

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

**June 23, 2010
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of May 26, 2010 TCC Meeting Minutes
(Attachment 4)**

A copy of the May 26, 2010 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the May 26, 2010 TCC meeting.

**5. USDOT TIGER II Discretionary Grants
(Attachment 5)**

Felix Nwoko, LPA Staff

DOT is authorized to award \$600 million in TIGER II Discretionary Grants pursuant to Title I (Department of Transportation) of the FY 2010 Appropriations Act (Pub. L. 111-117, Dec. 16, 2009). This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grant”, program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”). Because of the similarity in program structure and objectives, DOT is referring to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as “TIGER II Discretionary Grants”. As with the TIGER program, funds for the TIGER II program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

A fact sheet on the program is provided as Attachment 5. Key elements of the program are:

- Funding awarded on a competitive basis for projects that have a significant impact on the nation, metropolitan area, or a region.
- Pre-application due July 16, 2010
- Application due August 23, 2010

- Eligible projects: highway or bridge (includes bicycle and pedestrian facilities), public transportation, passenger and freight rail, port infrastructure, and intermodal facilities
- Must be \$10M - \$200M in urban areas
- Up to 80% of costs eligible for federal funding – application may be considered more competitive if providing additional matching funds and combining TIGER II funds with other funding sources
- Funding available for obligation through September 30, 2012 (must have completed and approved design, right-of-way, environmental review, etc.)

TCC Action: Discuss the development of a MPO application for the USDOT TIGER II discretionary grant program.

6. Regional Transit Planning - Update

(Attachment 6)

Jonathan Parker, Triangle Transit

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

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. The current schedule is to hold the transit referendum in fall 2011. The county plans must be adopted by the counties and the MPO by spring 2011. The alternatives analysis will be occurring concurrently with the development of the county plans. An update on the status of transit planning will be provided at the meeting. Attachment 6 is a description of the upcoming public involvement meetings for the alternatives analysis.

TCC Action: Receive update on the regional transit planning process.

7. Congestion Mitigation Air Quality Program

(Attachment 7, 7A)

Ellen Beckmann, LPA Staff

NCDOT provided an update on the Congestion Mitigation Air Quality (CMAQ) program (Attachment 7). The DCHC MPO approved projects for FY 2013 through 2017 in August 2009 based on our estimated annual funding of \$2.0M (Attachment 7A). NCDOT had a few minor comments on our applications that LPA staff will be addressing. NCDOT's memo and table indicates that the estimated annual funding for the DCHC MPO has increased to approximately \$3.4M and that they will only be programming CMAQ projects through FY 2015 in the next TIP. NCDOT needs a revised schedule and applications by September 30, 2010.

In addition, NCDOT will be soliciting project proposals for the regional and statewide CMAQ allocations. Regional projects must span two or more non-attainment regions and be administered locally. Statewide projects must be large-scale improvements that NCDOT would administer.

CMAQ applicants were directed to submit revised applications for funding by June 22, 2010. A summary of the revised applications will be provided at the TCC meeting. The TIP Subcommittee will need to meet to review the applications and make a recommendation to the TCC for the July TCC meeting.

TCC Action: Direct the TIP Subcommittee to meet and develop a recommendation for CMAQ funding.

8. Grant Administration & Fiscal Policy Announcement

(No attachments)

Maricia Brown, LPA Staff

Year-end closing announcement:

This is a *very important and vital time* of year for the DCHC-MPO reporting. The deadline for all of our federal grant program reporting is **July 9th, 2010**. The following programs affected:

- 4th quarter UPWP FY10 Reporting (PL & STP-DA)
- Section 5303 Reporting
- JARC (Section 5316)
- New Freedom (Section 5317)
- Paratransit Eligibility (Annual Reporting)

Please be very mindful of this deadline. There are tight deadlines within the LPA's financial closing process; there *isn't* any room for exceptions or delays. Please make sure that all the necessary coversheets/checklists, reports, narratives, electronic files, certifications, supporting documentation & necessary signatures are acquired and submitted timely & accurately.

Your assistance is greatly appreciated. If you foresee any problems or concerns regarding meeting this deadline, please contact Maricia Brown *immediately*. Thanks in advance for all you do in administering these grant programs.

TCC Action: TCC member representatives are asked to please communicate this information to all that are not in attendance today.

REPORTS FROM STAFF:

9. Reports from Staff

(Attachment 9)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

10. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

11. NCDOT Report

(Attachment 11)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

- 12. Article “New Metro Formula: Helping Those Who Help Themselves”
(Attachment 12)**

Adjourn

Next meeting: July 28, 2010

42

PRELIMINARIES:**Adjustments to the Agenda**

44 David Bonk requested an update on the Alternative Analysis process. Jonathan Parker with
45 Triangle Transit will address Mr. Bonks request during agenda item #9, Regional Transit Planning –
46 Update.

Public Comments

48 There were no public comments.

49

ACTION ITEMS:**Approval of April 28, 2010 TCC Meeting Minutes (Attachment 4)**

51 A motion was made by Liz Rooks and seconded by David Bonk to approve the April 28, 2010 TCC
52 Meeting Minutes. The motion carried unanimously.

MPO Policies and Procedures (Attachment 5, 5A, and 5B)

54 Maricia Brown provided an introduction and update on the MPO Policies and Procedures, along
55 with the attachments.

56 Ms. Brown stated the policies were referred to the subcommittee which met on May 14, 2010.
57 There were only a few minor changes which Ms. Brown reviewed with the TCC members. Pierre Osei-
58 Owusu stated the transit agencies had concern over additional paperwork, but now all transit agencies
59 are in agreement. On Policy 2, the transit agencies will decide which personnel are responsible for each
60 task and the MPO will defer to the transit agencies. Mr. Osei-Owusu stated the transit agencies would
61 like a timeline for the reporting and Ms. Brown stated that Harmon Crutchfield needs to advise the
62 transit agencies of the schedule and procedures. Ms. Brown stated additional time for reporting has
63 been built into the policy. On Policy 3, Ellen Beckmann suggested deleting the reference to Attachment
64 1 and three of the bullets on page 2 since they refer to federal funds not covered by this policy, and Ms.
65 Brown wanted to keep the bullets in the policy. Ms. Beckmann stated if kept in, the language needs to

66 be changed to reflect the MPO's position on the selection of projects through the TIP. Mark Ahrendsen
67 stated that because of the history of discussion with NCDOT on this issue we wouldn't want something
68 in writing that conflicts with our position.

69 A motion was made by Pierre Osei-Owusu and seconded by Andy Henry to approve the three
70 policies with the recommended changes. The motion carried unanimously.

