innovation and Finance Fund	—	—	250
Total, Direct loan disbursements	413	1,759	1,957
Guaranteed Loan Commitments:			
Transportation Infrastructure Financing and Innovation Program	—	40	80
Railroad Rehabilitation and Improvement Program	—	100	100
Minority Business Resource Centers	3	18	18
Maritime Guaranteed Loans	269	350	450
Total, Guaranteed loan commitments	272	508	648

¹ Includes discretionary budget authority and obligation limitations.

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		1	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	7	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	9	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	10	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	11	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	12	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	14	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	15	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	16	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	17	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	18	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	19	Short term improvements. Superstreet.	\$ 3,894,800	WAKE,	2.5	20000064,	20000001,	(Laura Duncan),	
Capital Area MPO	Mobility		11	20	Widen from 2 to 4 lanes.	\$ 34,000,000	WAKE,	5.12	30000050,	10000540,	30000098,	
Capital Area MPO	Mobility	U-2901B	14	21	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	23	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	24	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	25	Us 1 Interchange. Provide Additional Traffic Movements.	\$ 16,100,000	VANCE,	0.96	(I-85),			



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

January 29, 2010

Sally Kost, Chair
 Chatham County Board of Commissioners
 PO Box 1809
 Pittsboro, NC 27312

Dear Ms. Kost:

On December 9, 2009, the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) voted to expand the boundary of the MPO's metropolitan planning area in western Orange County and adjust the boundary in the remainder of Orange and Chatham counties as shown on the enclosed map.

MPOs are also required to adjust their metropolitan area boundaries to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies (23 CFR 450.312 (i)). The adjustments to the planning area in Chatham County have been proposed to increase the effectiveness and efficiency of our MPO's planning process. As drawn, the new boundary follows traffic analysis zones. Traffic analysis zones are a level of geography used in the travel demand model for the region. Traffic analysis zones are the smallest level of geography for which transportation-related Census and American Community Survey data is available. This data is used for a variety of planning activities including modeling, planning analysis, system performance measures, and the distribution of federal and state funds.

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

During the development of our proposed metropolitan planning area boundary, the staff of the DCHC MPO initially recommended expansion in Chatham County south to the Haw River and US 64 due to growth and development forecast for this area. The Chatham County Board of Commissioners requested that the MPO not expand to this area at this time and instead defer consideration of expansion until the 2010

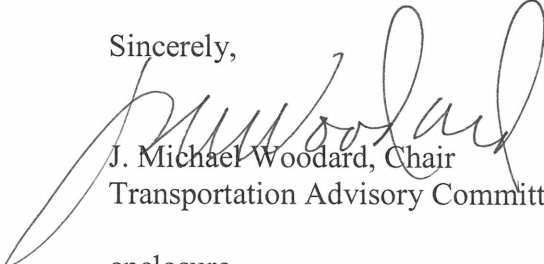
Census data is released. The TAC agreed with this request and redrew the proposed boundary to best fit the current boundary in Chatham County while still following traffic analysis zone boundaries.

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

Many other MPOs have drawn their boundaries to follow Census-recognized geographic features for similar reasons. The neighboring Capital Area MPO's boundary corresponds with census tracts. Census tracts are very large (there are only eight census tracts in all of Chatham County). Using this level of geography allows CAMPO to create accurate statistical information for their MPO. Using comparatively smaller traffic analysis zones will also allow our MPO to create similarly accurate statistical information while minimizing the land area affected by this adjustment.

We believe that the expansion and adjustment as proposed is in compliance with the federal requirements and will result in improved transportation planning for Chatham County, along with Durham and Orange counties. It will result in a better coordination of transportation planning and development activities in the region and will improve the efficiency of MPO, RPO, and NCDOT staff. We value Chatham County's participation in the MPO and look forward to continuing to work with the County on transportation planning activities.

Sincerely,



J. Michael Woodard, Chair
Transportation Advisory Committee

enclosure

Cc: Paul Black, Triangle Area RPO
DCHC MPO TAC