

**Member Governments**

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

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

**AGENDA**

**March 24, 2010  
9:00 a.m.**

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

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

**ACTION ITEMS**

- 4. Approval of February 24, 2010 TCC Meeting Minutes**  
**(Attachment 4)**

A copy of the February 24, 2010 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the February 24, 2010 TCC meeting.

- 5. U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension) - FY 2009-2015 MTIP Amendment #11; 2035 LRTP Amendment #1; and Air Quality Analysis and Determination Report**  
**(Attachment 5, 5A, 5B, 5C, 5D, 5E)**  
**Andy Henry, LPA Staff**  
**Joey Hopkins, NCDOT Division 5**

The MPO has released the documents and completed the public hearing for amendment #1 to the 2035 Long Range Transportation Plan (2035 LRTP), amendment #11 to the 2009-2015 Transportation Improvement Program (TIP) and the related Air Quality Analysis and Determination Report. These amendments are required because the Rail Division of the North Carolina Department of Transportation (NCDOT) has received a grant from the American Recovery and Reinvestment Act (ARRA -- stimulus funding) for High Speed Rail funds to pay for one hundred percent of TIP project U-4716. This project makes rail and roadway improvements in the Hopson Road area.

A local developer, Keystone, is committed through the local development approval process to construct the extension of Church Street to intersect with Hopson Road. This extension is also an element of TIP project U-4716. The NCDOT and Keystone have agreed, in principle, for the NCDOT to provide the design and right-of-way acquisition and Keystone to construct the roadway for the Church Street extension. The technical details remain to be completed and

therefore there is no signed agreement. The NCDOT Rail Division will continue to work with Keystone to realize a signed agreement through June 1, 2010, at which time any further delay in the development process will delay construction completion. After that date, with no signed agreement, the NCDOT will move forward with the project, the Church Street extension will be constructed to minimum NCDOT standards, and the NCDOT will make every effort to minimize the cost of the project to the public whether an agreement is eventually signed or not.

Staff recommends that the TAC approve the amendments related to this project, even though an agreement has not yet been signed, because the project provides a high level of benefits. The bridge that will grade-separate Hopson Road and the railroad, and the closing of the Church Street at-grade rail crossing will greatly increase motorist safety. In addition, the easing of the rail curvature and construction of a side rail will provide operational efficiencies to high speed rail and freight operations.

The following attachments provide more detailed information. A short note in brackets indicates the extent of any changes to the document since they were most recently released, i.e., at the January 2010 TAC meeting.

- Attachment 5 is a memorandum that presents information on the project, developer commitments and the public involvement policy [addition of staff recommendation and project U-4716 schedule].
- Attachment 5A is a copy of the public review map for the Hopson Road project [no changes].
- Attachment 5B is the resolution and referenced amendment information for Amendment #1 to the 2035 LRTP [date change only].
- Attachment 5C is the resolution and referenced amendment for Amendment #11 to the FY 2009-2015 MTIP [data change only].
- Attachment 5D is a copy of the Air Quality Analysis and Determination Report [no change].
- Attachment 5E is the Air Quality Analysis and Determination Resolution for Amendment #1 to the 2035 LRTP and Amendment #11 to the FY2009-2015 MTIP [date change only].

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

## **6. MPO Policies and Procedures**

**(Attachment 6, 6A, 6B)**

**Maricia Brown, LPA Staff**

The MPO has developed 3 policies to improve our oversight, monitoring and management of federal funds allocated and distributed through our urbanized area. They policies are set to be approved and will take effect for FY11 (2010-2011).

*Policy #1* serves to establish a written policy on the MPO's responsibility with regards to sub-recipient oversight and monitoring procedures. The LPA serves as a pass-through entity and is required to comply with the Federal Compliance Supplement, Part 3 Section M.

*Policy #2* serves to establish a written policy on the MPO's oversight responsibility for Section 5307 – Urbanized Area Formula Program. Even though this program is administered by our member transit agencies, the MPO is responsible for providing reasonable oversight of Section 5307 funds designated for annually approved metropolitan planning activities.

*Policy #3* serves to establish a written policy on the MPO's overall policy framework related to all federal funds. This policy addresses federal fund appropriation, allocation, project selection, eligibility requirements, funding proposal process, project approval process, programming, project tracking, obligation & expenditure monitoring.

**TCC Action:** Review all policies and provide feedback to LPA staff.

**7. Federal Rescission – STP-DA FY 2009-2015 MTIP Amendment #15; CMAQ**  
**(Attachment 7, 7A, 7B)**

**Ellen Beckmann, LPA Staff**

**Maricia Brown, 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.

The TCC TIP Subcommittee has developed a draft schedule for STPDA funded projects for FY 2010 through 2015 (Attachment 7A). The subcommittee's recommendation is to prioritize STPDA funding for already programmed projects in order to maintain project schedules. Unprogrammed anticipated STPDA funding for FY 2010 through 2015 will be used to make-up for funds that were rescinded. One project, the Old Durham-Chapel Hill Road bicycle and pedestrian project requires \$1.2 million of additional STPDA funding (plus \$300,000 local match) for construction. LPA staff estimates that \$1.5 million of unprogrammed STPDA funding for FY 2010 through 2015 is available for this project. The Subcommittee recommends only programming previously selected projects in the 2012-2018 TIP through FY 2015. The STPDA program will be reevaluated during the development of the FY 2014-2020 TIP for fiscal years 2016 and beyond. The schedule for STPDA projects has been forwarded to NCDOT for review. The TAC will be asked to approve the STPDA funding for FY 2010-2011 through a FY 2009-2015 MTIP Amendment (Attachment 7B). Approval of projects for FY 2012-2015 will occur with the FY 2012-2018 MTIP in June 2011.

The rescission's impact to CMAQ projects is still undetermined. NCDOT has indicated that their priority is to fund previously selected projects. The DCHC MPO has two previously selected projects that have been delayed, NC 54 bicycle facilities and Morreene Road bicycle and pedestrian facilities. In addition, the MPO selected CMAQ projects for FY 2013-2017 and have sent the project applications to NCDOT for review and inclusion in the next TIP.

A draft policy for the management and tracking of federal funding is provided as Attachment 6B. The MPO is in the process of working with NCDOT on determining the information they will be able to provide LPA staff on the obligation of projects. LPA staff requests feedback from the

TCC on the principles of the draft policy. A final policy will be developed for TAC approval in the coming months.

**TCC Action:** Recommend that the TAC approve the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the DCHC Urban Area. Recommend that the TAC send a letter to NCDOT regarding the CMAQ program.

## **8. Farrington Road Study**

**(Attachment 8)**

**Andy Henry, LPA Staff**

**Felix Nwoko, LPA Staff**

The TAC received the draft Farrington Road Corridor Study at their March 2010 meeting with a TCC recommendation to review and release the document for public comments. The TAC did not approve the release and requested that their comments be addressed before presenting the study to the TAC for release. The comments can be summarized as follows:

- The baseline data, such as current land use plans and the transportation network, needs to be updated. For example, the study will be overtaken by the Town of Cary/Chatham County Joint Land Use Plan (to be adopted by June 2010) and Town of Cary Comprehensive Transportation Plan (CTP – adopted September 2008).
- The study scope did not include detailed transit or land use recommendations, such as policies to motivate compact development centers and land conservation.
- The study has several errors in the maps and tables, such as US 15-501 being shown as a two-lane roadway in the baseline map.

The Lead Planning Agency (LPA) reviewed the TAC request and recommends that the Farrington Road Corridor Study not be updated and released to the public. At the time the study was drafted, it provided input into the 2035 Long Range Transportation Plan (2035 LRTP) and demonstrated the value of utilizing land use planning tools such as CommunityViz to identify land use impacts on transportation demand. The consultant that completed the study, Kimley-Horn and Associates, is no longer under contact with the City of Durham to perform work on the study. A study update would require significant staff resources to incorporate new land use, transportation and modeling data, an effort that would essentially require a reworking of the entire plan. Staff believes such an effort to update of the study is not warranted because it has already provided useful input into the 2035 LRTP, and the study's assumptions will be superseded by subsequent studies such as the Cary/Chatham Joint Land Use Plan, Cary CTP and the ongoing NC 54 Corridor Study. The LPA recommends that staff correct the errors in the Farrington Road Corridor Study; address concerns presented by Chatham County staff; and make the corrected Study available on the MPO's Web site.

Attachment 8 is a memorandum that provides additional background information. The draft Farrington Road Corridor Study has been distributed at previous meetings; an electronic copy can be accessed on the MPO's Web site by navigating to Web page for the March 2010 TAC meeting.

**TCC Recommendation:** That the Farrington Road Corridor Study not be updated and released to the public, and a corrected final study be made available to the public.

**9. 2010 Economic Stimulus Legislation****(Attachment 9)****Ellen Beckmann, LPA Staff**

A second economic stimulus bill is currently being considered by the U.S. Congress. The House of Representatives has already passed the “Jobs for Main Street” Act which would provide the equivalent funding of the 2009 American Recovery and Reinvestment Act, and the Senate is considering a similar bill. The Federal Highway Administration and the Federal Transit Administration have requested that MPO and NCDOT staff begin preparing for the passage of this legislation by identifying potential projects and amending the Transportation Improvement Program. Attachment 9 is a table of potential projects for the 2010 economic stimulus legislation.

**TCC Action:** Discuss how to prepare for the possible 2010 economic stimulus legislation.

**10. Regional Transit Planning - Update****(Attachment 10)****Mark Ahrendsen, TCC Chair**

Durham, Orange, and Wake counties are developing county-level transit plans as required by HB 148, the legislation authorizing a half-cent sales tax for regional transit projects subject to a referendum. An update on these plans will be provided at the Joint TAC meeting on March 31, 2010. Attachment 10 is a similar presentation provided to the Durham Joint City-County Committee on March 2, 2010.

**TCC Action:** Discuss how to prepare for the 2010 economic stimulus legislation.

**11. Joint TAC Legislative Agenda – Update****(Attachment 11)****Mark Ahrendsen, TCC Chair**

The Joint Legislative Agenda adopted by the TAC’s of the Capital Area and Durham-Chapel Hill-Carrboro MPO’s is enclosed as Attachment 11. This topic is anticipated to be discussed at the Joint TAC meeting on March 31, 2010.

**TCC Action:** Discuss suggested edits to the Joint TAC legislative agenda.

**REPORTS FROM STAFF:****12. Reports from Staff****(Attachment 12)****Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**13. Report from the Chair****Mark Ahrendsen, TCC Chair**

**TCC Action:** Receive Report from TCC Chair

**14. NCDOT Report**

**(Attachment 14)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**INFORMATIONAL ITEMS**

**Adjourn**

**Next meeting: April 28, 2010**



42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 There were no adjustments to the agenda.

45 **Public Comments**

46 There were no public comments.

47 **ACTION ITEMS:**

48 **Approval of January 27, 2010 TCC Meeting Minutes (Attachment 4)**

49 A motion was made by David Bonk and seconded by Ray Magyar for the approval of the January  
50 27, 2010 TCC Meeting Minutes. The motion carried unanimously.

51 **MPO Deadlines (Attachment 5)**

52 Maricia Brown provided an introduction for the MPO Deadlines, along with the attachment. The  
53 memo reiterates our deadlines. We have also included an extra requirement in Section B stating if we  
54 aren't meeting our deadlines; we need to have some kind of written documentation five days prior to  
55 the deadline. The quarterly reports are still due even though the financial data may not be ready. The  
56 narrative report must be on time. We have been consistently missing the UPWP deadlines throughout  
57 the year.

58 Maricia Brown highlighted where we are right now with deadlines directly related to the FY  
59 2011 UPWP. Triangle J COG has requested \$3,700 additional funds and staff has decided to recommend  
60 that we use some of the LPA's STP-DA funds. Triangle J COG is also requesting a match from CAMPO as  
61 well. The Town of Chapel Hill is requesting \$421,000. We receive \$120,000 of that for two projects for  
62 planning staff next year. Of that, we still have \$325,000 of transit work that needs to be reconciled.  
63 Staff doesn't understand where the funds are coming from and staff is working with Felix trying to  
64 understand the funding on the STP-DA table because it doesn't reconcile. We have incomplete  
65 information submitted from all entities and what has been received has errors. Staff wants agencies to

66 review their information prior to submitting it to the LPA staff. Mark Ahrendsen stated staff needs  
67 better information from our partners.

68 **FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #13 – STP-DA**  
69 **Funding for the Unified Planning Work Program (Attachment 6 and 6A)**

70  
71 Ellen Beckmann provided an introduction for the FY 2009-2015 Metropolitan Transportation  
72 Improvement Program – Amendment #13 – STP-DA Funding for the Unified Planning Work Program,  
73 along with the attachments.

74 Attachment 6 is an amendment to the MTIP just for project U-4727 which is the UPWP Planning  
75 Program. At this point, we are only requesting that the TAC approve this project. The other projects  
76 funded with STP-DA will be brought forward in a month or two depending on how quickly we get  
77 feedback on our proposed schedule.

78 Felix Nwoko stated we need to do a STP-DA amendment whenever funds are being moved from  
79 construction to planning.

80 David Bonk had questions regarding the Chapel Hill Transit planning funds in FY 2010. Felix  
81 Nwoko stated we need to know the FY 2010 funds by the TAC meeting.

82 A motion was made by Felix Nwoko and seconded by David Bonk to recommend that the TAC  
83 approve the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the DCHC  
84 Urban Area. The motion carried unanimously.

85 **FY 2009-2010 Unified Planning Work Program – Amendment #1 (Attachments 7 and 7A)**

86 Maricia Brown provided an introduction for the FY 2009-2010 Unified Planning Work Program –  
87 Amendment #1, along with the attachments.

88 Attachment 7A is tables which show details of the funding. The Town of Chapel Hill added  
89 \$32,000 and the City of Durham reflects a de-obligation of federal funds that will not be spent this year.  
90 These funds will roll over into next year, as well as, our directives. It reflects the City's budget and the  
91 lack of local match.

92 Felix Nwoko stated the de-obligation is all STP-DA funds. The \$600,000 for transit studies will be  
93 moved from FY10 to FY12. There will be no new initiatives. Most of the funding is for consultant  
94 studies.

95 Maricia Brown stated that the Town of Carrboro moved some of their planning funds around,  
96 but there is no change in the amount.

97 Maricia Brown stated the MPO-wide table is complete with both STP-DA and PL funds for  
98 Durham, Chapel Hill, and Carrboro changes.

99 A motion was made by Felix Nwoko and seconded by John Hodges-Copple to recommend that  
100 the TAC adopt a resolution regarding Amendment #1 to the 2009-2010 UPWP. The motion carried  
101 unanimously.

102 **Draft FY 2010-2011 Unified Planning Work Program (Attachments 8, 8A, and 8B)**

103 Maricia Brown provided an introduction for the Draft FY 2010-2011 Unified Planning Work  
104 Program, along with the attachments.

105 We are using the same funding allocations as we did last year until we receive a directive to  
106 alter the funds. Hopefully, we will get more funds, and not less. We are using the last year's allocation  
107 as our starting point for this year.

108 Maricia Brown discussed attachment 8 indicating the timelines and the one unresolved issue  
109 that we need to get clarification on before we can release these for public comments. Attachment 8A  
110 is missing the information that was discussed in the earlier agenda item. All of this information must be  
111 included before we can release it for public comment. TJCOG's funding table is requesting additional  
112 funds for AQ Planning.

113 David Bonk asked if the LPA staff funding is decreased should it go to a new project or be  
114 available for any project. Ellen Beckmann stated what is being proposed is not much different from  
115 allowing Chapel Hill to move funds. David Bonk stated except the LPA funds were based on need, not a

116 formula. Felix Nwoko stated this is an issue that the subcommittee needs to discuss. It is important that  
117 the money that is de-obligated be obligated somewhere else.

118 John Hodges-Copple provided an explanation for the request from TJCOG for \$3,000 from DCHC  
119 and \$5,000 from CAMPO. There appears to be more AQ work this coming year; such as TIP  
120 amendments, the new TIP, new ozone standard and the SIP budget. If we don't need the funds, they  
121 will be available through an amendment next year.