71 **NC 54 Corridor Study – Update (Attachment 6)**

72 Mark Ahrendsen and staff provided an update on the NC 54 Corridor Study – Update, along with
73 the attachment.

74 Mark Ahrendsen stated the plan for highway improvements is not complete and needs further
75 development according to the draft report. Andy Henry stated the intermediate recommendation
76 needs more development and the long-term recommended improvements need to be developed. David
77 Bonk stated all the analysis has been out to 2020. Mark Ahrendsen stated there are uncertainties and
78 issues raised by residents. David Bonk stated there are also concerns on the transit side and it needs
79 further development as well. Mark Ahrendsen stated staff felt it would be premature to release the
80 report at this time. Dale McKeel stated the bicycle/pedestrian recommendation also needs further
81 work.

82 Mark Ahrendsen stated a recommendation to the TCC in July and to the TAC in August for
83 release. The work will continue over the summer.

84 **Section 5307 Allocation (No attachments)**

85 Maricia Brown provided an introduction for the Section 5307 Allocation. The transit agencies
86 will meet to discuss the concerns over the formula and to share transit agency data.

87 Ms. Brown stated that the subcommittee's recommendation is to recommend that the TAC
88 approve this allocation so the deadlines are met by June 30. The transit agencies will meet to discuss
89 concerns over the formula soon and will develop a system for sharing transit agency data. Pierre Osei-

90 Owusu stated that sharing information is so the transit agencies can factor changes into their budgets
91 ahead of time so it is not a surprise. Mr. Osei-Owusu stated the transit agency data doesn't become
92 official right away. David Bonk stated staff has asked to revisit the formula before, but as Mr. Osei-
93 Owusu stated there was no resolution so agencies are stuck with the current formula.

94 A motion was made by David Bonk and seconded by Pierre Osei-Owusu to recommend the TAC
95 approve the distribution of Section 5307 funds as attached. The motion carried unanimously.

96 **Congestion Mitigation Air Quality Program (Attachments 8, 8A, and 8B)**

97 Ellen Beckmann provided an update on the Congestion Mitigation Air Quality Program, along
98 with the attachments.

99 After discussion, the subcommittee's recommendation for the revision to the CMAQ program is
100 to fully fund the original requested funds for the 12 approved projects, have the applicants of the 12
101 approved projects to re-evaluate costs and re-submit projects to the LPA, the TIP subcommittee will
102 create a schedule and bring it back to the TCC in July for a TCC recommendation, and the TAC will be
103 asked to approve in August. David Bonk asked if the \$600,000 includes the no longer needed TDM
104 funds and Ellen Beckmann stated yes it does.

105 John Hodges-Copple stated there will be a presentation at the August TCC meeting on the TDM
106 report.

107 **Regional Transit Planning – Update (Attachment 9)**

108 Ellen Beckmann provided an update on the Regional Transit Planning – Update, along with the
109 attachment.

110 Ms. Beckmann stated it will be one regional financial plan that will be approved by the counties
111 and the MPOs – not three individual county plans. Jonathan Parker stated that it allows flexibility for
112 counties to move forward individually. Mark Ahrendsen stated it forces issues to be worked out ahead
113 of time. John Hodges-Copple stated that Wake County is slowing down because they are putting

114 together an interlocal agreement to get the maximum buy-in in the February/March timeframe.
115 Jonathan Parker stated they are pushing back approval to next year in Wake County. Scenarios need to
116 be developed. The first alternative analysis public meeting will be in early July. It will include general
117 corridors that the MPO defined and how we got there. David Bonk stated new corridors could be
118 identified by the public and it is important to answer the public in the context of past planning activities.
119 The public involvement committee has discussed the formation of a technical committee and there may
120 need to be some sub-groups as well.

121 Ellen Beckmann stated a presentation will be presented at the June TAC meeting and URS plans
122 to attend. There will an overview of both the regional financial plan and the alternative analysis.
123 Jonathan stated Triangle Transit will develop a presentation for the TAC meeting on the alternative
124 analysis and the County plans.

125 Ellen Beckmann stated there will be a Durham bus scenario meeting tomorrow from 10 a.m.
126 until 12:00 p.m. It will be to discuss bus scenarios that correspond with rail scenarios in Durham County.

127 **NC Mobility Fund (Attachments 10, 10A, and 10B)**

128 Mark Ahrendsen provided an introduction for the NC Mobility Fund, along with the
129 attachments. There was a Mobility Fund proposed as part of the Governor's budget. However, it has no
130 traction in the legislature right now. There are a lot of pros and cons regarding it. Ellen Beckmann
131 described the fund and some of the provisions and funding sources.

132 Joey Hopkins stated that anything that could help with mobility will help an urban area. A lot of
133 funds have been spent in Division 5 on statewide projects. The legislature would sign-off on the
134 prioritization process. The creation of a mobility funds would at least take some projects out of the
135 competition for equity formula funds. There won't be a change in the equity formula anytime soon.

136 Jonathan Parker asked how cross-modal prioritization would be handled and Joey Hopkins
137 stated all modes of transportation are eligible.

138 John Hodges-Copple asked how this is related to the intermodal fund. Would the creation of
139 this fund make it harder to identify funds for the intermodal fund? Mr. Hodges-Copple suggested
140 directing part of the funds to the intermodal fund.

141 Ellen Beckmann asked what projects do we have that could be eligible, and Mark Ahrendsen
142 stated it should only be big projects that aren't addressed through the equity formula.

143 After further discussion, a motion was made by Andy Henry and seconded by Jonathan Parker to
144 forward the resolution to the TAC for consideration with the following qualification: the fund should
145 only be used for large projects, a percentage of funding should be dedicated to the Intermodal Fund,
146 transit projects must receive equal consideration for the funds, the creation of the fund should not
147 replace the need to revise the equity formula, and MPOs should have a strong role in the development
148 of the prioritization process. The motion carried unanimously. Dale McKeel asked if the Driver Training
149 funding will be affected and Joey Hopkins stated he will check and get back to Mr. McKeel.

150 **REPORTS FROM STAFF:**

151 **Reports from Staff (Attachment 11)**

152 Maricia Brown suggested making updates to the Reports from Staff monthly as there have been
153 some changes which are not reflected.

154 **Report from the Chair**

155 Mark Ahrendsen did not have anything to report.

156 **NCDOT Report (Attachment 13)**

157 Joey Hopkins, NCDOT Division 5, stated the Noise Wall policy is out for comment and comments
158 are due back to NCDOT on June 25, 2010. Mr. Hopkins stated that signage work on NC-147 is taking
159 place.

