

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

**May 26, 2010
9:00 a.m.**

**Transportation Conference Room
4th floor Durham City Hall**

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

ACTION ITEMS

**4. Approval of April 28, 2010 TCC Meeting Minutes
(Attachment 4)**

A copy of the April 28, 2010 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the April 28, 2010 TCC meeting.

**5. MPO Policies and Procedures
(Attachment 5, 5A, 5B)
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). At the April 28th TCC meeting, it was recommended that the TCC Subcommittee hold a meeting to resolve issues specifically related to each policy. The subcommittee convened on Friday, May 14th, 2010 and recommended the following:

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.

- Subcommittee recommendation – Approve final draft with suggest changes in **red**.

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.

- Subcommittee recommendation – Approve final draft with suggest changes in **red**.

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, and project selection, eligibility requirements, funding proposal process, project approval process, programming, project tracking, obligation & expenditure monitoring.

- Subcommittee recommendation – Approve final draft.

TCC Action: Recommend TAC approve Policy #1, #2 & #3 with recommended changes.

6. NC 54 Corridor Study - Update

(Attachment 6)

Leta Huntsinger, LPA Staff

The DCHC MPO has initiated the NC 54 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. The third public workshop was held on May 11, 2010, at 5pm at the Friday Center. Current documents are posted on the study website <http://www.nc54-i40corridorstudy.com/>. A proposed review and approval process schedule is included as Attachment 6.

TCC Action: Recommend that the TAC receive the executive summary and table of contents and authorize staff to release the draft report for local government review according to the schedule.

7. Section 5307 Allocation

(No attachments)

Maricia Brown, LPA Staff

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's allocation was released by FTA in May. The MPO transit operators are meeting to develop a recommended distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) will need to be approved by the TAC. Once the allocation has been approved by the TAC, the transit operators will be able to seek reimbursement for their expenses from the current fiscal year.

TCC Action: Recommend that the TAC approve the allocation of Section 5307 funds.

8. Congestion Mitigation Air Quality Program

(Attachment 8, 8A, 8B)

Ellen Beckmann, LPA Staff

NCDOT has provided an update on the Congestion Mitigation Air Quality (CMAQ) program (Attachment 8). The DCHC MPO approved projects for FY 2013 through 2017 in August 2009 based on our estimated annual funding of \$2.0M (Attachment 8A). 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.

The TCC TIP Subcommittee met on May 17, 2010, to discuss the sub-regional, regional, and statewide CMAQ process. Meeting notes with the subcommittee's recommendations is included as Attachment 8B.

TCC Action: Receive report from subcommittee.

9. Regional Transit Planning - Update

(Attachment 9)

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. The TCC Transit Subcommittee met on May 17, 2010, to discuss regional transit planning. Notes from this meeting are provided as Attachment 9.

TCC Action: Discuss schedule for the development and approval of the Durham and Orange County transit plans.

10. NC Mobility Fund

(Attachment 10, 10A, 10B)

Ellen Beckmann, LPA Staff

Governor Beverly Perdue has proposed the creation of a Mobility Fund as part of the 2010 state budget. NCDOT has produced a fact sheet on the fund (Attachment 10). The NC Metro Mayors Coalition has passed a resolution in support of the fund and has asked its members to consider passing a similar resolution (Attachment 10A). An email with supplemental materials on the Mobility Fund from NCDOT is provided as Attachment 10B.

TCC Action: Recommend that the TAC adopt a resolution in support of the Mobility Fund.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

14. NCDOT Traffic Noise Abatement Policy

(Attachment 14)

15. Amtrak Mid-Day Schedule

(Attachment 15)

16. Draft USDOT Strategic Plan FY 2010-2015 – Executive Summary

(Attachment 16)

Adjourn

Next meeting: June 23, 2010

41 Mark Ahrendsen, TCC Chair, called the meeting to order at 9:06 a.m. The Alternate Voting
42 Members were identified and are indicated above.

43 **PRELIMINARIES:**

44 **Adjustments to the Agenda**

45 There were no adjustments to the agenda.

46 **Public Comments**

47 There were no public comments.

48 **ACTION ITEMS:**

49 **Approval of March 24, 2010 TCC Meeting Minutes (Attachment 4)**

50 Andy Henry stated that line 128 should read "David Bonk stated the Chapel Hill-Carrboro Long
51 Range Transit Plan needs to be presented to the TCC in April and then to the TAC in May" and line 143
52 should read "Patrick McDonough stated that Triangle Transit has hired URS Corporation and other
53 consultants and there are two timelines; August 2011 for a New Starts report and a November 2011
54 referendum."