122 Felix Nwoko stated the narrative will be in the TAC packets. Mr. Nwoko summarized the tasks  
123 this FY on pages 4 through 6. The coming year tasks on pages 7 and 8 don't include Chapel Hill's tasks.  
124 David Bonk stated staff should add the Chapel Hill-Carrboro transit plan as an accomplishment.

125 A motion was made by Felix Nwoko and seconded by David Bonk to recommend the TAC release  
126 the draft FY 2010-2011 Unified Planning Work Program for public comment subject to adding the  
127 additional information discussed. The motion carried unanimously.

128 **Safe Routes to School Infrastructure Grant (Attachment 9)**

129 David provided an introduction for the Safe Routes to School Infrastructure Grant, along with  
130 the attachment.

131 David Bonk stated Chapel Hill has been communicating with both NCDOT Division 7 and Safe  
132 Routes to School program about possibly allocating some funds for a project in Chapel Hill. They need  
133 an endorsement from the MPO. This project is on Culbreth Road which will provide a sidewalk  
134 connecting three schools.

135 Patrick Wilson, NCDOT Division 7, stated these are NCDOT Division funds and a request was  
136 made by Chapel Hill. NCDOT is recommending \$50,000 of the Division's allocation for the project. The  
137 Division's fund aspect of Safe Routes to School is different from the Safe Routes to Schools grant  
138 application process as with the Town of Carrboro. The Division's funds are for infrastructure on state  
139 roads.

140 David Bonk stated they will receive \$50,000 of the total project cost of \$120,000, but there is no  
141 local match required.

142 A motion was made by Felix Nwoko and seconded by Karen Lincoln to recommend the TAC  
143 approve the resolution to endorse applications from the Durham-Chapel Hill-Carrboro MPO Area for  
144 NCDOT Safe Routes to School Division Infrastructure Awards Mark Ahrendsen stated the amount of  
145 \$50,000 needs to be added in the resolution and a map needs to be added. The motion carried  
146 unanimously.

147 **FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #14 (Attachment 10)**

148 Ellen Beckmann provided an introduction for the FY 2009-2015 Metropolitan Transportation  
149 Improvement Program – Amendment #14, along with the attachment.

150 The MTIP amendment needed to reflect a STIP amendment that the Board of Transportation  
151 approved in January. Mike Stanley sent a request asking that RPO's and MPO's approve corresponding  
152 TIP amendments. NCDOT gave each Division \$2 million over the next two years for bridge replacement  
153 projects and \$100,000 next year for safety improvements.

154 Joey Hopkins stated W-5205 shown in Division 5 is maintenance of effort project. Mr. Hopkins  
155 stated NCDOT doesn't know if they will spend the funds in our region. He thinks Mike Stanley is trying  
156 to be safe and cover all bases. We do have a project identified in Wake County on I-540, a rumble strip  
157 project. These funds have to be spent by October 1<sup>st</sup>.

158 Mark Ahrendsen asked if a project were identified could it be funded and Joey Hopkins stated  
159 potentially. Mr. Hopkins stated this is not new money, it is existing funds. Mark Ahrendsen asked if  
160 interchange lighting is eligible and Joey Hopkins stated it would be difficult do in the timeframe allowed.  
161 Mr. Hopkins stated they expect BD-5106 to be in the TIP for years to come as a way to accelerate bridge  
162 replacements in the state. These funds are not part of the maintenance of effort so it doesn't have to  
163 be spent by October. For funding purposes we want to get it obligated. Maintenance of effort funding

164 is tied to ARRA funding. Felix Nwoko asked if the bridge project needs to be in the MTIP if it is not in the  
165 MPO. Joey Hopkins stated that future projects may be in the MPO. Mr. Hopkins also stated that the  
166 bridge on State Forest Road still would not rise to a priority for this funding.

167 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to recommend TAC  
168 approval of the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the  
169 DCHC Urban Area. The motion carried unanimously.

170 **Farrington Road Study (Attachments 11 and 11A)**

171 Felix Nwoko provided an introduction for the Farrington Road Study, along with the  
172 attachments. The Farrington Road Study was done at the request of the TAC and Senator Atwater and  
173 KHA was the consultant. The results of this study were incorporated in the 2035 LRTP. Staff presented  
174 the draft to the TAC and the Chatham Board of County Commissioners. Some changes were made to  
175 the draft.

176 Andy Henry stated they did (3) scenarios. The original recommendations they did had some  
177 widenings on Farrington Road, Stagecoach Road, NC 751, and Old Kelley Chapel included in the draft.  
178 But, through the LRTP process, some of the TAC members asked that the widenings be removed. Staff  
179 asked the consultant to beef up the report a little bit. They put more information on how they did the  
180 land use scenarios; how they used community viz in the land use scenarios; they drafted an executive  
181 summary; and they weighted the environmental factors heavier so this report doesn't have some of the  
182 road widenings referenced earlier. The report shows if we use the compact development centers it  
183 reduces the trips by about 20% and the VMT was reduced about 5%. There is a lot more land held in  
184 conservation. The LPA staff saw some impressive results from the land use scenarios. Felix Nwoko  
185 stated it was received favorably by the Chatham County Board of County Commissioners. Andy Henry  
186 reminded everyone that the widening projects were pulled out of the 2035 LRTP. Felix Nwoko stated  
187 that using the business as usual scenario created a need for the widening and they did not consider land

188 use scenarios or environmental impacts. Andy Henry stated even with compact development, there  
189 were still high volumes on the roads.

190 Jeff Brubaker stated the improvements need to be sensitive to projecting future traffic,  
191 background traffic hasn't materialized in some Carrboro studies.

192 David Bonk stated the study did not look at the Chapel Hill area, and Mark Ahrendsen stated yes  
193 it did. David Bonk stated Chapel Hill wasn't involved in the land use scenarios. The focus was on the  
194 east and south. The plan recommends widening Barbee Chapel Road. Andy Henry stated it is not  
195 recommended in the final report. Andy Henry stated Figure 31 is from the old report.

196 Melissa Guilbeau has concerns with the report. A staff member submitted comments back in  
197 April and they haven't been addressed. Andy Henry stated he incorporated all the changes submitted  
198 by Chatham County in the final report, but he will double check just to be sure. Ms. Guilbeau stated a  
199 lot of things have changed since the plan was initiated. One thing in particular was the Joint Cary-  
200 Chatham land use planning effort which is almost in its final stages of being completed and reading the  
201 study it sounds like it just got started. What has happened in the three or four years past isn't reflected  
202 in the study and they are concerned that the report is not accurate. David Bonk stated we don't know  
203 the final recommendation of that report yet.

204 John Hodges-Copple stated that Chatham County staff needs to discuss their issues and  
205 concerns with Andy Henry. The Cary land use plan is solid in 95% of the area. There is concern over the  
206 widening in Chatham and support for operational improvements. What are the next steps to advance  
207 these projects and how do we ensure that Chatham County as a member of this MPO is getting the  
208 attention to address some of their prime transportation concerns.

209 Mark Ahrendsen stated these improvements are locally driven and require cooperation by some  
210 of the stakeholders. Andy Henry stated this hasn't gone out for a public review process.

211 Dale McKeel asked how much attention to detail was spent over the Herndon, Grandale, Massey  
212 Chapel, and Sedwick area. Andy Henry will look into this and get back to Mr. McKeel.

213 A motion was made by David Bonk and seconded by Felix Nwoko to recommend that the TAC  
214 receive the report and put it out for public comment for 45-days and consider holding a public hearing.  
215 The motion carried unanimously.

216 **2010 Economic Stimulus Legislation – The “Jobs for Main Street” Act (Attachment 12)**

217 Ellen Beckmann provided an introduction for the 2010 Economic Stimulus Legislation – The  
218 “Jobs for Main Street” Act, along with the attachment.

219 Ellen Beckmann stated the deadlines are even shorter than the first stimulus legislation. They  
220 will distribute funds within ninety days of the apportionment which in this case, STP-DA sub-allocated  
221 funds are included so we are subject to the same deadline that the state was for stimulus one. There  
222 are also funds for transit. Staff has been receiving a lot of emails from FTA and FHWA urging MPOs to  
223 consider adding projects to the MTIP to get ahead of this to assure that we meet the first requirement.

224 Jill Stark stated we are not allowed to change the TAC voting procedures (i.e., email voting) you  
225 must abide by your bylaws. Ms. Stark stated projects will need to be ready to go.

226 David Bonk stated there are significant differences between the House and Senate bills which  
227 will require reconciliation. We just need to be ready.

228 Ellen Beckmann stated in an effort to be ready, we need everyone to identify projects that might  
229 be able to meet the deadlines. David Bonk stated they have some projects but nothing that would cost  
230 \$4.1 million. Ellen Beckmann stated we may be able to substitute for regular STP-DA funds scheduled to  
231 be used on projects this fiscal year. Dale McKeel suggested the American Tobacco Trail.

232 Jill Stark reminded everyone they will be competing with CAMPO on the labor available for  
233 projects. FHWA is concerned about the deadline.

234 Pierre Osei-Owusu asked if they need to prepare a list and should they send it to NCDOT and  
235 Ellen Beckmann said yes we need a list. Bill Barlow with NCDOT stated Wake County programmed their  
236 entire amount indicating the projects they would like funded by stimulus funds. They have passed a  
237 resolution and put the MTIP tables together already. NCDOT brought items to the Board of  
238 Transportation early for areas with conformity issues. It helps him to have projects early.

239 Mark Ahrendsen stated transit operators should look at unfunded projects first. Bill Barlow  
240 stated to assume that 10 percent may be used for operating in addition to preventative maintenance.  
241 Pierre Osei-Owusu suggested submitting a list to the LPA staff and Bill Barlow at the same time. Bill  
242 Barlow stated that is fine but he can't act on it until he receives a resolution. Mark Ahrendsen stated  
243 the transit agencies and the local jurisdictions need to start preparing a list of projects.

244 Ellen Beckmann requested that the LPA staff receive a list by Friday, March 12, 2010, for the  
245 March TCC meeting. Jill Stark stated this MPO was good with the last stimulus bill.

246 Joey Hopkins stated it is better to piggy-back on existing TIP projects. Resurfacing is not a bad  
247 thing. Mr. Hopkins also stated that resurfacing contractors are over-extended now.

248 Jeff Brubaker stated there looks like there is more funding available for TIGER funds. Maricia  
249 Brown stated the legislation says if there was any funding not allocated that the competitive process will  
250 be repeated and no original applications will be considered. David Bonk stated unless re-submitted and  
251 Maricia Brown stated she is not sure of that. Patrick McDonough stated that 75 percent went to non-  
252 highway projects. Highway was not the priority for this money. Jill Stark stated it needs to be a  
253 regionally significant project. Maricia Brown stated the eligibility requirements for projects under \$20  
254 million were significantly different from the projects over \$20 million. The smaller projects were  
255 allowed more flexibility with the documentation than the larger projects. David Bonk determined the  
256 other submittals were not fundable and we need a new project. Jill Stark will check and get back to  
257 staff. David Bonk stated we need to be prepared for any dribble of money being released.

258 **Elizabeth Brady Road (Attachments 13, 13A, 13B, and 13C)**

259 Patrick Wilson, NCDOT- Division 7, stated the Elizabeth Brady Road project was never in the 5-  
260 year plan so the money was never allocated for the project, and there are projects in the Hillsborough  
261 area on the prioritization list for Division 7.

262 Ellen Beckmann stated this item was discussed at the TAC as to how the MPO can do a better  
263 job of programming our funds within our MPO and reallocating funds if possible to other projects in  
264 Hillsborough. We submitted projects through the TIP process for Hillsborough. There are two modeling  
265 reports attached which Ellen Beckmann described.

266 Felix Nwoko recommends doing a technical analysis and offering a recommendation on a  
267 funding allocation. Mr. Nwoko suggested putting the modeling reports in layman's terms for the TAC.  
268 The LPA staff will take a role in the next steps which are (1) looking at the old correspondence with  
269 NCDOT on reprogramming funds; (2) operational improvements; and (3) TIP amendment.

270 Ellen Beckmann stated the 5-year let list doesn't have MPO or Federal standing. The MTIP/STIP  
271 does, and Elizabeth Brady Road is currently funded in the FY 2009-2015 MTIP. David Bonk stated the  
272 issue is the language. Mark Ahrendsen stated it requires a policy-level discussion. We will be more  
273 successful if we can present a quantitative rational justification for how the alternative helps the  
274 problem.

275 Joey Hopkins stated the MPO and NCDOT need to work together to decide where the funds are  
276 spent. Mark Ahrendsen stated the Town of Hillsborough needs to take a primary role and the MPO will  
277 help.

278 Karen Lincoln stated the Town of Hillsborough is requesting help for transit service. David Bonk  
279 stated if that is an area that the Town of Hillsborough really wants to pursue; they need to look more at  
280 what the potentials are and how to best serve them and land use changes needed.

281 Felix Nwoko recommended updating the TAC on our plan. Ellen Beckmann recommended the  
282 use of a task force involving the MPO, Town, County, and NCDOT to flush out the details. Felix Nwoko  
283 stated the Town of Hillsborough is to organize it.

284 John Hodges-Copple stated we are in the application period for TDM funding for the following  
285 year and part of the funding is split into three main categories: regional services, local hot spot services,  
286 and special projects. Hillsborough may be appropriate for a pilot project. Contact Sean Flaherty to see if  
287 an application can be submitted.

288 **REPORTS FROM STAFF:**

289 **Reports from Staff (Attachment 14)**

290 Maricia Brown stated the UPWP reporting will not be modified. We will maintain our standard  
291 to meet federal and state requirement. Staff is working on resolving a process for the Direct Cost  
292 allocation which needs approval from FHWA. Felix Nwoko stated it will be approved by NCDOT and  
293 FHWA. Maricia Brown stated the Finance Department will have the final say on if the City will do direct  
294 cost allocations; not the MPO.

295 David Bonk stated if we are hiring a consultant there is a requirement that we submit a scope of  
296 work to both the MPO and NCDOT for approval for we use STP-DA funds. Does that requirement apply  
297 to 5307 funds? Bill Barlow stated you deal directly with FTA. What about 5303 funds? Maricia stated  
298 you deal with the State.

299 There will be a NC54 workshop tomorrow 5-8 pm. at the Friday Center.

300 **Report from the Chair**

301 There was nothing new to report.

302 **NCDOT Report (Attachment 16)**

303 Patrick Wilson, NCDOT Division 7, provided an update on projects. The resurfacing project  
304 which includes part of NC 54 and some other sections of secondary roads came in about 8% below the

305 engineer's estimate; St. Mary's Road bridge replacement came in 18% below the engineer's estimate; I-  
306 40 grinding project came in 25% below the engineer's estimate; and the Old Fayetteville Road project  
307 came in 5% below the engineer's estimate. The majority of the projects are set to begin early March.

308           Joey Hopkins, NCDOT Division 5, provided an update on projects. 100% of the ARRA funds were  
309 obligated statewide by the deadline. The total including transit was \$835-\$840 million. There have  
310 been regional forms across the state to review our strategic prioritization results. If you haven't seen it,  
311 it is on our website. They are by sub-categories of projects, projects were scored and ranked. The list is  
312 not a needs list. Only the top 25 projects received qualitative points. However, it is a good start for a  
313 needs list. It is not anywhere close to the TIP. STP-DA projects don't need to be on the list. The list is  
314 public and we need to display the needs list to the public. There are money and delivery issues on  
315 meeting our goals. NCDOT wants feedback on the lists. NCDOT will be doing a SPOT 2.0 to improve the  
316 process in two years.

317           In the category of highway regional mobility NC54 between I-40 and NC55 was the number one  
318 project in the Division and statewide. In the category of sub-regional mobility Fayetteville Road was the  
319 number two project in the Division and number thirty-five in the state. Number one on the Division list  
320 was Hopson Road and it was number twenty-six in the state.