160 Patrick Wilson stated there is paving in progress on I-85 and I-40. There are lane closures from
161 10 p.m. until 6 a.m. Check the website for lane closures.

162 Ray Magyar wants an earlier notice of closures to alert UNC employees.

163 **INFORMATIONAL ITEMS:**

164 **NCDOT Traffic Noise Abatement Policy (Attachment 14)**

165 The NCDOT Traffic Noise Abatement Policy is attached for review.

166 **Amtrak Mid-Day Schedule (Attachment 15)**

167 The Amtrak Mid-Day Schedule is attached for review.

168 **Draft USDOT Strategic Plan FY 2010-2015 – Executive Summary (Attachment 16)**

169 The Draft USDOT Strategic Plan FY 2010-2015 – Executive Summary is attached for review.

170 **Adjournment**

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

172 adjourned at 11:04 a.m.

TIGER II DISCRETIONARY GRANTS PROGRAM

TIGER II Funding: On Monday, April 26, 2010, the Department of Transportation solicited applications for the TIGER II discretionary grant program, a \$600 million competitive grant program for surface transportation projects. Pre-applications are due on July 16, 2010, and final applications are due on August 23, 2010. The pre-application will include basic information on projects and will be used by DOT to determine eligibility, the presence of the appropriate match and whether NEPA has been initiated.

Funding is available to units of government – including state, tribal and local governments, transit agencies, port authorities, MPOs and multi-jurisdictional entities – for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities.

Individual awards can be \$10-200 million, with up to 80% of project costs eligible for federal funding. \$140 million is reserved for projects in rural areas, where 100% of project costs are eligible for funding and project awards can be as low as \$1 million. No one state can receive more than 25% of program funds.

Up to \$150 million is available to support TIFIA financing, and up to \$35 million is available for transportation planning grants. Applicants may apply for capital grants, TIFIA financing or planning grants, though applicants for capital grants may be awarded TIFIA financing or a planning grant, if it is determined that is the most appropriate award.

Public Comments: The solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER II Discretionary Grants. The Department will take all comments into consideration and may revise the solicitation by May 28, 2010.

HUD Community Challenge Grants: DOT and HUD are requesting comments on a proposal to solicit and evaluate applications for TIGER II transportation planning grants and HUD's \$40 million in Community Challenge Grants jointly. Activities eligible for HUD's grants are corridor or station-area plans, revisions to zoning or building codes and creating or preserving affordable housing for low-income families near transit.

Because the DOT's TIGER II planning funding and HUD's Community Challenge Planning Grant funding is for similar, related purposes DOT and HUD are interested in conducting a multi-agency evaluation and award process. This multi-agency approach is consistent with DOT's and HUD's participation in the "Partnership for Sustainable Communities" to help Americans in all communities – rural, suburban and urban – gain better access to affordable housing, more transportation options, lower transportation costs and a cleaner environment.

Selection Criteria: The Department will give priority to projects that have a significant impact on the following long-term outcomes:

- State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.
- Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

- Safety: Improving the safety of U.S. transportation facilities and systems.

Projects will also be evaluated based on the extent to which they include the following:

- Job Creation & Economic Stimulus: The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.
- Innovation: Priority will be given to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

TIGER Discretionary Grant Process and Awards: DOT received over 1400 applications totaling almost \$60 billion for the \$1.5 billion TIGER Discretionary Grant program created under ARRA. In February, 51 awards were announced for projects ranging from bridge replacements, freight rail corridor improvements, streetcar extensions, and bicycle/pedestrian networks. The largest grant award was \$105 million for a multi-state freight rail project, and the average award size was \$30 million.

DOT expects the TIGER II Discretionary Grant program to be just as competitive, though the total funding available is lower.



TRIANGLE CITIZENS URGED TO PROVIDE FEEDBACK ON FUTURE TRANSIT IMPROVEMENTS AT UPCOMING MEETINGS IN JUNE AND JULY

Research Triangle Park, NC (June 7, 2010) - Triangle citizens will have a chance to provide feedback on future transit improvements.

The upcoming community meetings on the Triangle Regional Transit Program will offer the opportunity for citizens to meet, share ideas and discuss future bus and rail transit.

The meetings follow work by the Special Transit Advisory Commission in 2008 and adoption of the Long Range Transportation Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in 2009. The meetings are part of the federally prescribed Alternatives Analysis, following requirements and procedures of the Federal Transit Administration to support the case for future Federal funding of major capital investments.

The Alternatives Analysis begins with a survey of existing transportation-related conditions, identifies and confirms transportation needs, and defines the goals and objectives against which project alternatives will be evaluated.

Date	Location
Monday, June 28 5:30 p.m. - 8:00 p.m.	Raleigh Raleigh Convention and Conference Center, Room 304 500 S. Salisbury St.
Wednesday, June 30 5:30 p.m. - 8:00 p.m.	Durham Durham Public Library, Auditorium 300 N. Roxboro St.
Tuesday, July 6 5:30 p.m. - 8:00 p.m.	Cary Cary Town Hall, Atrium 316 N. Academy St.
Wednesday, July 7 5:30 p.m. - 8:00 p.m.	Chapel Hill Chapel Hill Town Hall 405 Martin Luther King Jr. Blvd.
Wednesday, July 14 5:30 p.m. - 8:00 p.m.	Knightdale Knightdale Town Hall 950 Steeple Square Ct.
Thursday, July 15 5:30 p.m. - 8:00 p.m.	Apex Halle Center for the Cultural Arts 237 N. Salem St.

(more)





Public input at the meetings this month and in July will be essential to the success of the program. The public is invited to be part of the upcoming open house sessions to learn more about the Triangle Regional Transit Program and provide comments. Program team members and community representatives will be available to answer questions and share the latest information.

Follow-up meetings will be held in September 2010 and February 2011. Additionally, individual meetings, events, a Web site, newsletters, Facebook and Twitter feeds and other means will be utilized to keep citizens and stakeholders informed about the project's status and to provide an opportunity to raise issues or ask questions prior to the study's completion in Spring 2011.

Following the evaluation of the alternatives and the completion of the Alternatives Analysis, it is expected that the Capital Area MPO (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHC) will approve and select projects to proceed to development of a Draft Environmental Impact Statement (DEIS). This study will conduct the detailed analysis and evaluation of environmental impacts and formal public participation process required by the National Environmental Policy Act (NEPA).

Americans with Disabilities Act (ADA) and Participant Information

The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities can be arranged by calling 919-485-7468 at least one week prior to each meeting.

Translation services and a court reporter will also be available at each meeting.