55 A motion was made by David Bonk and seconded by John Hodges-Copple to approve the March
56 24, 2010 TCC Meeting Minutes with the amendments noted above. The motion carried unanimously.

57 **FY 2010-2011 Unified Planning Work Program (Attachment 5 electronic copies only)**

58 Maricia Brown provided an update on the FY 2010-2011 Unified Planning Work Program. The
59 UPWP is scheduled to be approved at the next TAC meeting. The table between pages 120 and 121 will
60 be removed. There were no major changes only minor edits. Chapel Hill's project has been added to all
61 the tables.

62 After discussion, a motion was made by Felix Nwoko and seconded by David Bonk to
63 recommend that the TAC approve the final FY 2010-2011 UPWP. The motion carried unanimously.

64 **MPO Policies and Procedures (Attachments 6, 6A, 6B, and 6C)**

65 Maricia Brown provided an introduction for the MPO Policies and Procedures, along with the
66 attachments.

67 Ms. Brown stated that all three policies were developed to improve our monitoring of sub-
68 recipients. Ms. Brown also stated that Policy #1 will not require a CPA. Attachment 6C is the policy
69 review comments.

70 Patrick McDonough expressed concern over more work for their staff as they are already subject
71 to oversight by FTA. Maricia Brown stated there would be no extra work as the audit report is already
72 required. Felix Nwoko stated this was developed in response to our audit findings. Pierre Osei-Owusu
73 suggested tabling the issue until the Grant Administrators for the transit services can attend. Maricia
74 Brown stated because of the audit findings, we had to provide a reason why we weren't doing this and
75 show that we are fixing the problem. Felix Nwoko stated if this is something the transit providers are
76 already doing, then what is the problem. This is the purpose of the UPWP. Pierre Osei-Owusu stated it
77 is another layer of oversight that is not necessary. Patrick McDonough stated Triangle Transit doesn't
78 object to oversight; it is the way the oversight is proposed. Felix Nwoko stated a subcommittee meeting
79 needs to be set up to discuss this issue. Mark Ahrendsen stated that the policies need to be approved at
80 the June TAC meeting before the end of the fiscal year.

81 After discussion, a motion was made by Andy Henry and seconded by Patrick McDonough to
82 table the issue until the May 26, 2010 TCC meeting and have a subcommittee meeting. The motion
83 carried unanimously.

84 **Congestion Mitigation Air Quality (Attachments 7, 7A, 7b, and 7C)**

85 Ellen Beckmann provided an introduction for the Congestion Mitigation Air Quality, along with
86 the attachments. The deadline is September 30, 2010.

87 After a discussion on the funding, a motion was made by David Bonk and seconded by Andy
88 Henry to refer this item to the TIP Subcommittee for a recommendation at the June meeting. John

89 Hodges-Copple wants to hear from NCDOT how the three categories were developed and how it was
90 determined how much of the funds go to each category. He is concerned because the MPO's weren't
91 involved. Felix Nwoko stated that Mike Bruff explained this issue at a NCAMPO meeting last week. Mr.
92 Nwoko suggested having Terry at the next TCC meeting. Mark Ahrendsen stated we will ask for
93 clarification on the statewide and regional funding. The motion carried unanimously.

94 A motion was made by Felix Nwoko and seconded by Joey Hopkins to approve attachment 7C,
95 resolution to request the transfer of FY 2010 Congestion Mitigation Air Quality (CMAQ) and Surface
96 Transportation Program – Direct Attributable (STPDA) funds from FHWA to FTA for the DCHC MPO. The
97 motion carried unanimously.

98 **Job Access and Reverse Commute and New Freedom Program (Attachments, 8, 8A, and 8B)**

99 Maricia Brown provided an introduction and review for the Job Access and Reverse Commute
100 and New Freedom Program, along with the attachments. The Chapel Hill Mobility Management project
101 may be eligible for eighty percent federal funding, but was only approved for fifty percent. Funding
102 could be provided from the Orange Public Transit project which has been delayed. After discussion,
103 Brian Litchfield stated that he wants to follow-up with Orange Public Transit before a decision is made.