321           Felix Nwoko stated the transparency of the process is good. Joey Hopkins stated they were told  
322 if a project is on this list and doesn't make it to the TIP, there will be an explanation. Joey Hopkins  
323 stated there is a forum to make a recommendation to the BOT for funding within the categories. It is  
324 mostly internal staff. Bill Barlow stated the draft STIP will be developed in May 2010.

325           Felix Nwoko has concern over the data v/c daily versus peak hour. It needs to be standardized  
326 statewide. Mark Ahrendsen stated the problem will be greater tomorrow. Andy Henry doesn't trust  
327 that the model run is being fair statewide. Ellen Beckmann is also concerned that a statewide decision  
328 on the funding within each category doesn't recognize local needs and priorities.

329           Joey Hopkins stated there was a division meeting on rescission reporting from last fall. They are  
330 trying to draft some reports to provide the requested information. Ellen Beckmann stated they need  
331 the local programs management office information. Felix Nwoko stated the UPWP funds also need to  
332 be tracked. Joey Hopkins stated the first thing will be electronic reports sent to each jurisdiction and the  
333 second would be access to the reports.

334           Joey Hopkins stated they had the post-hearing meeting on Hopson Road yesterday. It received  
335 rail stimulus funds. They hope to let the project early spring next year. They are getting close to  
336 needing a MTIP resolution one way or another to avoid jeopardizing the schedule. NCDOT doesn't have  
337 an agreement at this time with the developer and they don't know if they will have one in the near  
338 future because of outstanding issues. The developer may not be willing to sign due to the economy  
339 right now. The project was included in the TIP in 2001, sometime after 2001 Keystone's zoning was  
340 changed from industrial to residential. There is concern over the through traffic in a residential area.  
341 The next step is to set up a community meeting.

342           **Adjournment**

343           There being no further business before the Technical Coordinating Committee, the meeting  
344 adjourned at 11:55 a.m.

## TCC ATTENDANCE RECORD - 2010

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

**Not confirmed in writing**

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

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

**FROM:** Lead Planning Agency

**SUBJECT:** Church Street/Hopson Road Project (U-4716)  
Amendment 1 to 2035 LRTP  
Amendment 11 to 2009-2015 TIP  
Air Quality Analysis and Determination Report

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## **Staff Recommendation**

The NCDOT Rail Division will continue to work with Keystone to realize a signed agreement through June 1, 2010, at which time any further delay in the development process will delay construction completion. After that date, with no signed agreement, the NCDOT will move forward with the project, the Church Street extension will be constructed to minimum NCDOT standards, and the NCDOT will make every effort to minimize the cost of the project to the public whether an agreement is eventually signed, or not.

Staff recommends that the TAC approve the amendments related to this project, even though an agreement has not yet been signed, because the project provides a high level of benefits. The bridge that will grade separate Hopson Road and the railroad, and the closing of the Church Street at-grade rail crossing will greatly increase motorist safety. In addition, the easing of the rail curvature and construction of a side rail will provide operational efficiencies to high speed rail.

## **Project Schedule**

The current schedule for TIP project U-4716 is the following:

- Environmental Assessment – complete by May 2010;
- Preliminary Engineering – complete by spring 2010;
- Right-of-way acquisition – begin August 2010 complete by April 2011);
- Contract let – April 2011; and,
- Complete construction – 2012.

## **Background**

The TCC reviewed this item and recommended that the TAC release the 2035 Long Range Transportation Plan (2035 LRTP) amendment for public review. At their September meeting, the TAC referred this item back to the TCC because the interagency consultation group, in the interim, had determined that a Transportation Improvement Program (TIP) amendment was required. In addition, the TAC requested information on the roadway construction commitments of developers in the vicinity of the Hopson Rd. project, and that information has been provided.

The LPA released the amendment on October 27, 2009 and the TAC conducted a public hearing at their November 4, 2009 meeting. No one from the public commented on this issue at the hearing. At that meeting, TAC members expressed a concern that the local government might have to provide fifty percent of the cost for bicycle and pedestrian facilities, and staff agreed to discuss this matter with the NCDOT. In November and December, staff conducted two meetings among representatives from the NCDOT, City of Durham and local developers. At their December meeting, the TAC deferred this item until their January 2010 meeting because no agreement had been signed between the NCDOT and local developer(s) concerning responsibility for the Church Street extension.

The NCDOT and the Keystone developer have an agreement, in principle, for the NCDOT to provide the design and right-of-way and for Keystone to construct the roadway for the Church Street extension. The agreement also includes a clause that Keystone will provide security for the completion of Church Street extension before any right-of-way compensation is provided to Keystone. The technical details of this agreement remain to be completed.

The NCDOT conducted a Public Hearing on this project from on January 14, 2010.

## **Hopson Rd/Church St Project**

This project includes:

- widening and realigning Hopson Road from NC 54 to Davis Drive (this particular improvement is not to be funded with this TIP amendment);
- constructing a grade separation of Hopson Road and the railroad tracks;
- realigning the rail tracks to reduce the curvature and adding a sidetrack;
- extending and realigning Church Street; and,
- closing the rail crossing between Church Street and NC 54.

## **Need for Amendments**

The Hopson Road project (U-4716) requires an amendment to the 2035 LRTP, the 2009-2015 TIP and the corresponding Air Quality Analysis and Determination Reports (AQ Report) for those two documents. This project is not in the 2035 LRTP and is listed as an unfunded future

year project in the FY 2009-2015 TIP. The Rail Division of the North Carolina Department of Transportation (NCDOT) has received grant from the American Recovery and Reinvestment Act (ARRA -- stimulus funding) for High Speed Rail funds to pay for one hundred percent of the project except for the Hopson Road widening, which will remain unfunded. These funds are administered by the Federal Railroad Administration (FRA).

The Hopson Road project is not regionally significant, and therefore a new air quality emissions model analysis will not be required.

## Public Involvement Policy

The DCHC MPO's Public Involvement Policy (October 11, 2006) requires that "an appropriate subset of the public involvement elements [for an LRTP update] will be implemented for major and minor revisions." The Lead Planning Agency (LPA) staff considers the addition of U-4716 to the 2035 LRTP to be a minor revision because it is a single project and the interagency consultation group has determined that the Hopson Rd. project is not "regionally significant." The LPA originally recommended the following amendment schedule:

Action	Completion
TCC recommends amendment to TAC ( <b>Completed</b> )	09/23/09
TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period ( <b>Completed</b> )	10/27/09
LPA advertises amendment on MPO Web site and local government media communications ( <b>Completed</b> )	10/27/09
TAC holds public hearing ( <b>Completed</b> )	11/11/09
Public comment period ends ( <b>Completed</b> )	12/08/09
TAC approves 2035 LRTP and FY 2009-2015 TIP amendments, and Air Quality Conformity Determination	01/13/10

## Developer Commitments

Developers with projects that are adjacent to the Hopson Road project are committed through the development approval process to make roadway improvements.

### Triangle Metro Center South

This development is to be built north of Hopson Road, between Davis Drive and the railroad tracks to the east. The 2006 "Development Plan – Rezoning Application" commits the developer to widen Hopson Rd. to a four-lane divided facility from Hopson Road to Miami Boulevard (NC 54). The timing of this widening will be determined when the developer submits additional development plan(s) as the project is built in

stages. The widening commitment will likely be enforced when the developer is required to build an additional driveway access that lines up with the extension of Church Street.

### Keystone Park East

Much of this development has been built and Church Street has been extended to Park Knoll Drive. There is a currently submitted site plan but the plan has not been approved, yet. This submitted site plan commits the developer to:

- Construct an extension of Church Street (called Keystone Park Drive in the site plan) northward that parallels a proposed office building (501 Keystone Park Drive) and reaches to the northern most parking lot. Construction must be completed before the office building is occupied.
- Construct an extension of Church Street (called Keystone Park Drive in the site plan) southward from Hopson Road to the current Church Street Park Knoll Drive intersection before a proposed office building (4700 Hopson Road) is occupied.

The proposed amendments to the 2035 LRTP and FY 2009-2015 TIP do not eliminate the opportunity for developers to participate in the project through right-of-way dedication, roadway construction or other contributions. In addition, the amendments do not release the developers' commitments to widen Hopson Road or extend Church Street in the case that the NCDOT does not complete the Hopson Road project (U-4713).

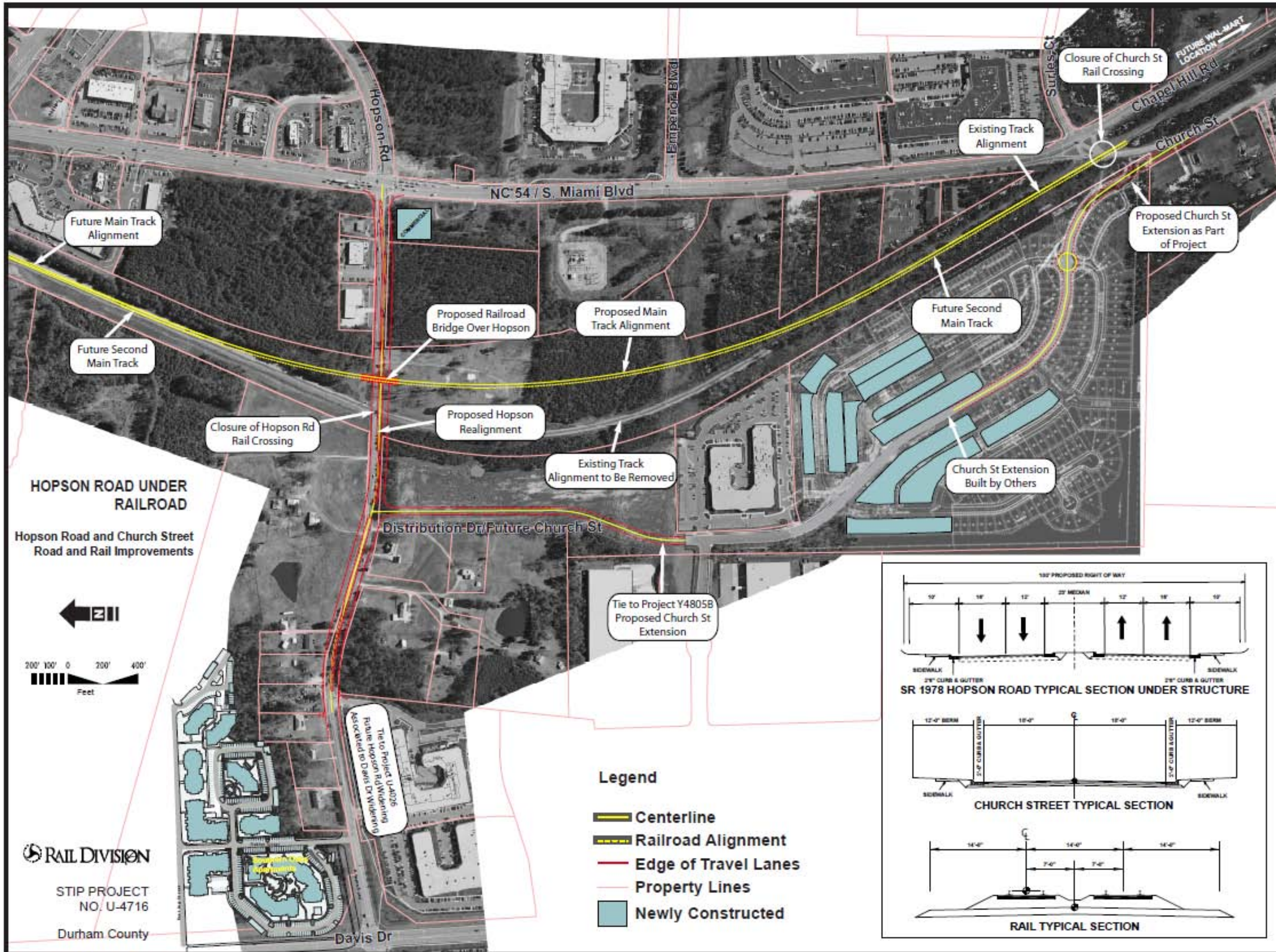
## **Attachments**

The following attachments provide more detailed information. A short note in brackets indicates the extent of any changes to the document since they were released for the January 2010 TAC meeting.

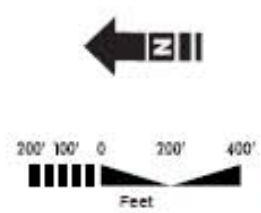
- Attachment 6 is a memorandum that presents information on the project, developer commitments and the public involvement policy [minor updates].
- Attachment 6A is a copy of the public review map for the Hopson Road project [no changes].
- Attachment 6B is the resolution and referenced amendment information for Amendment #1 to the 2035 LRTP [date change only].
- Attachment 6C is the resolution and referenced amendment for Amendment #11 to the FY 2009-2015 MTIP [data change only].
- Attachment 6D is a copy of the Air Quality Analysis and Determination Report [no change].
- Attachment 6E is the Air Quality Analysis and Determination Resolution for Amendment #1 to the 2035 LRTP and Amendment #11 to the FY2009-2015 MTIP [date change only].

## **Actions**

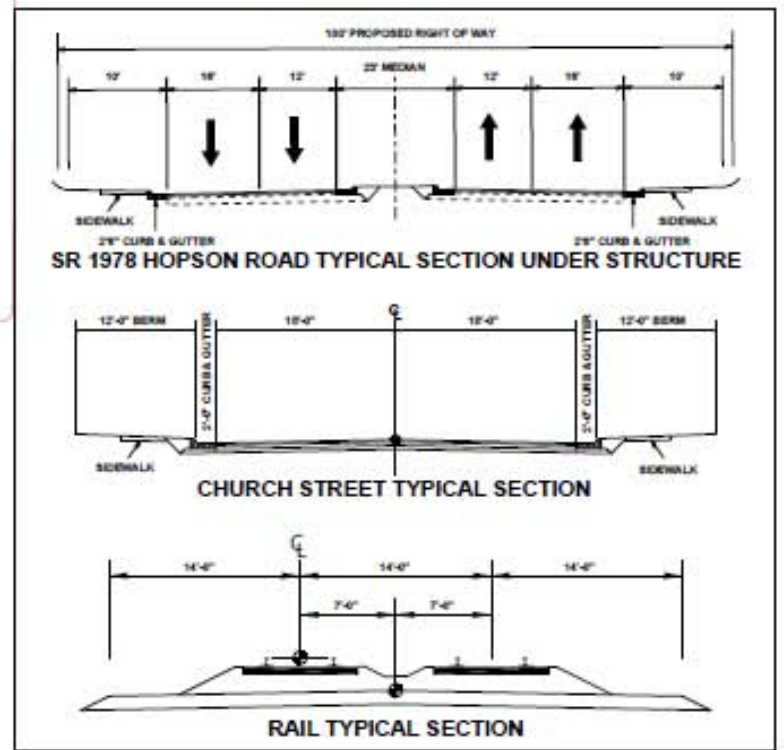
**TCC Action:** Recommend that the TAC approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.