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Triangle Regional Transit Program – P.O. Box 530 – Morrisville, NC 27560





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

March 26, 2010

MEMORANDUM

To: CMAQ Eligible Metropolitan & Rural Planning Organizations

From: Terry C. Arellano, PE *Terry Arellano*

Subject: North Carolina CMAQ Program Update – Effects of Federal Rescission, Interagency Review of Applications for Updated STIP & Revisions to CMAQ Funding Target Allocations

Please note the following important updates concerning the North Carolina CMAQ Program. If you have any questions or require clarification, please contact me by email at tarellano@ncdot.gov.

Effects of Federal-Aid Highway Fund Rescission

On September 30, 2009, the Federal Highway Administration rescinded almost \$250 million of unobligated contract authority from North Carolina, including \$55 million in CMAQ funding. NCDOT has analyzed its cash reserves and obligation authority and determined that this rescission effectively has no impact on the CMAQ projects currently programmed in the 2009 – 2015 State Transportation Improvement Program (STIP). The impact of Congress's decision to restore certain rescinded programs has not been determined. If rescinded CMAQ funds are restored, they will be made available during the next prioritization cycle.

Interagency Review of CMAQ Applications for Updated STIP

All applications for new CMAQ projects submitted through the NCDOT project priority template have been reviewed by the Interagency Review Team (IRT) for CMAQ eligibility. Please see the attachment entitled "Interagency Review Results" for comments received on applications submitted by your MPO/RPO. Please work with the local project sponsor for all affected projects and provide the requested additional information or clarifications to me by email no later than **Monday, May 3, 2010**.

Revisions to CMAQ Funding Target Allocations

In order to align with the overall Departmental focus on managing investment strategies by tier and to better protect North Carolina's CMAQ obligation authority from future Federal rescissions, NCDOT is revising the allocation of CMAQ funding into three broad categories, as follows:

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554



www.ncdot.org

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-733-4705
Fax: 919-733-2417

Statewide - Funds administered by NCDOT that will be allocated to prioritized CMAQ eligible projects in non-attainment and maintenance areas. These are not subject to regional allocations or the allocation formula, but will be subject to MPO approval. This category will account for 35% of the total North Carolina CMAQ apportionment.

Regional – Formerly labeled the “Statewide Projects” portion; locally-administered projects spanning more than one air quality region that can not be considered local projects. Air quality regions are Catawba, Great Smoky Mountains National Park, Metrolina, Rocky Mount, Triad and Triangle. These projects will require endorsement by the affected MPOs/RPOs and will require approval of the MPOs. This category will account for 5% of the total North Carolina CMAQ apportionment.

Sub-Regional – Formerly labeled the “Local Projects” portion; locally-administered projects within eligible counties awarded at the MPO/RPO level from a selection of candidate projects submitted up to the target yearly allocation for the MPO/RPO. This category will account for 60% of the total North Carolina CMAQ apportionment.

The individual target allocations for each MPO/RPO will be based on the distribution formula approved by NCDOT in 2008:

$$\text{Yearly MPO/RPO CMAQ Target Allocation} = \frac{\text{Factored Population for MPO/RPO}}{\text{Total Statewide AQ Area Population}} \times \text{Total Yearly NC CMAQ Allocation}$$

In order to align with the Department’s [5-Year Work Plan](#), the updated STIP will include CMAQ projects for Federal Fiscal Years 2013, 2014 and 2015. The attached table presents target allocations for these years based on anticipated annual obligation authority of \$50,330,000, \$51,550,000 and \$52,460,000, respectively. Eligible projects, with sufficient additional information provided as applicable, will be programmed in these three years up to the noted target allocation for each area.

Please see the attachment entitled “Summary of CMAQ Revised Target Allocations & Requests” for a comparison of your MPO/RPO’s revised target allocation to submitted applications. **If your MPO/RPO did not submit sufficient applications to fully utilize the funding target for 2013 – 2015**, you may submit additional applications up to your indicated funding target. All additional applications must be submitted on the NCDOT CMAQ application (attached) and include all required supplemental documentation (including a full description that details how the emissions reductions were calculated) and documentation of MPO/RPO support. Additional applications should be submitted by the MPO/RPO in digital format no later than **Monday, May 3, 2010** to the following email address: CMAQ_Application@ncdot.gov. These applications will be submitted for Interagency Review during the month of May and projects deemed eligible will be submitted for programming in the Draft STIP prior to the MPO/RPO Review Sessions. **Due to this tight timeframe, NCDOT will only consider complete applications; all incomplete applications will be returned to the MPO/RPO.** Please note that any target allocation funds not programmed by final adoption of the STIP will revert to the Statewide funding pool.

If your MPO/RPO submitted applications in excess of the funding target for 2013 -2015, please provide me direction as to which projects to program no later than **Monday, May 3, 2010**. If no direction is provided by this deadline, projects will be programmed based on the priority assigned in application submittal period up to the available funding target.

Please note that programming in the STIP is not a funding guarantee – until a local agreement is executed for a particular project and funding is authorized by FHWA, funds are not guaranteed.

Attachments

cc: NCDOT Division Engineers
Mike Bruff, PE, Transportation Planning Branch
Al Avant, PE, TIP Development Unit