104 David Bonk wants a narrative showing the project status along with the funding and Felix Nwoko
105 stated interns are working on the narrative.

106 **Chapel Hill Long Range Transit Plan (Attachment 9)**

107 David Bonk provided an introduction and review for the Chapel Hill Long Range Transit Plan,
108 along with the attachment. David Bonk stated that the plan is under review and suggested not bringing
109 it to the TAC until after staff has addressed comments.

110 Mark Ahrendsen stated the Chapel Hill Long Range Transit Plan will be taken to the TAC in the
111 August/September timeframe.

112 **Regional Transit Planning – Update (Attachment 10)**

113 Ellen Beckmann provided an introduction and review for the Regional Transit Planning – Update,
114 along with the attachment.

115 Karen Lincoln stated they will be providing a presentation to the Board of County
116 Commissioners on May 13, 2010.

117 Patrick McDonough stated the CAMPO/Wake County draft plan is scheduled for the first week
118 of July and will go out for public review in late fall 2010. Orange County has a proposal for bus transit
119 being developed. Durham County is not as advanced. There are cross-county services being proposed.
120 There are a lot of uncertainties with rail and bus scenarios in Durham County. John Hodges-Copple
121 expressed concern over the development of the rail scenarios across the three counties and the
122 coordination of the timing of the development of the county transit plans.

123 After discussion, it was decided this item would be sent to the Transit subcommittee to review
124 the scenarios and involve outside stakeholders.

125 **Surface Transportation Program – Direct Attributable – Update (Attachments 11 and 11A)**

126 Ellen Beckmann provided an introduction and update for the Surface Transportation Program –
127 Direct Attributable – Update, along with the attachments. The staff recommendation is to delay a call
128 for projects for STP-DA.

129 **REPORTS FROM STAFF:**

130 **Reports from Staff (Attachment 12)**

131 Felix Nwoko introduced KoSok Chae the LPA's newest staff member. Mr. Chae will be working
132 on the Congestion Management System and technical studies.

133 Dale McKeel introduced Meg Scully who is the new Durham County Mobility Manager and will
134 be a TCC member.

135 Karen Lincoln stated that Orange County has received their bicycle maps and they are available.

136 Jeff Brubaker stated the Town of Carrboro had their public hearing last night on the Smith Level
137 Road. About fifty people attended and there were about 15-20 comments which staff will be working
138 with NCDOT on regarding the design.

139 **Report from the Chair**

140 Mark Ahrendsen did not have anything to report.

141 **NCDOT Report (Attachment 14)**

142 Patrick Wilson, NCDOT Division 7, did not have any additional comments. The report is attached
143 for review.

144 Joey Hopkins, NCDOT Division 5, stated the report is attached for review. Joey Hopkins stated
145 he has heard both May and June for a release date for the draft TIP.

146 **Adjournment**

147 There being no further business before the Technical Coordinating Committee, the meeting
148 adjourned at 11:38 a.m.

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 use external audit reports and findings to determine timing and frequency of visits annually.** 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.

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- 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 sub-recipient monitoring procedures.

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 to 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 45 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 30 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:

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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. *If there is a delay in FTA full-funding authorization, flexibility will be given will ample notification given to the appropriate LPA staff administering the grant. "Ample notification" is defined as written notification given at least 14 days prior to the deadlines. (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 6th 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 11th 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 31st 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"). Four (4) 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.
 - 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.