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



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



**RAIL DIVISION**  
STIP PROJECT NO. U-4716  
Durham County

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

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

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

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

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

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

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

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

(Continued)

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

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

\_\_\_\_\_  
TAC Chair

STATE of: North Carolina

COUNTY of: \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 14<sup>th</sup> day of April, 2010, to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

(Seal)

# Addendum

## Amendment 1 (January 13, 2010)

Amendment 1 will make the following changes to the 2035 LRTP:

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

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

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
<b>DCHC MPO Roadway Projects</b>										
2	Church St extension	Park Knoll Dr	Hopson Rd	0	2	0.30	No	No	\$1,000,000	2015
38	Hopson Rd (realignment, widening, grade separation)	NC 54	Davis Dr.	2	4	0.70	No	No	\$9,000,000	2015

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

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

**AMENDMENT #11  
April 14, 2010**

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

**WHEREAS**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

**WHEREAS**, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the "Attachment to

Resolution for Amendment #11 to DCHC MPO 2009-2015 MTIP” provided here on this, the 14<sup>th</sup> day of April, 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 14<sup>th</sup> day of April, 2010, to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public

(Seal)

My commission expires \_\_\_\_\_

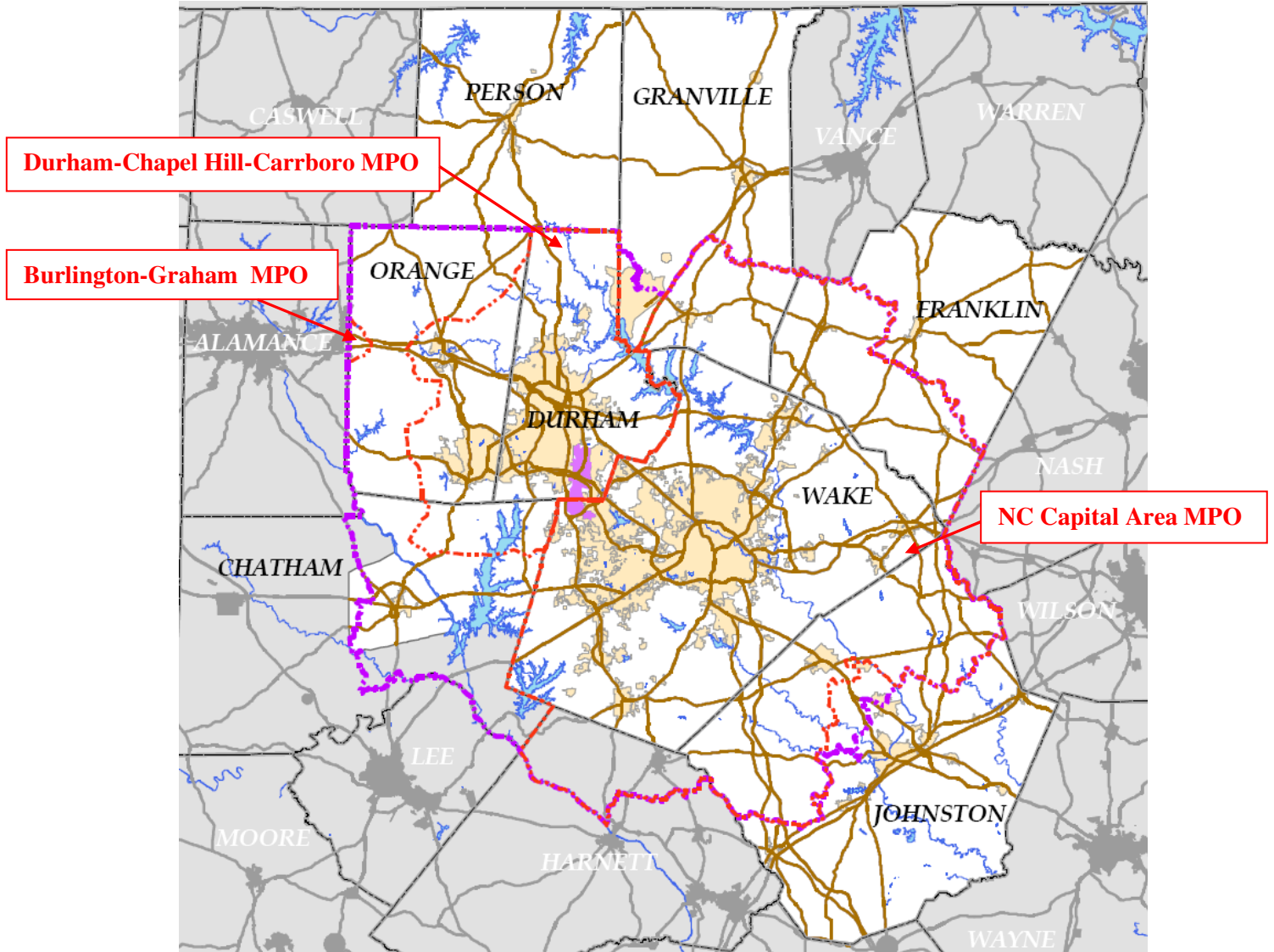
### Attachment to Resolution for Amendment #11 to the DCHC MPO 2009-2015 MTIP

TABLE 1  
Modify

I. D. No.	County	Location/ Description	Funding		FY 2010	FY 2011	FY 2012	FY 2013	Unfunded (Future Years)
U-4716	Durham Wake	SR 1978 (Hopson Road), SR 1980 (Church Street), and Norfolk-Southern Railroad / North Carolina Railroad, south of I-40 to north of McCrimmon Parkway.							
		A) Construct a grade separation at SR 1978 (Hopson Road) and realign Norfolk-Southern/North Carolina Railroad,	STHSR RR S	C C C		2757	3764	2159 2088 522	
		B) extend SR 1980 (Church Street) with bicycle lanes and sidewalks and close crossing 734 748 M,	STHSR Other	R C	634	1800	300		
		C) add second track, and	STHSR	C		1510	3504	2664	
		D) widen SR 1978 with bicycle lanes and sidewalks from east of SR 1999 (Davis Drive) to NC 54		R C					0 0
			TOTAL		634	6067	7568	7433	0

# RESEARCH TRIANGLE REGION Conformity Determination Report

Amended 2035 Long Range Transportation Plan  
Amended 2009–2015 Transportation Improvement Program



**Legend**

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

TRIANGLE J COUNCIL OF GOVERNMENTS  
P.O. BOX 12276  
RESEARCH TRIANGLE PARK, NC 27709  
919-549-0551 ♦ [WWW.TJCOG.ORG](http://WWW.TJCOG.ORG)

## Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments  
P.O. Box 12276  
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

[www.triangleair.org](http://www.triangleair.org)

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## List of Acronyms

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

# Conformity Analysis and Determination Report

## Amended 2035 Long Range Transportation Plans:

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

## Amended FY 2009 – 2015 Transportation Improvement Programs

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

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

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

## Executive Summary

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

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

## 1. Introduction

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

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

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

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

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

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

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

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

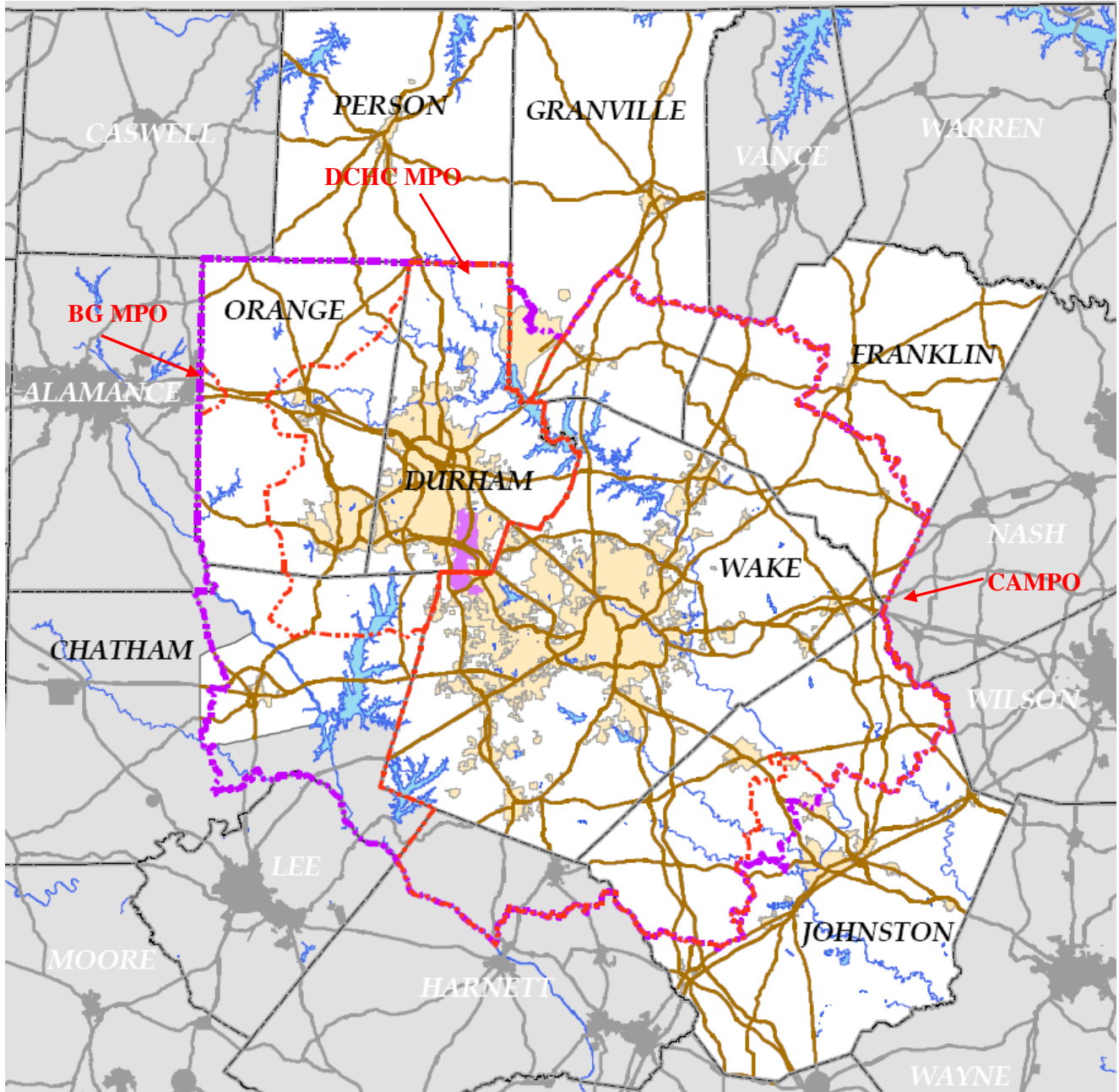
The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

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

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

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

Figure 1. Triangle Ozone Maintenance Area



**Legend**

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

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

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

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

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

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

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

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

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

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

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

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

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

## 2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone ( $O_3$ ) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen ( $NO_x$ ) mix together in the atmosphere with sunlight.  $NO_x$  and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

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

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

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

## 2.1 Emissions Budgets

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

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

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

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

**Table 1. NO<sub>x</sub> Budget for Triangle Counties**

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

\* the last NO<sub>x</sub> emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

**Table 2. CO Budget - Durham and Wake Counties**

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

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

### **3. Long-Range Transportation Plans**

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

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

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

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

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

#### **3.1 Consultation**

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

#### **3.2 Financial Constraint Assumptions**

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

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

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

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

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

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

### **3.3 Latest Planning Assumptions**

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

### **3.4 Future year roadway projects**

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

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

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

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

#### *Regionally Significant Project Checklist*

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

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

### **3.5 Transit networks**

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

### **3.6 Congestion Mitigation/Air Quality (CMAQ) Projects**

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

## **4. Regional Emission Analysis**

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

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

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

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

### **4.1 Transportation Control Measures**

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

## 5. Public Involvement and Interagency Consultation

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

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

## 6. Conclusion

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

**Table 3: Summary of Conformity Status of Triangle Transportation Plans**

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

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

**Yellow highlighting** indicates amendments covered by this conformity report.

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

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

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

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

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO amended 2009-2015 Transportation Improvement Program is found to conform to the purpose of the North Carolina State Implementation Plan. The amended FY2009-15 TIP is a conforming subset of the conforming 2035 LRTP, thus emissions expected from the implementation of the Capital Area MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

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

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO amended 2035 Long-Range Transportation Plan and amended 2009-2015 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

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

Based on the analysis and consultation and involvement processes described in this report, the amended 2009-2015 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2009-2015 State Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

**RESOLUTION FINDING AMENDMENT #1 OF THE 2035 LONG-RANGE TRANSPORTATION PLAN (2035 LRTP) AND AMENDMENT #11 OF THE FY 2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION PLAN**

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

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

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

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

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

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

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

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

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

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

(Continued)

(Continued – Resolution stating Air Quality Conformity)

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

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

**NOW, THEREFORE BE IT RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s amended 2035 Long-Range Transportation Plan and amended 2009-2015 Metropolitan Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 14<sup>th</sup> day of April, 2010.

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TAC Chair

STATE of: North Carolina  
COUNTY of: \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the 14<sup>th</sup> day of April, 2010, to affix his signature to the foregoing document.

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

(Seal)

## DCHC-MPO Sub-recipient Monitoring Policy and Procedures

**Purpose:** This document serves to establish the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC-MPO) subrecipient oversight and monitoring procedures as required of a pass-through entity dictated by the Federal Compliance Supplement, Part 3, Section M. Subrecipient Monitoring.

**Scope:** The policy and procedures described henceforth apply to all funding the DCHC-MPO receives both directly and indirectly from a Federal granting agency, which are subsequently passed-through to a subrecipient.

**Frequency:** This policy dictates that subrecipient monitoring will be completed on an as needed basis, depending on the monitoring requirements listed below.

**Responsibility:** As a designated recipient of Federal awards and pass-through entity, DCHC-MPO is responsible for monitoring their subrecipients. There are 4 major monitoring requirements.

1. *Award Identification* – each subrecipient will be notified annually of necessary Federal award information (i.e.; CFDA title and number; award name, amount and contact information) and applicable subrecipient compliance requirement via the annual UPWP as an appendix document.
2. *During-The-Award Monitoring* – to provide reasonable assurance that each subrecipient administers Federal awards in compliance with laws, regulations, and the provisions of contracts or grant agreements and that performance goals are achieved, DCHC-MPO will do the following:
  - a. Ensure timely financial and project status reporting from the subrecipient on a quarterly basis; The MPO will review grant applications, federal financial reports, quarterly expenditure reports, milestone reports and budget reports on an as needed basis (at a *minimum* of once a year).
  - b. Conduct site visits, as necessary. The MPO will set site visits annually to review specific items:
    1. Compliance with inter-governmental pass-thru agreements,
    2. Progress made on project/task performance goals,
    3. Examine financial records to provide reasonable assurance to the accounting accuracy of the subrecipient's accounting records and internal controls.
  - c. Maintain reasonable, regular contact

3. *Annual Audit Reporting Compliance* – Any subrecipient of MPO funds are required to submit an annual audit report to the MPO by 6 months subsequent to FY end.
4. *Sub-recipient Audits* – In the event that any one subrecipient expends \$500,000.00 or more in Federal Awards during one fiscal year period, the pass-through entity will rely on the subrecipient's compliance with OMB circular A-133 audit requirement. DCHC-MPO will apply the following review procedures:
  - a. DCHC-MPO will ensure that the subrecipient audit requirement was completed within 9 months subsequent to fiscal year end;
  - b. DCHC-MPO will review the annual audit report and if necessary, issue a management decision on audit findings within 6 months after receipt of the annual audit report;
  - c. DCHC-MPO will ensure that the subrecipient has taken timely and appropriate corrective action on all audit findings by requesting a copy of such actions and/or preventative measures developed to avoid future reoccurrence;
  - d. If there is an inability or unwillingness of the subrecipient to comply with the required audit requirement,
    1. DCHC-MPO will document noncompliance issues,
    2. DCHC-MPO will take appropriate action using sanctions
5. *Subrecipient Sub-allocation* – In the event that *any portion* of subrecipients' funds have been sub-allocated to another entity, the MPO passes all reporting, monitoring, and compliance requirements down to the subrecipient level. The subrecipient is also required to provide the MPO documentation that compliance with all Federal grant requirements has been met.
6. *Pass-Through Entity Impact* – DCHC-MPO will continually subjectively evaluate the impact of subrecipient activities on the pass-through entity's ability to comply with applicable Federal regulation.

Compliance: A compliance spreadsheet will be used in documenting our subrecipient monitoring procedures.