Summary of CMAQ Revised Target Allocations & Requests

Tier	Split	2013 Target	2014 Target	2015 Target	Target Total	New Requests	Difference	Required Action
Statewide ¹	35.00%	\$ 17,615,500.00	\$ 18,042,500.00	\$ 18,361,000.00	\$ 54,019,000.00			NA
Regional ²	5.00%	\$ 2,516,500.00	\$ 2,577,500.00	\$ 2,623,000.00	\$ 7,717,000.00	\$ 7,021,905.00		NA
Sub-Regional ³	60.00%	\$ 30,198,000.00	\$ 30,930,000.00	\$ 31,476,000.00	\$ 92,604,000.00			
Burlington-Graham MPO	0.24%	\$ 95,255.00	\$ 97,564.00	\$ 99,286.00	\$ 292,105.00	\$ 287,322.00	\$ 4,783.00	No action required since requested additional amount available is less than the required project minimum threshold of \$100,000. However, additional funding may be added to existing new requests to fully utilize available funding
Cabarrus-Rowan MPO	6.48%	\$ 2,610,927.00	\$ 2,674,216.00	\$ 2,721,423.00	\$ 8,006,566.00	\$ 7,741,296.00	\$ 265,270.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
CAMPO	19.19%	\$ 7,726,926.00	\$ 7,914,227.00	\$ 8,053,935.00	\$ 23,695,088.00	\$ 25,727,650.00	\$ (2,032,562.00)	MPO/RPO submitted applications in excess of the funding target for 2013 -2015 and must provide NCDOT direction as to which projects to program or revise funding amounts accordingly
DCHC MPO	8.38%	\$ 3,375,661.00	\$ 3,457,487.00	\$ 3,518,521.00	\$ 10,351,669.00	\$ 10,221,850.00	\$ 129,819.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Gaston MPO	4.21%	\$ 1,695,555.00	\$ 1,736,655.00	\$ 1,767,312.00	\$ 5,199,522.00	\$ 3,994,863.00	\$ 1,204,659.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Greensboro MPO	8.65%	\$ 3,482,310.00	\$ 3,566,721.00	\$ 3,629,684.00	\$ 10,678,715.00	\$ 8,125,276.00	\$ 2,553,439.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Hickory MPO	3.21%	\$ 1,543,819.00	\$ 1,581,242.00	\$ 1,347,646.00	\$ 4,472,707.00	\$ 3,780,178.00	\$ 692,529.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
High Point MPO	3.94%	\$ 1,584,541.00	\$ 1,622,950.00	\$ 1,913,109.00	\$ 5,120,600.00	\$ 209,088.00	\$ 4,911,512.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Kerr Tarr RPO	2.05%	\$ 824,619.00	\$ 844,608.00	\$ 859,517.00	\$ 2,528,744.00	\$ 160,000.00	\$ 2,368,744.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Lake Norman RPO	3.08%	\$ 1,241,254.00	\$ 1,271,342.00	\$ 1,293,785.00	\$ 3,806,381.00	\$ 2,080,648.00	\$ 1,725,733.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Land of Sky RPO	0.21%	\$ 167,082.00	\$ 171,132.00	\$ 174,154.00	\$ 512,368.00	\$ 590,407.00	\$ (78,039.00)	MPO/RPO submitted applications in excess of the funding target for 2013 -2015 and must provide NCDOT direction as to which projects to program or revise funding amounts accordingly
Mecklenburg Union MPO	23.29%	\$ 9,376,634.00	\$ 9,603,924.00	\$ 9,773,460.00	\$ 28,754,018.00	\$ 1,678,000.00	\$ 27,076,018.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
NW Piedmont RPO	0.79%	\$ 316,307.00	\$ 323,974.00	\$ 329,693.00	\$ 969,974.00	\$ -	\$ 969,974.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Piedmont Triad RPO ⁴	2.20%	\$ 885,060.00	\$ 906,514.00	\$ 922,516.00	\$ 2,714,090.00	\$ 2,101,600.00	\$ 612,490.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Rocky Mount MPO	1.75%	\$ 703,528.00	\$ 720,582.00	\$ 733,302.00	\$ 2,157,412.00	\$ -	\$ 2,157,412.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Rocky River RPO	0.48%	\$ 194,209.00	\$ 198,917.00	\$ 202,428.00	\$ 595,554.00	\$ -	\$ 595,554.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Southwestern RPO	0.21%	See LOSRPO	See LOSRPO	See LOSRPO	See LOSRPO	See LOSRPO		See LOSRPO
Triangle RPO	0.71%	\$ 284,862.00	\$ 291,767.00	\$ 296,918.00	\$ 873,547.00	\$ 120,000.00	\$ 753,547.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Unifour RPO	0.62%	See HMPO	See HMPO	See HMPO	See HPMO	See HMPO		See HMPO
Upper Coastal Plain RPO	2.94%	\$ 1,185,132.00	\$ 1,213,860.00	\$ 1,235,288.00	\$ 3,634,280.00	\$ -	\$ 3,634,280.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
Winston-Salem MPO	7.38%	\$ 2,970,319.00	\$ 3,042,320.00	\$ 3,096,025.00	\$ 9,108,664.00	\$ 7,675,000.00	\$ 1,433,664.00	MPO/RPO did not submit applications to fully utilize the funding target for 2013 – 2015 and may submit additional applications up to specified funding target allocation and/or request additional funding to existing new request to fully utilize available funding
TOTAL	100.00%	\$50,330,000	\$51,550,000	\$52,460,000	\$ 154,340,000.00	\$ 81,980,110.00		

Notes

- 1 - **Statewide** - Funds administered by NCDOT that will be allocated to prioritized CMAQ eligible projects in non-attainment and maintenance areas. These are not subject to regional allocations or the allocation formula, but will be subject to MPO approval.
- 2 - **Regional** - Formerly labeled the "Statewide Projects" portion; locally-administered projects spanning more than one air quality region that can not be considered local projects; will require endorsement by affected MPOs/RPOs and approval of the MPOs.
- 3 - **Sub-Regional** - Formerly labeled the "Local Projects" portion; locally-administered projects within eligible counties awarded at the MPO/RPO level from a selection of candidate projects submitted up to the target yearly allocation for the MPO/RPO.
- 4 - **New Requests** amount does not reflect Proposal PT-6, which was deemed ineligible by IRT review

From: [Arellano, Terry C](#)
To: [Bob Harkrader](#); "[burlmpo](#)"; [Phil Conrad](#); ([campo-staff@ci.raleigh.nc.us](#)); [Nwoko, Felix](#); [Beckmann, Ellen](#); [Hanna Cockburn](#); [Graham, Hank](#); [Meyer, Tyler](#); [John Tippett](#); "DAVID HYDER"; [Mike Ciriello](#); [Bjorn Hansen](#); [Carrie Runser-Turner](#); [Bill Eaker](#); [Cook, Robert \(Planning\)](#); [Marc Allred](#); [Bob League](#); [Dana Stoogenke](#); [Ryan Sherby](#); [pblack@tjco.org](#); [John Marshall](#); [Daniel Van Liere](#); [Greg Errett](#)
Cc: [Bruff, Michael S](#); [Thomas, Dan](#); [Schmidt, Derry A](#)
Subject: Re: CMAQ Updates
Date: Tuesday, March 30, 2010 2:02:04 PM
Attachments: [CMAQ Application Rev7_30mar10.doc](#)
Importance: High

Good afternoon,

Despite the original distribution glitch, I hope that everyone has had a chance to review and absorb the CMAQ update that was recently sent out. Again, if you have questions or need clarification, you are welcome to contact me by email or telephone. I have received a few questions and will be responding directly to those in short order.