NC 54 Blueprint Review and Approval Process
 Draft – May 13, 2010

Date	Activity	Resource
June 9	TAC receives Executive Summary and Table of Contents. Staff requests TAC to authorize release of the draft report for review based on the schedule outlined below.	RPG
June 14 – 25	Draft report reviewed by Staff/Technical Steering Committee	Steering Committee
June 25	Comments provided to RPG	RPG
June 21	Executive Summary and Table of Contents presented to Chapel Hill Town Council. Staff requests Town Council to authorize release of the draft report for review by advisory boards.	Chapel Hill Staff
June 28 – July 9	Draft report received and modified by RPG to reflect staff comments.	RPG
July 12	Draft report available for review. Draft report provided to Chapel Hill advisory boards for review and comment. Draft report provided to NCDOT for review and comment by NCDOT managers as appropriate.	MPO
August	Draft report presented to JCCPC, Durham BPAC for review and comment. Draft report provided to Durham Planning Commission for review and comment (no presentation or public hearing).	
September	Comment on the draft report provided at the Chapel Hill Public Forum. Chapel Hill brings in UNC to review and comment on draft report. Chapel Hill Council approves comments on draft. Draft report with advisory board comments provided to Durham County Board of Commissioners at a work session for review and comment. Durham City Council receives the draft report at a work session with advisory board comments for comment. The draft report presented to the DURCHO group for review and comment.	
October	RPG revises the draft report to incorporate comments and recommended changes (2 weeks). TCC receives the final draft report and forwards to TAC.	RPG
November	TAC receives final draft report to forward to local agencies for approval. Durham Planning Commission holds public hearing on final draft report.	MPO
December	Durham City Council, Durham Board of County Commissioners, and Town of Chapel Hill review and approve the final draft report.	
January, 2011	TCC approval of final report	
February, 2011	TAC approval of final report	

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



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@tjcog.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

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**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

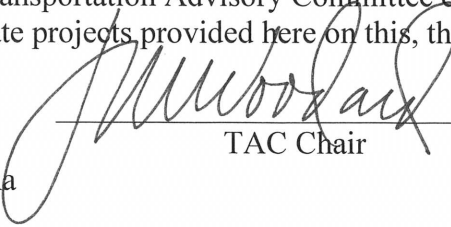
WHEREAS, the DCHC MPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

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

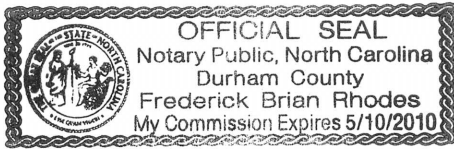
I, FREDERICK BRIAN RHODES, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.



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	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	CO 1 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	

TCC TIP/CMAQ Subcommittee Meeting Notes

Durham City Hall, Transportation Conference Room

May 17, 2010, 8:30am

1. Congestion Mitigation Air Quality (CMAQ) FY 2013-2015 Call for Projects

- Sub-regional Tier Projects – 60% (was 80% previously)
 - DCHC MPO allocation \$10,351,669 over FY 2013-2015
 - 14 applications originally submitted, TAC approved funding in August 2009
 - 9 fully funded
 - 3 partially funded – Cary, Hillsborough, Durham (Alston)
 - 2 unfunded – CHT, DATA
 - Subcommittee Recommendation:
 - Fully fund 12 previously approved projects.
 - Leaves approximately \$661,291 unassigned.
 - All applicants should reassess project costs and submit any requests for additional funding to the LPA by the end of June. Also, applicants should evaluate their ability to meet the accelerated project schedules.
 - July TCC recommendation
 - August TAC approval
 - Applications due to NCDOT September 30, 2010.
- Regional Tier Projects – 5% (was 20% previously)
 - Involve multiple air quality non-attainment areas
 - Locally managed
 - Project ideas:
 - Clean Air Carolina clean diesel campaign for off-road equipment
 - R.J. Corman Railpower clean diesel locomotives
 - Bus service between the Triad and Triangle
 - NC Solar Center
 - Submit applications to NCDOT by September 30, 2010.
 - TCC/TAC consideration of endorsement of applications August TCC/September TAC
- Statewide Tier Projects – 35% (new funding category)
 - Large-scale improvements submitted as TIP projects
 - Managed by NCDOT
 - Project ideas:
 - Multi-modal complete streets projects that span jurisdictions
 - Erwin Road
 - Ephesus Church Road
 - Implementation of NC 54 Corridor Study
 - Intersection/congestion projects
 - Multi-modal improvements
 - High speed rail projects not funded through ARRA – considered, but there are other funding sources available for high speed rail and the NCDOT rail division may be too busy with ARRA projects to take on additional projects at this time.
 - Provide NCDOT recommendations for projects ASAP
 - May be too late for inclusion in draft STIP. Could be considered in final STIP.