*(Note: There may be factors that affect/change the nature, timing, and extent of this monitoring; i.e.; program complexity, percentage passed through, and amount of award)*

# SUBRECIPIENT MONITORING and TESTING DOCUMENTATION

**DCHC**

**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**

COMPLIANCE PROCEDURES														
Sub-Recipient Name	Fiscal Year	Federal Award Amount	Date of Award Identification	Timeliness of Quarterly Reports (S-satisfactory, U-unsatisfactory)	Site Visit (s) Date (s)	Audit Required (box checked =yes)	If Audit required, Date Completed	Audit was completed within the 9 month deadline	Audit Findings Issued (box checked =yes)	If audit findings exist, management decision required Date of management decision/comments issued	Management comments were issued within 6 month deadline	Note comments on the appropriateness and timeliness of corrective action on audit finding	Note comments on inability or unwillingness of subrecipient to complete audit (date, times, additional requests)	Dates, times of sanctions (if applicable)
Chapel Hill Transit				S <input type="button" value="v"/>		<input checked="" type="checkbox"/>		No <input type="button" value="v"/>	<input checked="" type="checkbox"/>		No <input type="button" value="v"/>			
Chatham County				U <input type="button" value="v"/>		<input type="checkbox"/>		Yes <input type="button" value="v"/>	<input checked="" type="checkbox"/>		N/A <input type="button" value="v"/>			
Durham Area Transit Authority				<input type="button" value="v"/>		<input checked="" type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		Yes <input type="button" value="v"/>			
Orange County				<input type="button" value="v"/>		<input type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			
Town of Carrboro				<input type="button" value="v"/>		<input checked="" type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			
Town of Chapel Hill				<input type="button" value="v"/>		<input checked="" type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			
Town of Hillborough				<input type="button" value="v"/>		<input type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			
Triangle J Council of Governments				<input type="button" value="v"/>		<input type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			
Triangle Transit				<input type="button" value="v"/>		<input type="checkbox"/>		N/A <input type="button" value="v"/>	<input type="checkbox"/>		No <input type="button" value="v"/>			

## DCHC-MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program

**Purpose:** This document serves to establish the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s (DCHC-MPO) oversight responsibility concerning Section 5307 Urbanized Area Formula Federal grant program funds that have been designated to member Transit agencies’ to use on Metropolitan Planning activities.

**Scope:** The Omnibus Appropriations Act of 2009 provided Federal funding under the Section 5307 Urbanized Area Formula Program. The policy and procedures described henceforth apply to all Federal funds received both directly and indirectly, which are subsequently passed-through to local transit agencies and member governments.

**Frequency:** This policy dictates oversight responsibilities that will be carried out depending on the requirements listed below.

**Responsibility:** This program authorizes Federal funding for *capital, operating assistance, and planning activities*, for transit in Urbanized Areas (UZA) and must be obligated within 4 years of the year of appropriation. As a designated UZA and appointed Designated Recipient (DR) of this apportionment, DCHC is responsible for providing reasonable oversight of local transit agencies and member governments that have designated any portion of Section 5307 program to metropolitan planning activities included in the current year Unified Planning Work Program (UPWP). This policy sets forth the following oversight procedures:

### MPO/LPA Staff:

1. The MPO will receive notification from the Federal Transit Administration (FTA) of the annual apportionment available to the Durham UZA.
2. The Technical Coordinating Committee (TCC) will make recommendations to the Transportation Advisory Committee (TAC) to approve and authorize the distribution of Durham UZA Section 5307 funds.
3. The MPO will send an approved distribution letter to the FTA Transportation Program Specialist. This letter is used to monitor the transit agency’s application as well as provide an additional layer of oversight.
4. A copy of the approved distribution letter will be sent the each participating transit agency along with the MPO’s oversight responsibilities set forth in this document.

Grant Recipient:

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 30 days of TAC's authorization. The application is used to obligate Section 5307 funding for approved project (s) (*The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX*)
2. Each transit agency must forward a copy of the *approved application* and *certificate of award/grant agreement* to DCHC within 15 days of receipt of FTA documents.
  - a. Any time there is a subsequent application and/or amendment; updated copies must also be sent the DCHC.
3. Copies of the following reports are due to LPA grant staff on the Federal Fiscal Year calendar dates:

Reporting Period	Due Date
1st Quarter	15-Feb
2nd Quarter	15-May
3rd Quarter	15-Aug
4th Quarter	15-Nov

- i. **Narrative reports** - Each transit agency must forward a copy of their quarterly Narrative reports to DCHC according to the deadlines dictated above. (*The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*)
- ii. **UPWP Detail Expenditure Report** - Each transit agency/participating member government must complete the detailed expenditure report in the standard UPWP task format according to the deadlines dictated above.
- iii. Each transit agency will forward a "print-screen" copy of the Project Funds/Status - **Project funding tab only** to DCHC according to the deadlines dictated above. (*This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.*)

Non-compliance: DCHC will enforce this policy by applying the following procedures:

1. If any reporting requirement is not met within 5 days subsequent to the deadline, on the 6<sup>th</sup> business day, an email reminder will be sent documenting non-compliance.
2. If any reporting requirement is not met, within 10 days subsequent to the deadline, on the 11<sup>th</sup> business day, the transit agency's name and

reporting violation will be forwarded to the Director of Transportation and corresponding Agency Head.

3. If any reporting requirement is not met, within 30 days subsequent to the deadline, on the 31<sup>st</sup> business day, the transit agency will be put on notice that a ***recommendation of non-funding*** of future Section 5307 is being submitted to the TAC for approval.

## POLICY FRAMEWORK FOR DCHC-MPO'S FEDERAL FUNDS

Under the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is responsible for programming and maintaining the seven-year Metropolitan Transportation Improvement Program (MTIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from three federal funding programs:

- Surface Transportation Program – Direct Apportionment (STP-DA)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Transit Administration (FTA)

Under SAFETEA-LU, DCHC-MPO is required to document the process used for programming these funds. The “Policy Framework for the DCHC-MPO’s Federal Funds” provides policy direction and guidelines for the recommendation and selection of projects to receive DCHC-MPO funds. In addition to more general policy direction, this Policy Framework contains specific information for DCHC-MPO’s project selection process for programming DCHC-MPO funds, as part of the development of the TIP. This policy focuses and provides guidance for programming DCHC-MPO funds and support implementation and tracking of projects established in the MPO’s Long Range Transportation Plan, the 2035 *LRTP*, adopted on May 13, 2009.

### **Transportation Improvement Plan (TIP)**

The TIP contains the transportation project list developed and approved through the MPO’s decision-making process. The TIP is focused on the development and implementation of projects that are part of or directly support key local and state transportation policies and plans, including designated projects in the 2035 *LRTP*. Under federal law, the TIP must be a four-year program of projects that is updated at least every 2 years. At a minimum, federal and state legislation requires a Metropolitan TIP to contain all of the transportation projects requesting federal transportation funding under Titles 23 CFR (Highways) and 49 CFR (Transit) in the United States Code, as well as all the non-federally funded, significant projects. The 2012–2018 TIP will therefore include:

- Projects using federal funds managed by DCHC-MPO (STP-DA, CMAQ, and FTA).
- Projects using federal and state funds managed by NCDOT.
- Projects of significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the TIP.

- Projects carried forward from the previous TIP funding, with funds not yet obligated.

## **Responsibility for Project Selection**

As part of the development of the TIP, DCHC is responsible for reviewing all projects submitted for programming. Attachment 1 diagrams the project recommendation processes used to program funds to the TIP and the responsibilities of the various agencies involved. The process can be summarized as follows:

- **DCHC-MPO funds**: DCHC has primary responsibility for selecting projects to receive DCHC-managed federal funds from the STP-DA, CMAQ, and FTA federal funding programs.
- **State managed funds (In coordination with the MPO)**: NCDOT has primary responsibility for selecting projects to receive federal funds from programs such as Interstate Maintenance, the Bridge Program, and the National Highway System program. NCDOT also manages funds from several statewide competitive federal programs such as the Transportation Enhancements Program and the Safety Program. In addition, NCDOT and other state agencies are responsible for distributing state transportation funds.
- **Other federal funds**: The United States Congress and the Federal Highway Administration have primary responsibility for selecting transportation projects to receive funds from federally managed funding programs such as Discretionary/High Priority Programs, Transit New-Start Programs, and the Transit Bus Allocation Program.
- **Local funds**: Cities, counties and transit agencies have primary responsibility for selecting projects to receive local funds.

## **DCHC-MPO Funds - Eligibility Requirements**

As previously stated, DCHC is responsible for selecting projects to receive STP-DA, CMAQ, and FTA funds. Each federal funding program has specific eligibility requirements, as follows:

- STP-DA funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities.
- CMAQ funds are available for specific categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible.
- FTA funds may be used *only* for transit related projects serving the DCHC's federal urbanized areas.

## **DCHC-MPO Funds - STP-DA Funding Proposal**

In 2008 the MPO adopted the following three step process for establishing an annual STP-DA funding proposal. The Technical Coordinating Committee (TCC) recommends to the Transportation Advisory Committee (TAC) approval of the distribution of funds to projects via this process.

### **Step 1 – Distribution guidance**

The MPO funds identified are distributed through a partially competitive and non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2035 LRTP*, the MPO’s long-range metropolitan transportation plan and other local comprehensive plans.

The process begins with the calculation of our “expected” annual STP-DA funds available. It is calculated by combining our annual allocation over the 7 year period with any prior year uncommitted balance. The total “expected” STP-DA funds available is initially reduced by the following items:

1. *Annual Reserve* (15%)- distributed to participating members on a competitive basis
2. *Staff and Routine Planning* needs - funding level varies depending on LPA needs
3. *Extra Planning needs* - funding level varies depending on LPA needs

After those items have been accounted for, the “remainder” of STP-DA funds is allocated to 3 sub-categories as follows:

1. 25% to *Transit* (non-competitive split: 50% Chapel Hill Transit, 50% Durham Area Transit Authority)
2. 25% to *Regional Bicycle and Pedestrian* (competitive – for projects of regional scale and importance)
3. 50% to *Local Discretionary* (distributed to participating members on a non-competitive basis)

### **Step 2 – Distribution of STP-DA within the each distribution category**

*Annual Reserve (Small Projects)* – This category is intended to be used for short-term immediate needs and small projects. No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to immediate needs that may vary significantly from year to year.

*Staff and Routine Planning* – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to individual jurisdictions.

*Extra Planning* – This category is for special emphasis projects either performed by the LPA or member jurisdictions. This category is for larger, more expensive planning projects that will enhance transportation planning in the MPO but are not required. No guidelines have been proposed for distribution by jurisdiction. All of the projects that have been approved

are for MPO-wide activities.

*Transit* - The TAC approved an even distribution of STP-DA funds within the transit category between Chapel Hill Transit and DATA

*Regional Bicycle and Pedestrian* – There is no distribution formula for funding within this category. Projects in this category will span across multiple jurisdictions or otherwise provide regional benefits through increased connectivity.

*Local Discretionary* – For the local discretionary category, the TAC approved a guaranteed \$500,000 minimum for each municipality over the 7-year TIP and then distribution of the remainder proportionate to municipal population.

**Step 3 – Allocate STP-DA funds to specific projects within each category**

All funding of specific projects within each category must be presented to the TAC for approval. There is no sub-allocation of funding directly to member governments.

These first 3 categories are approved annually with the UPWP process:

Annual Reserve (Small Projects) – Each member agency will submit new or continued projects annually for this category.

Staff and Routine Planning – The LPA Staff will submit estimated staffing and routine planning activities annually for this category.

Extra Planning – The LPA Staff will submit new or continued projects for this category.

These next 3 categories are typically approved bi-annually with the MTIP process; yet amendments can be made in the interim as needed:

Transit – Transit agencies will submit projects for the TCC to develop a recommendation for the transit category.

Regional Bicycle and Pedestrian – LPA staff and each member agency will submit new or continued projects for this category. LPA formally identified regional connections as part of the 2035 LRTP.

Local Discretionary – LPA staff and each member agency will submit new or continued projects for this category. The TAC will approve with the added expectation that offers municipalities flexibility in funding projects that reflect their own priorities.

## **DCHC-MPO Funds – STP-DA Project Approval Process**

DCHC has an established process for recommending and selecting projects to receive DCHC funds. STP-DA funds are distributed based on the aforementioned funding proposal methodology and the following funding policy that was adopted by TAC in 2003:

***“Funding priority will be given to projects in the adopted DCHC Long Range Transportation Plan in the following categories and not for roadway projects:***

***----Public Transit, Bicycle and Pedestrian Facilities, Transportation System Management/Transportation Demand Management / Intelligent transportation Systems, Scenic and Environment enhancements, Planning Studies that support the implementation or development of the adopted and future versions of DCHC’s Long Range Transportation Plan, & Air Quality Programs***

***When projects are being considered, equity and funding in jurisdictions over time will be considered.”***

Projects that are submitted for funding requests will be given priority separately according to the seven project groups and the following guiding principles:

1. Annual Reserve (Small projects), includes:
  - a. LPA and local government planning activities under \$200,000 (federal)
  - b. Bicycle, pedestrian and transit projects under \$200,000 (federal)
  - c. Cost over-runs and additions to existing projects
  - d. These are projects that require less advance planning and can be completed quickly.
2. LPA staff requests and LPA and local government routine planning activities, includes:
  - a. New and existing LPA staff positions
  - b. Activities that are required to be completed such as air quality planning, congestion mitigation plan, modeling, etc.
3. LPA and local government extra planning activities, include:
  - a. LPA and local government planning activities over \$200,000 (federal)
  - b. Optional activities such as special emphasis projects
4. Transit projects over \$200,000 (federal)
5. Regional bicycle and pedestrian projects
  - a. Projects of regional scale and importance that span or connect multiple jurisdictions.

6. Local Discretionary –This is the most flexible category. Projects can include:
- a. Large bicycle and pedestrian projects
  - b. Scenic and environmental enhancements to highway TIP projects
  - c. Transit projects
  - d. Planning projects
7. Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM for FY 2009 and future years will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. Future CMAQ funds have been approved for FY 2013 through 2015 for TDM.

### **DCHC-MPO Funds – CMAQ Funding**

Federal CMAQ funds are apportioned annually to each State according to the severity of its criteria air problems. The CMAQ program is funded by the Federal Highway Administration (FHWA); therefore CMAQ projects must follow Federal laws and regulations. Since transportation and environmental program priorities fluctuate, a limited portion of CMAQ apportionment can be transferred to other Federal-aid highway programs such as:

- Surface Transportation Program (STP)
- National Highway System (NHS)
- Highway Bridge Program (HBP)
- Interstate Maintenance (IM)
- Recreational Trails Program (RTP)
- Highway Safety Improvement Program (HSIP)

The transfer of funds has specific monetary provisions and will differ each year. It is also a requirement that any transfer of such funds must still be obligated in nonattainment and maintenance areas. The MPO plans to explore the option of transferring funds.

The CMAQ program is based on a competitive process for which proposals for candidate transportation projects are submitted to North Carolina Department of Transportation (NCDOT). MPO's and RPO's responsible for transportation planning in air quality non-attainment & maintenance areas are encouraged to work cooperatively with their member jurisdictions to develop & submit project proposals. There is currently a minimum project threshold of \$100,000.

Transit project(s) selected as part of the CMAQ competitive process are flexed to the Federal Transit Administration (FTA) and retain the funding laws and regulation under the CMAQ program. FTA is ultimately responsible for the administration of flexed CMAQ funds.

### **Project Tracking System**

DCHC would like to implement a Project Tracking System to monitor the progress of DCHC's STP-DA, CMAQ, and FTA funds. The following is a proposed tracking system. The project tracking policies contained within this document apply to the following federal funds for which the DCHC

has primary responsibility for project selection through the current congressional appropriations bill:

- Surface Transportation Program Direct Attributable (STP-DA),
- Congestion Mitigation and Air Quality Improvement Program (CMAQ), and
- Federal Transit Administration (FTA) – Section 5307

The purpose of the project tracking system is to ensure the timely use of all MPO managed federal funds (referred to as “MPO funds”). Three important goals of the system are to:

- Implement approved qualified/quantifiable projects
- Identify the reasons and accountability for, and possible solutions to, project delays
- Ensure a consistent process is followed for any distribution of MPO funds
- Ensure minimal impact to DCHC’s UZA in the event of future rescissions

Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.