The purpose of this email is to let you know that NCDOT has reconsidered the May 3, 2010 deadline cited in the CMAQ update letter (dated March 26, 2010) for submitting applications to utilize target allocation balances within your MPO or RPO. Realizing that several areas have a substantial balance, we have moved the deadline out to allow more time to work with your local partners and develop complete application packages. Therefore, please note the following:

If your MPO/RPO did not submit sufficient applications to fully utilize the funding target identified in the "Summary of CMAQ Revised Target Allocations" (dated March 26, 2010) that was sent out previously and wishes to submit additional applications, these applications must be submitted to NCDOT no later than **Thursday, September 30, 2010**. As specified earlier, all applications must be submitted on the attached NCDOT CMAQ application and must include all required supplemental documentation, including a full description detailing how the emissions reductions were calculated and documentation of MPO/RPO support. All applications should be submitted to the following email address: CMAQ_Application@ncdot.gov. Please note that NCDOT will only consider complete applications; all incomplete applications will be returned to the MPO/RPO.

In addition, NCDOT is also accepting applications for Regional CMAQ projects. These projects would span two or more non-attainment regions, would be administered locally and would require a local match, just like the Sub-Regional projects. These projects require endorsement from the appropriate MPO/RPOs and applications must be submitted via the above email address no later than **Thursday, September 30, 2010**.

NCDOT will also identify a list of Statewide projects based on the prioritization process and other identified needs. It is envisioned that these projects would consist of large-scale improvements such as major signal system improvements, major intercity rail or transit projects, etc. Statewide projects will be administered by NCDOT and NCDOT will provide all or part of the match, depending on the type of project and its location. Statewide projects will typically be large projects and will not be subject to the regional allocation formula. The list of Statewide projects will be finalized as part of the STIP development process. If you have ideas for these types of projects, please contact me as soon as possible via telephone or email, so that we can discuss your ideas and approach the

appropriate NCDOT personnel to ascertain interest in developing an application.

Finally, I hope that this is the last update email that I have to send. Thanks for your patience!

Have a nice afternoon,

~terry

Terry C. Arellano, PE
Systems Planning Group Supervisor
NCDOT Transportation Planning Branch
919-715-5482 X 393

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

**RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR
QUALITY (CMAQ) PROJECT PROPOSALS FOR FY 2013-2017**

August 12, 2009

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Durham County, Orange County, and northeastern Chatham County are in a maintenance area for ozone and Durham County is in a maintenance area for carbon monoxide pollution; and

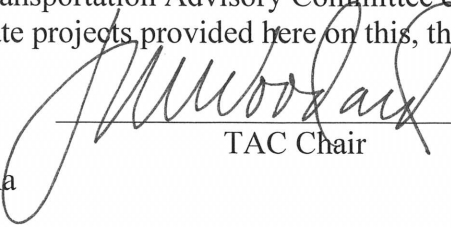
WHEREAS, the DCHC MPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will amend its Metropolitan Transportation Improvement Program to include these projects; and

WHEREAS, these projects are included in the DCHC MPO's 2035 Long Range Transportation Plan; and

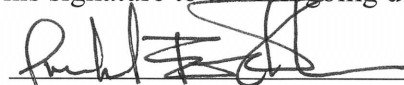
BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 12th day of August, 2009.



TAC Chair

STATE of: North Carolina
COUNTY of Durham

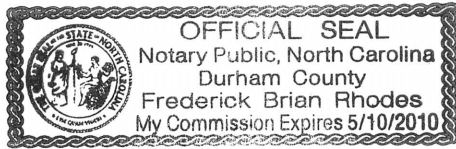
I, FREDERICK BRIAN RHODES, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.



Notary Public

(Seal)

My commission expires 5/10/10



TCC Recommendation for DCHC MPO CMAQ FY 2013-2017 Project Applications

Rank	Applicant	Project	Project Cost		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Unfunded	FY 2013-2017 DCHC MPO CMAQ Funding	Annual Emissions Reductions (kg/year)	Cost/annual total kg reduction	
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,253,663 21%	Local** \$ 5,063,281 46%	State \$ 3,612,903 33%	implemente \$ 382,929	implemente \$ 385,275	implemente \$ 457,502	implemente \$ 505,402	implemente \$ 522,555	\$ -	\$ 2,253,663	CO 105,763 VOC 4,286 NOx 3,549	\$ 20
2	DATA	Operating Assistance for New Fixed Route	Federal \$ 1,949,756 80%	Local \$ 487,439 20%		operation \$ 951,100	operation \$ 998,655				\$ -	\$ 1,949,756	CO 17,618 VOC 829 NOx (126)	\$ 106
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal \$ 445,000 53%	Local \$ 395,000 47%		constructioi \$ 222,500					\$ 222,500	\$ 222,500	CO 3,673 VOC 167 NOx 138	\$ 112
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal \$ 724,620 80%	Local \$ 181,155 20%		ROW \$ 16,648	constructioi \$ 707,972				\$ -	\$ 724,620	CO 4,533 VOC 211 NOx 158	\$ 148
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal \$ 269,842 80%	Local \$ 66,853 20%			constructioi \$ 269,842				\$ -	\$ 269,842	CO 1,082 VOC 50 NOx 38	\$ 231
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal \$ 945,762 80%	Local \$ 236,440 20%			ROW \$ 165,795	constructioi \$ 779,966			\$ -	\$ 945,761	CO 2,639 VOC 123 NOx 92	\$ 331
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal \$ 583,443 80%	Local \$ 145,861 20%				capital \$ 583,443			\$ -	\$ 583,443	CO 789 VOC 82 NOx 289	\$ 503
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal \$ 240,000 80%	Local \$ 60,010 20%				PE \$ 24,000	constructioi \$ 206,400	implemente \$ 9,600	\$ -	\$ 240,000	CO 321 VOC 14 NOx 11	\$ 694
9	Durham	Sidewalks and Bike Lanes on Hope Valley Road (1.14 miles)	Federal \$ 1,108,542 80%	Local \$ 277,135 20%					PE \$ 106,965	constructioi \$ 1,001,577	\$ -	\$ 1,108,542	CO 1,022 VOC 48 NOx 36	\$ 1,002
10	Durham	Sidewalks on Cameron Avenue (1.66 miles)	Federal \$ 777,924 80%	Local \$ 194,481 20%						constructioi \$ 777,924	\$ -	\$ 777,924	CO 601 VOC 28 NOx 21	\$ 1,197
11	Durham	Sidewalks on Alston Avenue (1.4 miles)	Federal \$ 923,785 80%	Local \$ 230,946 20%						constructioi \$ 803,294	constructioi \$ 120,471	\$ 803,294	CO 661 VOC 31 NOx 23	\$ 1,292
12	Hillsborough	Riverwalk, Phase II	Federal \$ 496,000 80%	Local \$ 124,000 20%					PE \$ 40,000	PE \$ -	\$ 222,500	CO 30	\$ 15,500	
								ROW \$ 182,500	ROW \$ 163,100	constructioi \$ 110,400		VOC 1 NOx 1		
13	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal \$ 2,674,114 80%	Local \$ 668,528 20%						capital \$ 2,674,114	\$ -	\$ -	CO 218 VOC 95 NOx 1,392	\$ 1,568
14	Chapel Hill	Replacement of Two 40' Deisel Buses with Hybrid 60' Buses	Federal \$ 1,653,088 80%	Local \$ 413,272 20%						capital \$ 1,653,088	\$ -	\$ -	CO 105 VOC (0) NOx 133	\$ 6,948
			Total Federal \$ 15,045,539			total \$ 2,281,149	total \$ 1,819,567	total \$ 2,051,311	total \$ 2,401,468	total \$ 1,548,349	total \$ 4,943,673	\$ 10,101,845		
			Available \$ 10,101,845			available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369		\$ 10,101,845		
			Difference \$ (4,943,694)			difference \$ (260,780)	difference \$ 200,802	difference \$ (30,942)	difference \$ (381,099)	difference \$ 472,020		\$ 0		