TCC Transit Subcommittee Meeting Notes

Transportation Conference Room

May 17, 2010, 9:15am

1. Relationship of County Transit Plans to Alternatives Analysis
 - a. Timing of the development of the plans
 - b. Coordination with Wake County plan
 - c. Status of financial plans
 - d. Development of rail scenarios
 - e. Planning for expanded bus service in Durham County and Orange County
 - i. When to develop detailed bus services that correspond with rail services
 - ii. How many scenarios of bus services should be developed
 - iii. Cross-county services
 - iv. How to solicit public input on bus services

2. Public involvement activities/opportunities
 - a. Schedule
 - b. Responsibilities

3. Schedule for development and MPO review and approval of County Transit Plans
 - a. Updates to TCC/TAC on county plans and TAC approval
 - b. Updates to BOCCs and approval
 - c. Updates to other organizations as needed

The Subcommittee identified the following needs/questions:

- FAQ on transit legislation needed. Email Patrick questions by Wednesday. He will work with Damien to answer questions. May be able to be discussed at the Regional Transit Leadership Group meeting on 5/28.
- John Hodges-Copple will be following up with Tim Maloney in Wake County on their process – how they are developing their county plan, what will be in the inter-local agreement, what rail scenarios they will be using.
- Make sure it is clarified at every meeting what exactly is within the scope of the alternatives analysis and what is within the scope of the county transit plans. County transit plans are intended to implement the 2035 LRTP.
- Triangle Transit/URS need to clarify the date that the rail scenarios will be defined for the alternatives analysis
- Bus scenarios should be in development now and complete by March 2011. Bus scenarios do not need to be precise for the purposes of the alternatives analysis modeling.
 - Meeting with TTA, DATA, Durham County, City of Durham, MPO staff to discuss development of bus scenarios needed soon.
- Include an update to TCC/TAC on transit planning at every meeting. Report from subcommittee will be on the May TCC agenda.



N.C. MOBILITY FUND

New source of transportation funding:

- Generates new dollars to fund projects of statewide significance
- Funds will not be subject to Equity Formula

Necessary because:

- Critical congestion issues impact the entire state (economy and jobs)
- Equity funding formula creates a disincentive to address statewide needs

Best example:

- Yadkin River Bridge/I-85 widening project
- Number one mobility project for North Carolina
- Cost for entire project — over \$300 million
- Equity Formula impact to nearby communities would be too great

Variety of projects will qualify: Highway, Rail, Aviation, Ports, Ferry, Transit

Funding phased in over three years — goal to reach about \$300 million annually

Funding Source	FY2011	FY2012	FY2013
DMV fee increases	\$73 M	\$73 M	\$73 M
GF transfer from HTF	22	72	72
GF transfer from HF	0	0	18
Rental Car sales from GF	0	25	50
HUT net trade elimination	0	65	80
TOTAL	\$95 M	\$235 M	\$293 M

Benefits communities of all sizes:

- Congestion projects that benefit entire state will not be a financial burden on neighboring communities
- Interstate maintenance — \$30 million per year
- Municipal Powell Bill — 6.5% of Mobility Fund builds to \$20 million per year (distributed based on lane miles)
- Statewide mobility projects
 - Initially pay-as-you-go
 - Up to \$250 million per year
 - More dollars with possible use of leverage

How projects will be selected:

- Yadkin River Bridge/I-85 widening project (2nd half of project) will be first — ranked #1 mobility project in STIP prioritization
- New prioritization model will be developed in collaboration with local governments, stakeholders, general public

	Vehicle Registration Fee		Highway Use/Sales Tax		Driving Record		Driver License Per Year
	Range	Average	Rate	Notes	Regular	Certified	
North Carolina	\$ 28.00	\$ 28.00	3.00%	Trade-in allowed*	\$ 8.00	\$ 11.00	\$ 4.00
Virginia	38.75 to 43.75	41.25	3.00%	No Trade-in allowed, \$35 Min	8.00		4.00
Tennessee	34.00 to 54.00	44.00	7.00%	No Trade-in allowed	5.00		3.50
South Carolina	24.00	24.00	6.00%	No Trade-in allowed, \$300 Max	6.00		2.50
Georgia	20.00	20.00	4.00%	No Trade-in allowed	8.00		4.00
Florida	19.50 to 44.00	31.75	6.00%	No Trade-in allowed	8.00	10.00	8.00
Texas	45.80 to 78.80	62.30	6.25%	Trade-in allowed	7.00	10.00	4.00