This project tracking system will monitor *the obligation* of STP-DA and CMAQ funds, as well as the timely realignment of these funds when necessary. A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding. This policy will be instituted begin with the FY2011 UPWP reporting cycle.

## **Policies - Obligations & Monitoring**

### *A. Obligation Monitoring of STP-DA and CMAQ Funds*

Each phase of a project with STP-DA and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain un-obligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the TAC of those projects with STP-DA and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases

programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

LPA staff will notify the project sponsor when any STP-DA or CMAQ funds are nine months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TCC. The LPA staff, along with the TCC’s input will determine whether or not an obligation date extension is warranted.

1. The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TCC will then make a recommendation to the TAC.
2. If the LPA staff and subsequent TCC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the recommendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities. Any redistribution of these funds will follow the policies contained in Section E of this document.
3. LPA staff will obtain a monthly report from NCDOT that will be used to develop a report to reconcile project obligations. This will provide a “real-time” status of project obligations.

#### *B. Expenditure Monitoring of STP-DA and CMAQ Funds*

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

#### *C. Obligation and Expenditure Monitoring of FTA Funds*

These funds include STP-DA and CMAQ funds flexed from FHWA. The TAC will approve the flexed amount each year at the first meeting for the federal fiscal year. (Typically October TAC meeting) Once the TAC has approved the flexed amount, the request is made through NCDOT-PTD to transfer (flex) these funds, making them available through the FTA grant application process.

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 30 days of TAC’s authorization. The application is used to obligate Section 5307 funding for approved project (s) ( *The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX*)
  - a. Any time there is an application amendment; updated copies must be sent to DCHC.

2. Each transit agency must forward a copy of the approved application and certificate of award/grant agreement to DCHC within 15 days of receipt of FTA documents.

3. The mandatory reports and applicable due dates are as follows:

*1st Quarter* - due Feb. 15th;

*2nd Quarter* - due May 15th;

*3rd Quarter* - due Aug. 15th;

*4th Quarter* - due Nov. 15th

- a. **Narrative reports** - Each transit agency must forward a copy of their quarterly narrative reports to DCHC according to the deadlines dictated above. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*
- b. **UPWP Detail Composite Report** - Each transit agency/participating member government must complete the detailed composite expense report in the standard UPWP task format according to the deadlines dictated above. (Reference Table #1 below)
- c. **Project Funds/Status** - Each transit agency will forward a “print-screen” copy of the Project Funds/Status – Project funding tab only to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

#### D. Scope Changes to Projects Awarded STP-DA, CMAQ and/or FTA Funds

Requests for a change in scope for a project that received DCHC funds must be submitted to the TCC for evaluation. All projects awarded CMAQ funds were selected via a competitive process based upon the expectation that the project as described in the grant application would be delivered in the time frame specified. During the selection process of CMAQ projects, each project went through an extensive sub-committee review and quality analysis. As a result, proposed scope changes may have consequences that require careful review and evaluation by LPA staff before they can be recommended for approval.

If a change is requested such that the MPO funds will implement some reduced scope of the existing project, the project sponsor will be asked to provide information on their intent to complete the full project and the request will be sent to the TAC for approval. An existing project’s scope may not be modified so substantially as to effectively constitute a new project. This will be reviewed on a case-by-case basis, but a change in location or outcome may be considered a new project (e.g., changing the scope from a high occupancy vehicle lane to a general purpose lane). A key factor will be how the project was described and evaluated during the competitive process – any scope changes will then be reviewed to determine if the project is essentially meeting the spirit of the original evaluation.

#### E. *Distribution of New and "Returned" STP-DA, CMAQ and FTA Funds*

New and "Returned" funds are defined as follows:

1. **New funds** are defined as additional funds to the MPO/UZA from the reauthorization of SAFETEA-LU or other sources.
2. **Returned funds** may originate from several sources: un-committed funds remaining from each project category, unused funds from completed projects, unused funds remaining from cancelled projects, or funds "returned" from projects due to a variety of reasons (such as an indefinite delay to a project, a change in priorities, or the receipt of other funding sources).

The TCC and TAC will approve the following:

- A MPO wide STP-DA contingency lists of prioritized projects. In the event that additional funds become available through the reauthorization of the federal transportation act, the project tracking system, or any other sources, these contingency lists will become effective. The contingency projects must also be already included in the current TIP, and will remain in effect (unfunded) until the next project selection process, to be considered for more distributed MPO funds. The contingency lists should encompass projects through-out the MPO.
- A MPO wide CMAQ contingency list will be retained based on originally submitted proposals that met the program requirements during the current competitive selection process, but were otherwise unable to be funded due to funding availability.

The FTA funds distributed noncompetitively will not be affected by this policy, yet transit projects may be highly considered as contingency projects due to the increased ability to obligate these funds/projects.

**Table #1:**

**Local Agency: Name**  
**Quarter Ending: June 30, 20XX**

**SECTION 104 (f) (Planning Grant Program)**

Fill columns in BLUE only.

	Task Description	FY 2009-10 BUDGET	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date	Balance
<b>II-A Surveillance of Change</b>			PL Section 104(f)					
	1 Traffic Volume Counts	-	-	-	-	-	-	-
	2 Vehicle Miles of Travel	-	-	-	-	-	-	-
	3 Street System Changes	-	-	-	-	-	-	-
	4 Traffic Accidents	-	-	-	-	-	-	-
	5 Transit System Data	-	-	-	-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change	-	-	-	-	-	-	-
	7 Air Travel	-	-	-	-	-	-	-
	8 Vehicle Occupancy Rates	-	-	-	-	-	-	-
	9 Travel Time Studies	-	-	-	-	-	-	-
	10 Mapping	1,000	-	586	200	214	1,000	-
	11 Central Area Parking Inventory	-	-	-	-	-	-	-
	12 Bike & Ped. Facilities Inventory	-	-	-	-	-	-	-
	13 Bike & Ped. Counts	-	-	-	-	-	-	-
<b>II-B Long Range Transp. Plan</b>								
	1 Collection of Base Year Data	-	-	-	-	-	-	-
	2 Collection of Network Data	-	-	-	-	-	-	-
	3 Travel Model Updates	250	-	-	250	-	250	-
	4 Travel Surveys	-	-	-	-	-	-	-
	5 Forecast of Data to Horizon year	-	-	-	-	-	-	-
	6 Community Goals & Objectives	250	-	-	125	125	250	-
	7 Forecast of Future Travel Patterns	-	-	-	-	-	-	-
	8 Capacity Deficiency Analysis	-	-	-	-	-	-	-
	9 Highway Element of the LRTP	625	112	441	72	-	625	0
	10 Transit Element of the LRTP	1,000	328	454	200	20	1,000	1
	11 Bicycle & Ped. Element of the LRTP	1,000	217	225	275	283	1,000	-
	12 Airport/Air Travel Element of LRTP	-	-	-	-	-	-	-
	13 Collector Street Element of LRTP	375	87	113	150	25	375	0
	14 Rail, Water or other mode of LRTP	-	-	-	-	-	-	-
	15 Freight Movement/Mobility Planning	-	-	-	-	-	-	-
	16 Financial Planning	-	-	-	-	-	-	-
	17 Congestion Management Strategies	1,000	130	83	-	787	1,000	(0)
	18 Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-
<b>II-C Short Range Transit Planning</b>								
	Short Range Transit Planning	1,500	323	285	92	800	1,500	0
<b>III-A UPWP</b>								
	Planning Work Program	1,250	459	435	300	58	1,250	0
<b>III-B Transp. Improvement Plan</b>								
	Transp. Improvement Plan	2,000	412	574	500	514	2,000	(0)
<b>III-C Cvl Rgts. Cmp./Otr. Reg. Req.</b>								
	1 Title VI	-	-	-	-	-	-	-
	2 Environmental Justice	250	43	150	20	37	250	(0)
	3 Minority Business Enterprise	-	-	-	-	-	-	-
	4 Planning for the Elderly & Disabled	300	22	-	150	128	300	0
	5 Safety/Drug Control Planning	-	-	-	-	-	-	-
	6 Public Involvement	2,000	105	870	55	970	2,000	(0)
	7 Private Sector Participation	-	-	-	-	-	-	-
<b>III-D Incidental Plng./Project Dev.</b>								
	1 Transportation Enhancement Plng.	-	-	-	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	375	-	-	-	375	375	-
	3 Special Studies	4,000	810	2,406	328	456	4,000	(0)
	4 Regional or Statewide Planning	-	-	-	-	-	-	-
<b>III-E Management &amp; Operations</b>								
	Management & Operations	11,250	4,706	3,263	1,500	1,781	11,250	(0)
	<b>TOTALS</b>	<b>28,425</b>	<b>7,752</b>	<b>9,735</b>	<b>4,217</b>	<b>6,571</b>	<b>28,425</b>	<b>(0)</b>
<b>TOTAL Expenditure This Quarter</b>			<b>7,752</b>	<b>9,735</b>	<b>4,217</b>	<b>6,571</b>		
<b>FTA Reimbursement (80% of Expended Quarter Amount)</b>			<b>6,202</b>	<b>7,788</b>	<b>3,374</b>	<b>5,257</b>		

**MEMORANDUM**

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** April 14, 2010

**RE:** Federal Rescission

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**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.

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.

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. 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
<b>Total</b>	<b>\$31,832,991</b>	<b>\$26,440,703</b>	<b>\$5,392,288</b>

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:

<b>Pre-Rescission (May 2008)</b>			
<b>Funds Available</b>		<b>Funds Programmed or Set Aside for Future Programming</b>	
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
<b>Total</b>	<b>\$31,832,991</b>	<b>Total</b>	<b>\$31,832,991</b>

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 has developed 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 7A 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.

<b>Post-Rescission (Today)</b>			
<b>Funds Available</b>		<b>Funds Programmed</b>	
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		
<b>Total</b>	<b>\$24,833,764</b>	<b>Total</b>	<b>\$23,880,589</b>
<b>Difference Between Available Funding and Programmed Projects</b>			<b>-\$953,175</b>
Additional Funding Request for Old Durham-Chapel Hill Rd. Project			<b>\$1,169,200</b>

Attachment 7A is a recommended 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 schedule has been 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. Approval of the schedule is requested through approval of the table, amendments to the FY 2009-2015 TIP for projects in FY 2010 and 2011 (Attachment 7B), 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
<b>DCHC (Durham)</b>	<b>\$ 22,432</b>
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 rescission will not have a significant impact on any projects funded with Metropolitan Planning funds. The TAC does not need to take any action on these projects.

## Impact on CMAQ Projects in the DCHC MPO

NCDOT Transportation Planning Branch has not provided specific 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. Two projects from FY 2009 and earlier have not been fully obligated and may be subject to the rescission.

- Morreene Road Bicycle and Pedestrian Facilities - \$444,360 (federal), also partly funded with STP-DA
- NC 54 Bicycle Facilities - \$828,000 (federal)

Since NCDOT has not provided further information, the TCC recommends that the TAC send a letter to NCDOT stating our intention to proceed with obligating CMAQ funds for all previously selected projects, including the projects recently programmed through FY 2017, and recommending that the CMAQ rescission be taken from other areas of the State. Due to the large amount of CMAQ funds that the DCHC MPO has programmed for transit projects, our MPO does not have many projects that were not obligated on-time and were subject to the rescission. In addition, since the DCHC MPO had a large percentage of our unobligated STP-DA funds rescinded, we do not have unprogrammed STP-DA funds available to make up for any rescinded CMAQ funds.

### **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. Attachment 6B provides a draft policy for federal funds management by the DCHC MPO.

**TCC Recommendation:** Recommend that the TAC approve the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the DCHC Urban Area. Recommend that the TAC send a letter to NCDOT regarding the CMAQ program.

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		Was		
						Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Total STPDA	Year	Source
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	\$ 951,250	\$ 761,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000										new project	
3	Chapel Hill	U-4727	Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000										new project	
4	Chapel Hill	U-4726	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	\$ 565,000	\$ 452,000					Construction	\$ 452,000						\$ 500,000	2010-2011	Local Discretionary	
6	Chapel Hill	xxxxxx	FCC Radio Communications (Upgrade fleet)	\$ 1,656,250	\$ 1,325,000			Capital	\$ 1,325,000										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-4726	IF Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000								\$ 100,000	2010	Local Discretionary	
9	Chapel Hill	U-4726	F 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			UPWP/Plan	\$ 24,000								\$ 24,000	2009	Annual Reserve	
13	Chapel Hill	U-4726	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 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 Pearsontown 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-3804	Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915			Construction	\$64,915										new project	
7	Durham	U-4726	O 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	O 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 (I-85 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-4726	K 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)	\$ 1,068,856	\$ 855,085			Planning	\$138,000			Construction	\$ 717,085				\$ 920,000	2011	Local Discretionary	
11	Durham	U-4726	G DUR - Holloway St sidewalks	\$ 67,000	\$ 53,600							Construction	\$ 53,600				\$ 53,600	2006	Pre-2009	
1	LPA	U-4727	UPWP - staff and routine	\$ 5,176,492	\$ 4,141,193	UPWP/Plan	\$ 432,794	UPWP/Plan	\$ 662,709	UPWP/Plan	\$ 883,959	UPWP/Plan	\$ 699,526	UPWP/Plan	\$ 720,370	UPWP/Plan	\$ 741,836	\$ 4,141,193	2009-2015	Staff and Planning
2	LPA	U-4727	UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000	UPWP/Plan	\$ 56,000								\$ 56,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								\$ 140,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - GIS integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										\$ 160,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Land Use Model Development	\$ 200,000	\$ 200,000	UPWP/Plan	\$ 200,000										\$ 200,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										\$ 40,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								\$ 200,000	2009	Extra Planning	
2	LPA	U-4727	UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								\$ 100,000	2009	Annual Reserve	
3	LPA	U-4727	UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				\$ 300,000	2010	Extra Planning	
4	LPA	U-4727	UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						\$ 100,000	2009	Annual Reserve	
5	LPA	U-4727	UPWP - Transit Studies	\$ 750,000	\$ 600,000					UPWP/Plan	\$ 300,000	UPWP/Plan	\$ 300,000				\$ 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	
				\$ 31,312,237	\$ 25,049,789		\$ 5,405,784		\$ 11,395,374		\$ 3,464,086		\$ 3,268,740		\$ 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-4726	M CH - Drainage gate replacement (NC 86)														\$ 8,000	2006	Pre-2009
cancel	Chapel Hill	EL-4995	Dry Creek Greenway - 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

Updated

Approved by TAC via TIP Amendment - 2/10/2010

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

**AMENDMENT #15**

**April 13, 2010**

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

**WHEREAS**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

**WHEREAS**, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the "Attachment to

Resolution for Amendment #15 to DCHC 2009-2015 MTIP” provided here on this, the 13th day of April, 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 13<sup>th</sup> day of April, 2010, to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

(Seal)

## Attachment to Resolution for Amendment #15 to DCHC 2009-2015 MTIP

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
U-4726	Durham, Orange, Chatham	DCHC Urban Area Bicycle and Pedestrian Allocation	STPDA	PE	\$ 236,000	\$ 241,000
			C	PE	\$ 59,000	\$ 60,000
			STPDA	C	\$ 308,000	\$ 1,739,000
			C	C	\$ 77,000	\$ 435,000

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
EL-4994	Carrboro	Bolin Creek Greenway - Carrboro (Homestead to Estes)	STPDA	C		\$ 590,000
			C	C		\$ 147,500

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
EL-4828	Carrboro	Morgan Creek Greenway - Carrboro (Smith Level to University Lake)	STPDA	PE	\$ 84,000	
			C	PE	\$ 21,000	
			STPDA	C		\$ 396,000
			C	C		\$ 99,000

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
TG-4731	Chapel Hill	Chapel Hill Transit - Misc. Capital	STPDA	C		\$ 204,000
			C	C		\$ 51,000

**New Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
X-XXXX	Chapel Hill	FCC Radio Communications (Upgrade fleet)	STPDA	C		\$ 1,325,000
			C	C		\$ 331,250

**New Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
X-XXXX	Chapel Hill	Morgan Creek Greenway Phase 2 - Chapel Hill	STPDA	C		\$ 560,000
			C	C		\$ 140,000

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
U-4727	Durham Orange Chatham	Durham-Chapel Hill-Carrboro Urban Area Planning Allocation and Unified Work Program	STPDA	C	\$ 1,627,394	\$ 1,229,109
			O	C	\$ 406,849	\$ 307,277

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
U-4445	Durham	NC 147 Bicycle/Pedestrian Bridge - Durham	STPDA	PE	\$ 400,000	
			C	PE	\$ 100,000	

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
E-2921E	Durham	American Tobacco Trail Phase E - Durham, Durham County (NC 54 to Chatham County Line)	STPDA	C	\$ 1,581,000	
			C	C	\$ 395,250	
			DP	C	\$ 241,000	
			HP	C	\$ 2,236,000	

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
C-4928	Durham	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	STPDA	PE	\$ 317,000	
			C	PE	\$ 79,250	
			STPDA	C		\$ 931,000
			CMAQ	C		\$ 222,000
			C	C		\$ 288,250

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
U-4724	Durham	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	STPDA	PE	\$ 341,000	
			C	PE	\$ 85,250	
			STPDA	C		\$ 1,476,000
			C	C		\$ 369,000

**Amended Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
EB-4707	Durham Chapel Hill	SR 2220 (Old Chapel Hill Rd)-SR 1838 (Old Durham Road), SR 1116 (Garrett Road) to US 15-501 - Bicycle and Pedestrian Improvements	STPDA	R	\$ 511,000	
			C	R	\$ 127,750	
			STPEB	R	\$ 400,000	
			STPDA	C		\$ 3,200,000
			C	C		\$ 800,000

**Deleted Project**

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011
EL-4995	Chapel Hill	Dry Creek Greenway - Chapel Hill				

# Farrington Road Corridor Study

## *Draft Report*

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### **Background**

#### Goals and Development Process

The goal of the Farrington Road Corridor Study is to identify appropriate future transportation improvements in an area that has great growth potential but is currently rural in character and possesses a large expanse of environmentally-sensitive land. The Study was conducted in 2007 and 2008, and the TAC received a preliminary Study presentation at their June 11, 2008 meeting that covered the issues, analysis, scenario planning and preliminary recommendations. The TAC referred the matter to staff. The Chatham County Board of Commissioners received a similar presentation on September 15, 2008.