*CMAQ request for DCHC MPO only; TJ COG is also requesting \$2,794,184 of CAMPO CMAQ federal funds

**Service Provider Matching Funds

Durham	\$ 5,492,801	70%
Orange	\$ 2,132,881	27%
Chatham	\$ 222,500	3%
Regional	\$ 2,253,663	

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 9, 2010

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

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

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

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

Comprehensive Transportation Plan (CTP)

- Draft CTP – October 2009
- 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 – May 11, 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 – June 2010
- Weighting and Expansion – June 2010
- Analysis/Draft Report – June 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 – June 2010
- Hands-on Training – July 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
- ✓ Development of improved Model Choice model – Jan 2010
- Revision and revalidation of Destination choice models – June 2010
- Prepare and implement new TransCAD routines to implement new models – June 2010
- Documentation, User’s manual, and training – July 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 (with Comprehensive Transportation Plan in late 2009 or early 2010)

- 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 and April 27, 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
- ✓ Resubmit to TAZ – June 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: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$35,467,891.08 **Cost Overrun/Underrun:** 6.03%
Availability Date: 2/5/2007 **Letting Date:** 12/19/2006
Completion Date: 11/1/2009 **Work Began:** 2/19/2007
Revised Completion Date: 12/28/2009 **Estimated Completion:** 6/30/2010
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 5/11/2010 **Actual Progress:** 99.33%

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:** 4.05%
Availability Date: 10/1/2007 **Letting Date:** 8/21/2007
Completion Date: 8/1/2010 **Work Began:** 10/1/2007
Revised Completion Date: 8/3/2010 **Estimated Completion:** 8/3/2010
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 80.1%
Last Estimate Paid: 5/18/2010 **Actual Progress:** 74.95%

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
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:** 0%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 8/15/2011
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 9%
Last Estimate Paid: 5/12/2010 **Actual Progress:** 14.98%

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>Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540.</p> <p>Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$7,577,355.48 Cost Overrun/Underrun: 0%</p> <p>Availability Date: 3/1/2010 Letting Date: 1/19/2010</p> <p>Completion Date: 12/31/2010 Work Began: 4/1/2010</p> <p>Revised Completion Date: Estimated Completion: 12/31/2010</p> <p>Last Estimate Thru: 5/7/2010 Scheduled Progress: 15.46%</p> <p>Last Estimate Paid: 5/14/2010 Actual Progress: 4.93%</p>
<p>Contract Number: C202405 Route: NC-55</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: U-5143</p> <p>Length: 0.2 miles Federal Aid Number: STM-0055(42)</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55.</p> <p>Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$176,802.75 Cost Overrun/Underrun: 21.38%</p> <p>Availability Date: 8/3/2009 Letting Date: 7/7/2009</p> <p>Completion Date: 10/30/2009 Work Began: 8/3/2009</p> <p>Revised Completion Date: Estimated Completion: 5/1/2010</p> <p>Last Estimate Thru: 4/7/2010 Scheduled Progress: 100%</p> <p>Last Estimate Paid: 4/26/2010 Actual Progress: 90.16%</p>
<p>Contract Number: C202408 Route: US-501</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: </p> <p>Length: 18.15 miles Federal Aid Number: </p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$2,694,654.51 Cost Overrun/Underrun: 5.99%</p> <p>Availability Date: 10/5/2009 Letting Date: 8/18/2009</p> <p>Completion Date: 6/11/2010 Work Began: 4/5/2010</p> <p>Revised Completion Date: Estimated Completion: 6/11/2010</p> <p>Last Estimate Thru: 5/15/2010 Scheduled Progress: 72%</p> <p>Last Estimate Paid: 5/27/2010 Actual Progress: 56.09%</p>
<p>Contract Number: C202493 Route: I-85</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: R-5164A</p> <p>Length: 9.6 miles Federal Aid Number: STM-085-4(114)171</p> <p>Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914</p> <p>Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147.</p> <p>Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS.</p> <p>Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p>Contract Amount: \$6,088,736.11 Cost Overrun/Underrun: </p> <p>Availability Date: 3/15/2010 Letting Date: 1/19/2010</p> <p>Completion Date: 12/16/2010 Work Began: </p> <p>Revised Completion Date: Estimated Completion: </p> <p>Last Estimate Thru: Scheduled Progress: </p> <p>Last Estimate Paid: Actual Progress: </p>
<p>Contract Number: C202496 Route: US-15501</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: R-5164C</p> <p>Length: 2.9 miles Federal Aid Number: STM-0015(30)</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: MILLING & RESURFACING.</p> <p>Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p>Contract Amount: \$861,556.72 Cost Overrun/Underrun: </p> <p>Availability Date: Letting Date: 1/19/2010</p> <p>Completion Date: Work Began: </p>

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	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)	See U-4726 JA
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; est. compl. 11/1/10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement to Town for execution 3/9/10; Const. FY '10-'11
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction	\$3.028 million	S.T. Wooten Corp. - FA patching compl.; work began 5/13/10; compl. by 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. began work 3/8/10= 17.66% compl.
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napoleon, Ohio - night work began 4/19/10; grinding began 5/3/10; 2.88% compl.
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	\$8.60 million	C.C. Mangum Co., LLC; pre-con 6/7/10 ; will begin work 7/12/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11
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	Roadway design compl.; signal design underway; Plans to R/W 4/27/10- 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 pending; Const. FY '10-'11; flasher has been installed by separate project
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
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. 16, 2011

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 Polymeric, Inc.- compl. 1/28/10; invoice pending
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern began work 3/12/10; Invoice #1 reimbursed 5/18/10
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction -Pre-con. conf. 4/9/10- work underway
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =planting compl.; warranty period underway
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; Night work- =50.56% compl.- est. compl. 6/11/10
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.; Pre-con. conf. 3/31/10- work scheduled 6/1/10
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curband gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving- work has not begun
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= 17.96% compl.
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =5.72% compl.- additional contractor forces have been employed after meeting with NCDOT
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co. ;Pre-con. conf. 2/8/10- work has begun