* Effective rate approximately 2.6% if no Trade-in allowed

Last Updated: 5/2010

DRAFT: RESOLUTION FOR CREATION OF NORTH CAROLINA MOBILITY FUND

WHEREAS, enhanced mobility across North Carolina's transportation network is a major factor impacting economic growth and job creation; and

WHEREAS, addressing critical mobility and congestion issues across the state is dependent on all modes of transportation; and

WHEREAS, projects enhancing statewide or regional mobility should not be a financial burden on neighboring communities; and

WHEREAS, North Carolina needs a program to fund mobility projects of statewide and regional significance to address critical congestion bottlenecks and improve the state's logistics capabilities; and

WHEREAS, Governor Perdue has called for in her budget the creation of a fund to address transportation projects of statewide and regional significance.

NOW, THEREFORE, BE IT RESOLVED:

That the state should create a North Carolina Mobility Fund available for statewide logistics and congestion mitigation needs, including highway, rail, aviation, ports, ferry and transit projects.

Adopted, this XX by XX.

From: Trogdon, James H [mailto:jhtrogdon@ncdot.gov]
Sent: Thursday, May 20, 2010 12:42 PM

Board of Transportation Members;

I need your help!!!! The Senate did not remain firm on their commitment to the Governor to run the Mobility Fund legislation in this years budget. Now the House Members are proposing to "cobble" together some funds to get started on Yadkin River Bridge and not remain firm on their initial pledge.

The Governor strongly supports the NC Mobility Fund as proposed as the solution and would like all our assistance in calling and endorsing this concept. WE NEED YOU TO CALL YOUR LEGISLATIVE MEMBERS particularly HOUSE MEMBERS and voice your support, as well as other local elected officials to include municipal and county officials who would be willing to provide support. House members will be making final decisions by Tuesday May 25th, so we need as much effort as possible before this date.

Frequently voiced concerns with the existing proposal:

1. We do not want to vote for fees during this legislative session due to upcoming general elections.
(Answer: The legislature passed over 1.5 Billion in tax increases last year, 7 dollar increase in user fees to improve mobility, provide better access to jobs and commerce, reduce congestion, provide greater access for 53 foot truck network, improve travel time, reduce bottlenecks across the state is a strong defensible position and one that the 21st Century Transportation Committee Recommended in 2008.

2. This is a short session, why create another fund to solve the problem of the Yadkin River Bridge.
(Answer: Do we want to continue to address symptoms and emergencies across the state, or can we join together and truly solve longstanding problems? YRB is a symptom of a long standing problem. The NC Mobility Fund is a new solution to a problem that for too long has gone ignored in our state)

I have attached several briefing sheets. It is critical that we accomplish (1) Establishment of NC Mobility Fund, (2) start transfer elimination, and (3) generate enough additional fees above transfer elimination to fund YRB. We must accomplish these three goals this session. We have heard a lot of discussion about next year and what we can do if we wait. I have been with NCDOT almost 19 years and 3 years with NC General Assembly. Next year will never come. If we do not as a state have the backbone to support what is obviously a win-win scenario for all who use transportation, and start phasing in the funds, this year, to support this effort, then we will never have the backbone to accomplish these clear and obvious objectives. Transportation is critical to sustaining our economy, and if that is not obvious in this economic environment, then we will never be able to convince our legislative members of that fact.

I would appreciate anything you can do to assist in this critical effort.

Warmest regards,

Jim Trogdon

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NC Mobility Fund Talking Points

- Current funding for large, statewide and some regional projects is inadequate to develop regional transportation systems. The equity formula also creates a disincentive to address major statewide or regional project needs.
- The Mobility Fund will generate new dollars for projects of statewide or regional significance to address mobility shortcomings and improve the state's logistics and economic development capabilities.
- The funds generated will first go to Phase II of the Yadkin River Bridge project, which is critical for passenger and freight movement from one end of the state to the other. Phase II is estimated to cost about \$120M.
- The Mobility Fund will generate revenue for mobility and economic development projects in all geographic areas of the state – **rural and urban** – and on all sizes of projects.
- As the Yadkin River Bridge project is being built, DOT will work with stakeholders such as the RPOs, MPOs, and local governments to develop the selection process for determining which projects qualify as Mobility Fund projects. DOT will share this process with the General Assembly before being authorized to spend money in the Fund on projects beyond YRB.
- Types of projects include: improving outdated interchanges; widening roadways to relieve interstate bottlenecks; improving access to state ports, freight hubs, and military bases; using technology to improve travel times along congested roadways (e.g. signal coordination).
- Projects supported by the Mobility Fund will be funded OUTSIDE the equity formula. This will prevent a large regional project from stopping work on other important transportation projects within a funding region.
- The Mobility Fund will enhance mobility across NC's transportation network and support economic growth and job creation.
- Addressing critical mobility and congestion issues across the state is dependent on all modes of transportation, including roads, rail, aviation, ports, ferry and transit projects.