The preliminary Farrington Road Corridor Study recommendations were incorporated into the draft 2035 Long Range Transportation Plan (2035 LRTP), however several TAC members asked that the road widening in the rural and environmentally-sensitive areas be removed from the 2035 LRTP. The final 2035 LRTP notably included transportation system management (TSM) solutions, such as intersection improvements and roundabouts, in lieu of the roadway widenings.

#### Process Delayed

At that time, staff anticipated releasing the Farrington Road Corridor Study with the 2035 Long Range Transportation Plan (2035 LRTP) for public review. However, the 2035 LRTP process required significant staff resources and was under a critical deadline, and therefore staff focused on the 2035 LRTP and decided to release the Farrington Study with the approaching Comprehensive Transportation Plan (CTP) process. The CTP process has been delayed, and staff recommends moving the Farrington Road Study forward with a public release and review.

### **TAC Review – March 2010**

The TAC received the draft Farrington Road Corridor Study at their March 2010 meeting with a TCC recommendation to review and release the document for public comments. The TAC did not approve the release and requested that their comments be addressed before presenting the Study to the TAC for release. The comments can be summarized as follows:

- The baseline data, such as current land use plans and the transportation network, needs to be updated. For example, the study will be overtaken by the Town of Cary/Chatham County Joint Land Use Plan (to be adopted by June 2010) and Town of Cary Comprehensive Transportation Plan (CTP – adopted September 2008).
- The study scope did not include detailed transit or land use recommendations, such as policies to motivate compact development centers and land conservation.

- The study has several errors in the maps and tables, such as US 15-501 being shown as a two-lane roadway in the baseline map.

## **LPA Recommendation**

The Lead Planning Agency (LPA) reviewed the TAC request and recommends that:

1. The Farrington Road Corridor Study not be updated and released to the public. At the time the Study was drafted, it provided input into the 2035 Long Range Transportation Plan (2035 LRTP) and demonstrated the value of utilizing land use planning tools such as CommunityViz to identify land use impacts on transportation demand. The consultant that completed the Study, Kimley-Horn and Associates, is no longer under contact with the City of Durham to perform work on the Study. A Study update would require significant staff resources to incorporate new land use, transportation and modeling data, an effort that would essentially require a reworking of the entire plan. Staff believes such an effort to update of the Study is not warranted because it has already provided useful input into the 2035 LRTP, and the Study's assumptions will be superceded by subsequent studies such as the Cary/Chatham Joint Land Use Plan, Cary CTP and the ongoing NC 54 Corridor Study.
2. The LPA recommends that staff correct the errors in the Farrington Road Corridor Study, address concerns presented by Chatham County staff, and make the corrected Study available on the MPO's Web site.

## **Draft Report**

The following changes were made to the preliminary Farrington Road Corridor Study to produce the draft Study:

1. Road Widenings -- The recommended road widening in environmentally-sensitive areas have been removed based on concerns about the impact to wetlands and water quality. The study added recommendations for intersection improvements and roundabouts to address anticipated congestion in these corridors.
2. Executive Summary -- An Executive Summary has been added to the front of the document.
3. Land Use Scenarios -- The land use scenario planning section has been improved with more detailed descriptions of the scenarios, results and recommendations.
4. Recommendations -- The transportation recommendations are more closely tied to deficiencies and divided into short- and long-term recommendations. Also, the report

clearly designates whether they are included in the 2035 Long Range Transportation Plan (2035 LRTP).

Staff will make additional changes to the draft report to correct errors and address concerns from Chatham County staff to produce a final report.

### **Action Item**

**TCC Recommendation:** That the Farrington Road Corridor Study not be updated and released to the public, and a corrected final Study be made available to the public.

Potential Projects for 2010 Economic Stimulus  
STPDA Table - Unfunded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally	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	9. Procuring Construction Services	Total ARRA STPDA	Other Funding	Total Project Funds
<b>TOTAL AVAILABLE</b>			Type date that step was completed or n/a												
<b>CITY OF DURHAM</b>															
E-2921E	Durham	American Tobacco Trail, Phase E											\$1,979,250	\$2,477,000	\$4,456,250
U-4726	Durham - Barbee Road	Barbee Road (Orindo to Pearsontown Elementary) Sidewalk											\$19,600		\$19,600
U-4726	Durham - Fay Street	DATA Sidewalk											\$19,800		\$19,800
X-XXXX	Durham- Geer Street	Geer / Avondale Roundabout											\$570,000		\$570,000
X-XXXX	Durham - Fayetteville Road	Realignment													\$0
U-3804	Durham - Hillandale Drive	Widening											\$3,900,000	\$7,291,000	\$11,191,000
U-4011	Durham - S. Miami Blvd.	Widening											\$2,900,000	\$3,577,000	\$6,477,000
X-XXXX	Durham - Club Blvd.	Traffic Calming													\$0
X-XXXX	Durham - Carver St.	Installation of Traffic Signal at Stadium Drive											\$200,000		\$200,000
X-XXXX	Durham - Broad St.	Installation of Traffic Signal at Perry St.											\$200,000		\$200,000
U-5164	Durham	Resurfacing, multiple locations - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$0		\$0
<i>City of Durham Uncommitted Balance</i>													(\$9,788,650)		
<b>TOWN OF CHAPEL HILL</b>															
U-4726X	Chapel Hill - Bennett Road	Bennett Road (US 15-501 to Smith Level) Sidewalk											\$143,000		\$143,000
U-4726X	Chapel Hill - Estes Drive	Estes Drive Sidewalk near schools													\$0
U-4726X	Chapel Hill - Honeysuckle Road	Honeysuckle Road (Lakeshore to Sedgfield) Sidewalk											\$230,000		\$230,000
U-4726X	Chapel Hill - Estes Drive	Estes Drive (Burlage to Franklin) Sidewalk											\$180,000		\$180,000
U-4726X	Chapel Hill - Roberson Street	Roberson Street at Rosemary Street Sidewalk											\$60,000		\$60,000
U-4726X	Chapel Hill - Franklin Street	Mid-Block Crosswalk Traffic Signal near McDonalds											\$100,000		\$100,000
U-4726X	Chapel Hill	Installation of Pavement Markings											\$50,000		\$50,000
U-4726X	Chapel Hill	Installation of Traffic Calming Devices											\$100,000		\$100,000
U-4726X	Chapel Hill - NC 86	NC 86 Intersection Improvements (Markings, Pedestrian Islands, etc.)											\$3,538,000		\$3,538,000
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$0		\$0
<i>Town of Chapel Hill Uncommitted Balance</i>													(\$4,401,000)		
<b>TOWN OF CARRBORO</b>															
U-4726X	Carrboro	Downtown crosswalks - Pedestrian safety improvements											\$19,000		\$19,000
X-XXXX	Carrboro	Bus shelters - 2 locations											\$36,734		\$36,734
R-5178	Orange	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$0		\$0
<i>Town of Carrboro Uncommitted Balance</i>													(\$55,734)		
<b>TOWN OF HILLSBOROUGH</b>															
R-5178	Orange	Resurfacing, multiple locations											\$0		\$0
<i>Town of Hillsborough Uncommitted Balance</i>													\$0		\$0

Potential Projects for 2010 Economic Stimulus  
STPDA Table - Unfunded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally	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	9. Procuring Construction Services	Total ARRA STPDA	Other Funding	Total Project Funds
		DURHAM COUNTY													
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			\$0		\$0
		<i>Durham County Uncommitted Balance</i>											\$0		
		ORANGE COUNTY													
R-5178	Orange	Resurfacing, multiple locations											\$0		\$0
		<i>Orange County Uncommitted Balance</i>											\$0		
		CHATHAM COUNTY													
X-XXXX	Chatham - US 15-501	Intersection Safety Improvement at Mann's Chapel Road - pork chop islands, crosswalks, pedestrian signals					n/a	n/a	n/a	n/a			\$250,000		\$250,000
R-XXXX	Chatham	Resurfacing, multiple locations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$0		\$0
		<i>Chatham County Uncommitted Balance</i>											(\$250,000)		
		LPA													
U-4727	Various	Data Collection for Planning Activities									ASAP	ASAP	\$799,930		\$799,930
		<i>LPA Uncommitted Balance</i>											(\$799,930)		
		Uncommitted Balance											(\$15,295,314)		

Potential Projects for 2010 Economic Stimulus  
Section 5307/5340 Table - Unfunded - Managed by Transit Agencies

TIP #	Location	Description	Grant filed in TEAM 7/1/2009	Grant approved	Total Federal	Other Funding	Total Project Funds
		<b>TOTAL AVAILABLE</b>					
		<b>DATA</b>					
TT-4911	Durham	Logistical Enhancement - Real Time Bus Arrival/AVL/GPS for all vehicles			\$300,000		\$300,000
TG-4738	Durham	FY 2011 Fixed Route Preventative Maintenance			\$400,000		\$400,000
TR-4931	Durham	FY 2011 Paratransit Preventative Maintenance			\$400,000		\$400,000
TG-4738	Durham	Tow Truck			\$200,000		\$200,000
	Durham	1 Replacement 15-Passenger Van			\$25,000		\$25,000
	Durham	2 Replacement 7-Passenger Vans			\$40,000		\$40,000
TG-4738	Durham	1 Ton Pickup Truck 4x4			\$25,000		\$25,000
TG-4738	Durham	Sedan			\$40,000		\$40,000
TG-4738	Durham	Cargo Van			\$20,000		\$20,000
TT-4911	Durham	Automatic Passenger Counters			\$100,000		\$100,000
TG-4738	Durham	Radios for LTVs			\$35,000		\$35,000
TT-4911	Durham	DR 600 MHZ			\$120,000		\$120,000
TT-4911	Durham	Mobile Data Terminals for Access Vans			\$120,000		\$120,000
TA-4923	Durham	4 Replacement Hybrid Buses			\$2,200,000		\$2,200,000
	Durham	FY 2010 and 2011 Operating Assistance			\$402,500		\$402,500
		<i>DATA Uncommitted Balance</i>			<i>(\$4,427,500)</i>		
		<b>CHT</b>					
TA-4726	Chapel Hill	3 - 40' HD Hybrid Buses (Replacements)			\$1,678,000		\$1,678,000
TA-4726	Chapel Hill	5 - 40' HD Diesel Buses (Replacements)			\$1,755,000		\$1,755,000
TG-4732	Chapel Hill	4 - Support Vehicles (Replacements)			\$116,000		\$116,000
TG-4732	Chapel Hill	Service Truck			\$45,000		\$45,000
TG-4731	Chapel Hill	Preventative Maintenance			\$700,000		\$700,000
TG-4731	Chapel Hill	6 - Portable Hoists & Scaffolds for Articulated Buses			\$115,000		\$115,000
	Chapel Hill	Replace Sealer on Shop Floor			\$120,000		\$120,000
	Chapel Hill	Maintenance Audit			\$100,000		\$100,000
	Chapel Hill	APC Units and System Reporting Upgrade			\$70,000		\$70,000
	Chapel Hill	Bus Cameras			\$150,000		\$150,000
	Chapel Hill	Phone System Upgrade			\$100,000		\$100,000
	Chapel Hill	Computer Technology/Hardware			\$32,000		\$32,000
	Chapel Hill	Radios for Non-Revenue Fleet			\$4,800		\$4,800
	Chapel Hill	Bus Stop Shelters, Lighting and Other Enhancements			\$32,958		\$32,958
	Chapel Hill	FY 2010 and 2011 Operating Assistance			\$65,000		\$65,000
		<i>CHT Uncommitted Balance</i>			<i>(\$5,083,758)</i>		
		<b>TRIANGLE TRANSIT</b>					
TA-4818	Wake, Durham, Ora	2 Replacement Buses			\$550,000		\$550,000
		<i>TT Uncommitted Balance</i>			<i>(\$550,000)</i>		
		Uncommitted Balance			(\$10,061,258)		

March 2, 2010

# **Durham County Transit Plan Joint City-County Committee**

1

## **Today's Agenda**

- History (How we got to where we are)
- Process for developing the County Transit Plans (Wake, Durham, Orange)
- Regional Transit Plan
- Issues

2

## Pre-STAC (2006 and Before)

- Triangle Region Fixed Guideway Plan
- Light rail transit from Durham to Chapel Hill
- Diesel multiple unit (DMU) from Durham to NE Raleigh
- NEPA work completed from Durham (Duke) to NE Raleigh
- Design work on Minimum Operable Segment
- FTA announces in 2006 that project does not meet minimum thresholds for federal funding

3

## Special Transit Advisory Commission (STAC)

- 29 member commission jointly established by DCHC MPO and CAMPO in 2007
- Purpose: Develop a vision for transit in the Triangle  
(long term look at transit needs in the Triangle)

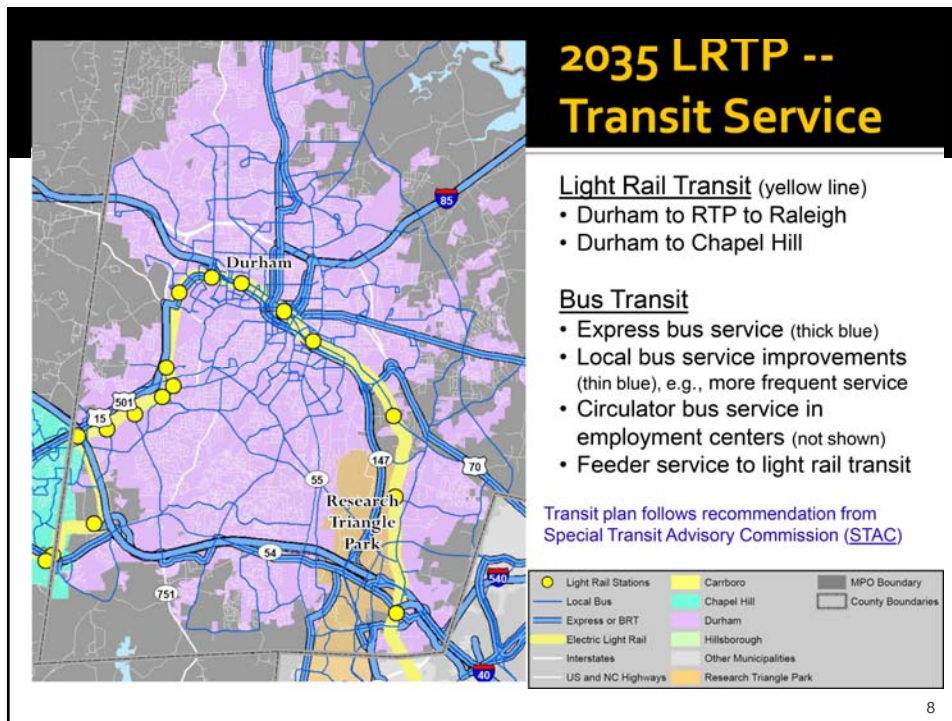
4



## 2040 MPO Long Range Transportation Plans

- Approved June 2009 (single transportation plan for the Triangle approved by DCHC MPO and CAMPO)
- Expanded local and regional bus service (including circulators)
- Light rail from Chapel Hill to Durham to NE Raleigh
- ½ cent sales tax, increase in motor vehicle fees, federal and state funding

7



8

## Transit Funding

- HB 148 (Congestion Relief/Intermodal Transport Fund legislation) approved by General Assembly and signed by the Governor – August 2009
- Authorizes ½ cent sales tax by referendum in Wake, Durham and Orange Counties and ¼ cent sales tax in surrounding counties
- Authorizes \$10 increase in motor vehicle fees (\$7 county, \$3 TTA)
- Requires development of County transit plans

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## Development of County Transit Plans

- Plans must be approved by Board of County Commissioners, MPO, TTA
- Regional Transit Leadership Group established (4 mayors, 3 commission chairs, 2 MPO chairs, TTA chair)
- Discussions begin in Wake, Durham and Orange counties (local elected officials, business groups – chamber and RTA, grass roots – Durham-Orange Friends of Transit, Capital Area Friends of Transit, etc.)