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-Centurion Construction Co; Pre-con. conf. 2/8/10- began work 3/22/10
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction began clearing and grubbing work 2/22/10; sidewalk const. underway; approval for bridge design pending revisions
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International =75% compl.-all WCR to be installed per NCDOT Std.- will be compl. after U-4726 IC is compl.
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt ; signs installed but no work underway
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International; work began 2/16/10- est. compl. 6/14/10
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- Holmes Contracting - Supplemental construction agreement to be paid by Town; Final insp. held 4/30/10; Final 5/27/10
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.began 3/1/10; drainage work underway; processed Inv. #1 5/28/10

County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD
Orange	U-3306 34913.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS	MAP
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	S.T. Wooten Corp began work on 3/16/10 and is currently at 14.6% complete; Scheduled completion date is 4/30/10; Claim pending, probable time extension. Economic Stimulus Project	
Chatham	8CR.20191.1 2	8 sections of secondary roads	Contract resurfacing	\$2,600,000.00	\$2,641,575.45	Awarded to Riley Paving, Inc.; Available 11/30/09; Scheduled completion 8/13/10	
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00	\$584,478.20	Sanford Contractors, Inc began work on 4/19/10; Currently at 9.2% complete; Scheduled completion date is 8/13/10; Economic Stimulus Project	
Chatham	36268 U-4726FA & 45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities (sidewalk) & Streetscaping/Landscaping	U-4726FA PE: \$22,000.00 Const: \$198,000.00 ER-5100HA PE: \$2,525.00 Const: \$22,730.00	\$144,614.00	Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Awarded to White Oak Construction Corp; Availability Date is 1/5/10; Scheduled completion is 6/15/10; Economic Stimulus Project; Complete, accepted 4/30/10	
Chatham	33710.3.1 B-4459	NC 42	Structure replacement of #56 over Buckhorn Creek and approaches	PE: \$76,000.00 ROW: \$55,000.00 CONST: \$1,600,000.00		Letting scheduled for 6/15/10	Map
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; Anticipated letting in June 2010	

New Metro Formula: Helping Those Who Help Themselves

MARK MURO AND ROB PUENTES / JUN 05 2010

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The federal transportation finance system is broken and will be short on cash for the for a long time.

Some regions—like the growing Phoenix, Salt Lake, Las Vegas, and Denver metropolitan areas—have meanwhile achieved transformation viability through unusual self-help (although they still face massive challenges).

Is there a deal to be done? Perhaps there is.

Check out, for example, the intriguing concept for a new federal-metro partnership in transportation finance being shopped around by the Maricopa Association of Governments (MAG) in Arizona.

Challenged by needs yet pessimistic about the likelihood of new federal funding, MAG would have the federal government and large metropolitan areas work a trade in which Washington would provide new incentives in the form of increased and direct funding to metropolitan planning organizations (MPOs) and new flexibilities in exchange for those regions' continued contribution of substantial regional funding to the creation of the national transportation system. Along those lines, what MAG calls a “new partnership” between Washington and its most creative regions might enable new progress in addressing the nation's gargantuan transportation challenges.

In short, MAG is suggesting that the federal government help those who are helping themselves and so help them to address the nation's pressing infrastructure needs.

At minimum, it's an idea worth considering at a time when the nation needs to get more investment into the system despite brutal fiscal constraints.

Increasingly, after all, metropolitan areas around the country are acting on their own in the absence of federal leadership in envisioning, designing, and financing a true 21st century transportation system in America.

Most dramatically, as MAG writes in its recent concept paper, large western metropolitan areas are taxing themselves and dedicating substantial local money to what is in effect the nation's transportation system, effectively contributing to the construction of the nation's critical infrastructure grid and adding capacity to the national system that allows freight to move from the Western ports and gateways to eastern destinations.

In metropolitan Phoenix, for example, voters in Maricopa County approved Proposition 400 in 2004 which extended a half-cent sales tax for regional transportation for another 20 years. That bit of local effort will generate over \$ 11 billion over time to expand regional transit service (including the expansion of the region's new light rail system). But it will also dedicate billions for freeway upgrades, additional lanes, and improved interchanges, including substantial improvements to the interstates including I-10 and I-17.

In the Las Vegas area, Clark County taxpayers have poured some \$1.3 billion into construction of the Bruce Woodbury Beltway, a 53-mile freeway that will be added to the interstate system.

Other major metro areas like Denver, Salt Lake, and Los Angeles have gone to their voters for approval of ballot initiatives to fund a mix of light rail lines, highway projects, commuter rail and corridor preservation. A coalition of business and civic leaders in the Dallas Metroplex, for that matter, is pushing state legislature to give metros in Texas the authority to do the same.

In short, the big metros of the West and Intermountain West—like others across the country—are laboring hard to keep up with system maintenance, enhancement, and expansion needs even along clearly “national” corridors on which they are investing substantial local resources.

Shouldn't they be rewarded for that? Yes they should.

Which is where MAG's “new partnership” idea comes in.

Through the “new partnership” MAG would have the federal government reward large metropolitan areas that have secured long-term and substantial regional funding sources approved for a minimum of 20 years and that equal at least 50 percent of the annual federal transportation funding received by the region. As to the incentives, a possible menu of options might include: increased federal funding commensurate with the regional funding; more direct funding to MPOs; more flexible “mode neutral funding;” more streamlined planning processes; more direct reporting to federal agencies; and reduced bureaucracy.

Can it work? Clearly there are many details to work out and vet in the MAG scheme.

Legitimate questions can be raised, for one thing, about whether the “new partnership” would lead to new reliance on sales tax funding sources that are at once regressive and susceptible to volatility.

Moreover, a critical element of any new federal-metro partnership should be enhanced accountability and adherence to national performance goals.

But surely MAG’s creative thinking is a smart attempt to work out a new and cooperative way forward that would reward those metros that are already dedicating scarce local resources to national priorities while enticing more to do the same.

As we keep saying, while federal and state governments need to “lead where they must” with adequate investment and reform on critical priorities, metropolitan leaders should not wait for the federal and state governments to act—and they should be rewarded when they do.

So we say: Let the pilot experiments begin!

Mark Muro is a fellow at the Brookings Institution and the policy director of the Metropolitan Policy Program there. Rob Puentes is a senior fellow there and the director of the program’s Metropolitan Infrastructure Initiative.