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## Wake County Transit Plan

- Most robust revenue stream
- Multiple local governments with different transit needs
- Wake County Transit Group formed in September 2009  
(Wake County staff, CAMPO staff, TTA staff)

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## Wake County Transit Plan (Continued)

- Elements of Transit Plan
  - Governance/Interlocal Agreement
  - Existing transit baseline
  - Development related factors  
(land use/housing, population projections)
  - Proposed service plan
  - Proposed financial plan
  - Complete by December 31, 2010 (for fall 2011 referendum)

12

## Wake County Transit Plan – Interlocal Agreement

- All municipalities in Wake County would:
  - Agree to local tax sources
  - Agree on transit funding principles
  - Agree on governance
  - Acknowledge that funding will be tied to affordable housing distribution
  - Acknowledge that land use decisions affect transit decisions

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## Wake County Transit Plan – Preliminary Plan

- 187,500 annual hours of additional bus service
- Express/commuter rail (TMC to Clayton)-2018
- Light Rail – Fairgrounds to NE Raleigh-2020  
Fairgrounds to Apex or TMC-2031

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## Orange County Transit Plan - Purpose

- Supports efforts to secure long term stable transit funding
- Supports light rail in the Triangle
- Fits the regional financial model
- Facilitates policy level discussion of transit
- Advances urban public transit in the Triangle
  - Local bus
  - Regional bus
  - Light rail

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## Orange County Transit Plan - Goals

- Support on-going CHT operations
- Provide a funding alternative to property tax
- Introduce new services
  - Expand local services
  - Introduce regional connecting services
- Fit within regional financial model

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## Orange County Transit Plan - Assumptions

- Allocate funds to offset growth of cost
- Sales tax used to support local services  
(local and regional that connect smaller communities)
- Sales tax support for bus service phased from 100% to 50% (3 years)
- Emphasize operating projects or capital local match

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## Orange County Transit Plan - Preliminary

- 34,000 annual hours of additional bus service
- Bus rapid transit (BRT) on Martin Luther King, Jr. Blvd.
- Light rail from UNC Hospital to Leigh Village

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## Durham County Transit Plan

- In the middle
  - Disproportionate share of regional rail system in relative to population/sales tax revenue
  - Financial challenges
  - Affected by actions of neighboring counties

19

## Durham County Transit Plan – Revenue Assumptions

- 1/2 cent sales tax
- \$10 vehicle registration fee
- Regional car rental tax
- 33% federal funding to construct light rail
- 25% state funding to construct light rail

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## **Durham County Transit Plan – Draft June 2009**

- 141,000 annual hours of additional bus service (included 40,000 “rail dividend” hours)
- Light rail from Durham to TMC (RTP) – 2023
- Light rail from Durham to Chapel Hill - 2023

21

## **Durham County Transit Plan – Draft November 2009**

- Light rail from Leigh Village (CH) to TMC (RTP) not financially feasible under revised revenue assumptions
- 105,000 annual hours of additional bus service (includes 40,000 “rail dividend” hours)
- Express rail from Duke to TMC (RTP) – 2019
- Light rail from Alston Avenue to Leigh Village (CH) - 2023

22

## Preliminary Assumptions of Regional Transit Plan

- Bus expansion first with early deployment
- Connect Chapel Hill, Durham, Cary, Raleigh with rail transit
- Build rail investments as early as possible, starting with best performing segments
- Maximize potential federal and state funding
- New transit revenue generated in each county, with some degree of flexibility, is assumed to be spent in that county

23

## Preliminary Assumptions of Regional Transit Plan (continued)

- Assume referendum in fall 2011
- Share benefits of transit equitably throughout the region
- Provide flexibility to modify rail and bus service to respond to future growth patterns
- Coordinate bus and rail services across jurisdictional borders
- Match transit technologies to corridors and markets ("right tool for the job")

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## Preliminary Assumptions of Regional Transit Plan (continued)

- Plans must be financially solvent and bondable
- Revenue assumptions
  - 1/2 cent sales tax
  - \$10 vehicle fee
  - Regional rental car tax
  - 33% federal funding to construct light rail
  - 25% state contribution to light rail construction

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## Elements of the Plan (Preliminary)

**Expanded bus service**



**Light Rail Transit (LRT)**



**Express Rail**

- Amtrak
- HSR
- Commuter



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## Draft Regional Plan Summary



- 113 new buses (286,500 bus hours), with 65% in first two years
- 41 miles of new Commuter Rail service
- 42 miles of new Light Rail service

*All plans are solvent, but have debt service requirements that must be met*

## Planned Rail Investments (Draft)



## Light Rail & Express Rail

- Light rail links neighborhoods for intra-city travel, short trips
- Express Rail links commuters with job centers, pulling two sides of region closer together



## Light Rail vs Express Rail - (Land Use/Development Density)

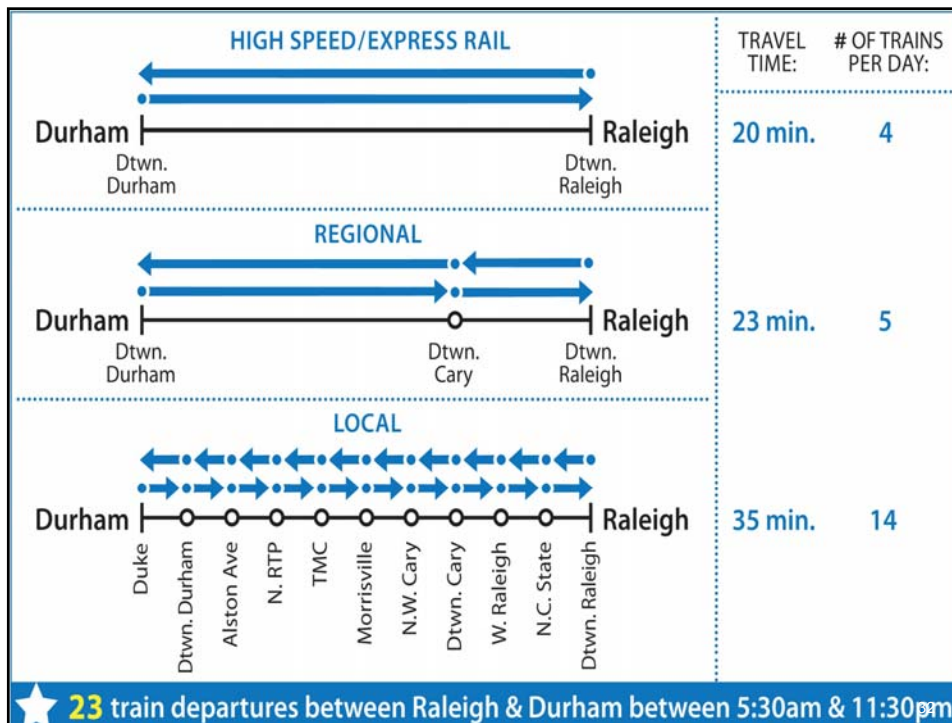
- Appropriate transit service technology to serve projected development/land use
- Trips by travel markets
- Florida TOD design guidelines
- Forecast ridership
- FTA thresholds for light rail transit
- RTP "redevelopment"

## Light Rail vs Express Rail – Travel Time

- Durham to Raleigh – 28 miles
- Station spacing
  - Light rail -  $\leq$  1 mile
  - Express rail -  $>$  2 miles

<u>Technology</u>	<u>Speed</u>	<u>Stations</u>	<u>Travel Time (min)</u>
LRT	55	28	53
Commuter Rail	79	12	35
Piedmont	90	3	22
Hi Speed Rail	90	2	20

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## Light Rail vs Express Rail Cost

- Light rail - \$50M per mile
- Express/commuter rail - \$12M per mile
- Light rail throughout Durham not financially feasible under current revenue assumptions – would require additional revenue
- Impact on bus service expansion
- Recent LRT New Starts generally less than 15 miles (7 to 14)

33

## Durham County Transit Plan-Issues

- Goals for transit in Durham
- Process for developing Durham County Transit Plan (assumptions)
- Public input/involvement of others (business groups, major employers, citizens, DO Transit, universities, RTP, etc.)
- Bus/rail funding mix
- Light rail vs express/commuter rail
- Express/Commuter rail operational responsibilities

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## Durham County Transit Plan-Issues (continued)

- Coordination with Orange and Wake Counties
- Financial responsibility for rail service that crosses county lines
  - TMC to Wake County
  - Leigh Village to Orange County
- Financial responsibility for bus service that crosses county lines
  - Mebane to Durham
  - Chapel Hill to RTP
  - Other

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## Durham County Transit Plan-Issues (continued)

- Use of new revenue sources (sales tax or vehicle registration fee) to offset increase in cost of operating existing bus service
- Financial impact to entities operating bus service as ridership shifts from bus to rail
- Development of recommended bus service improvements
- Schedule for approving the Plan

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## **Durham County Transit Plan-Issues (continued)**

- Timeline for increasing motor vehicle registration fee
- Timeline for authorizing a referendum for a ½ cent sales tax for transit

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## **JOINT MPO TRANSPORTATION FUNDING INITIATIVES TASK FORCE**

### **LEGISLATIVE AGENDA**

The Joint Transportation Funding Initiatives Task Force met on Friday, March 31, 2006 to discuss the region's transportation needs and formulate a unified legislative agenda.

The Capital Area Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 19, 2006.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 12, 2006.

#### **Unified Position on Transportation**

The Joint Transportation Funding Initiatives Task Force, representing the Greater Triangle Region, has identified a unified legislative agenda that is consistent with the State of North Carolina's Blue Ribbon Commission on Transportation Needs.

Based on the funding needs in the Triangle and other funding initiatives in North Carolina, the emphasis items in order of priority are:

- (1) Permanently end the transfer of Highway Trust Fund Revenue (over \$250 million/year) to the North Carolina General Fund.
- (2) Modernize the equity formula to address congestion related needs.
- (3) Create transportation and infrastructure local revenue option authority.
- (4) Ensure that any toll revenue generated in a region stays in that region

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** March 10, 2010

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

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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 25, 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**

- ✓ Approved February 2010. Expansion approved for Orange County. No expansion in Chatham County.

### **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 – March 25, 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 – March 2010

### **MPO Parking Survey and Study (postponed to FY 2011)**

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

**Contract Number:** C200840 **Route:** NC-54  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** R-2904, U-4026  
**Length:** 6.363 miles **Federal Aid Number:** STP-54(5)  
**Resident Engineer:** Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499  
**Location Description:** NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.  
**Type of Work:** WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.  
**Contractor Name:** C C MANGUM COMPANY LLC  
**Contract Amount:** \$35,467,891.08 **Cost Overrun/Underrun:** 6.9%  
**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:** 3.38%  
**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:** 9/3/2010  
**Last Estimate Thru:** 1/31/2010 **Scheduled Progress:** 69.1%  
**Last Estimate Paid:** 2/26/2010 **Actual Progress:** 69.06%

**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:** C202277 **Route:** I-40  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** R-2000AF, R-5164B  
**Length:** 3.56 miles **Federal Aid Number:** STM-540(15)  
**Resident Engineer:** Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499



<p><b>Completion Date:</b> 12/16/2010  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> C202496  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 2.9 miles  <b>Resident Engineer:</b> Chad D. Hinnant  <b>Location Description:</b> 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> MILLING &amp; RESURFACING.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$861,556.72  <b>Availability Date:</b>  <b>Completion Date:</b>  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> -  <b>County:</b> Durham  <b>TIP Number:</b> R-5164C  <b>Federal Aid Number:</b> STM-0015(30)  <b>RE Phone Number:</b> (919)220-4680  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 1/19/2010  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> C202538  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 22.96 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 &amp; 13 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> MILLING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> TRIANGLE GRADING &amp; PAVING, INC  <b>Contract Amount:</b> \$4,474,348.51  <b>Availability Date:</b> 3/15/2010  <b>Completion Date:</b> 12/16/2010  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-751  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 1/19/2010  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

County	WBS #	Route	Location Description	Amount	Status
Orange	B-5191A	Various	Repairs to Bridge expansion joints (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	ARRA- Applied Polymerics, Inc.- to be compl. 5/29/10
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Letting by Town 11/9/09; Sullivan Eastern to be compl. 365 days after NTP
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	<b>ARRA-Letting by Town 1/5/10; WC Construction to be complete 45 days after NTP</b>
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Design by Town, Let by DOT; Plymouth Nursery and Landscaping to be complete by 4/30/12
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	ARRA-Rea Contracting, LLC; Avail. 3/29/10 Compl. 7/16/10
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; Avail. 4/5/10 Compl. 7/30/10
<b>Orange</b>	<b>R-5178B</b>	<b>NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.</b>	<b>Mill, resurface, and replace curband gutter</b>	<b>\$200,000.00</b>	<b>ARRA; Bids to be opened by Division on 3/8/10</b>
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
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	ARRA-See U-4726 DA

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

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
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
<b>County</b>	<b>TIP #</b>	<b>Route</b>	<b>Location Description</b>	<b>TIP Est.</b>	<b>Est. Let Date</b>
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD

**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 <b>requested by</b> <b>Town 2/26/10;</b> 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	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., Napolean, Ohio Avail. 3/1/10 Compl. 9/1/10

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

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
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
<b>County</b>	<b>TIP #</b>	<b>Route</b>	<b>Location Description</b>	<b>TIP Est.</b>	<b>Est. Let Date</b>
Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	12.0 million	March 16, 2010
Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Letting not scheduled
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; <b>Complete, accepted 11/19/09</b>
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. <b>Complete, accepted 6/17/09</b>
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; <b>Complete, accepted on 12/16/09</b>
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 <b>Economic Stimulus Project</b>
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; <b>Economic Stimulus Project</b>
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; <b>Economic Stimulus Project</b>
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