North Carolina Mobility Fund

Frequently Asked Questions

Why do we need the Mobility Fund?

Poor connectivity and logistical bottlenecks are impacting the economic competitiveness of communities throughout North Carolina. Across all transportation modes – including highway and bridge, aviation, transit, rail and port projects – there are needs of statewide and regional significance that enhance the movement of people and freight, but currently place an unrealistic funding burden on regional transportation plans.

Why do we need a new fund?

With all of its merits, the Equity Formula creates a disincentive to address statewide or regional needs. The Mobility Fund addresses this problem, creating a stable source of revenue for projects of statewide or regional significance.

How will projects for the Mobility Fund be selected?

The Governor's proposal requires that a new open and transparent prioritization model be created and developed in collaboration with local governments, stakeholders and the public. As the Yadkin River Bridge/I-85 widening project is constructed, no other projects will be funded until the prioritization model is complete and the Board of Transportation and the General Assembly approve it and authorize the Department to proceed.

What factors are included in the prioritization process?

While all of the factors and restrictions have not been determined, the overriding factor will be a cost/benefit analysis. This analysis will continue the Governor's mission to remove politics from the project selection process and allow for fair and transparent decision making.

Will this help rural areas?

Yes! The Department understands that North Carolina's rural areas have great mobility needs and will ensure that the Mobility Fund is used to relieve logistical bottlenecks, enhance the movement of freight and improve connectivity in those areas. Removing large projects of statewide or regional significance from a region's transportation plans will free up traditional transportation dollars to address other critical needs.

How will this benefit smaller projects?

The cost/benefit analysis means that smaller projects – those that benefit fewer people but cost less – should score well, making them just as likely to receive funding as larger ones.

Where will the new revenue come from?

The Governor and the General Assembly are exploring various mixtures of DMV fee increases, changes to the Highway Use Tax and reductions to transfers from the Highway Trust Fund and Highway Fund to the General Fund.

PART XXI. DEPARTMENT OF TRANSPORTATION

MOBILITY FUND ESTABLISHED

SECTION 21.1.(a) Chapter 136 of the General Statutes is amended by adding a new Article to read:

"Article 14A.

"North Carolina Mobility Fund.

"§136-181.1. Creation of the North Carolina Mobility Fund within the Highway Trust Fund.

(a) A special account designated as the North Carolina Mobility Fund is hereby created within the North Carolina Highway Trust Fund within the State treasury, to which certain Highway Use Tax proceeds and certain registration fees shall be deposited. This account shall be held separate and apart from funds deposited to the Highway Trust Fund pursuant to G.S. 136-176(a). The amounts deposited to the North Carolina Mobility Fund shall be deposited, applied, and used as provided in this Article, notwithstanding any provision of Article 14 to the contrary. Notwithstanding any other provision of law, the provisions of G.S. 136-17.2A shall not apply to the application of the North Carolina Mobility Fund.

(b) Amounts deposited in the North Carolina Mobility Fund are to be appropriated as follows:

- (1) There shall be appropriated an amount equal to six and one-half percent (6 ½%) of the amount collected annually to be used for distribution in accordance with G.S.136-41.1.
- (2) There shall be appropriated to the Department of Transportation the sum of thirty million dollars (\$30,000,000) annually to be used for interstate route maintenance and preservation.
- (3) Of the funds remaining in the account, the Department of Transportation shall fund transportation projects to relieve congestion and enhance mobility.
- (4) The Department may issue debt-financing instruments to finance highway projects using North Carolina Mobility Fund fee revenue equal to the amount allocated in this section to expedite the delivery of strategic congestion and mobility projects. These bonds shall be issued by the State Treasurer on behalf of the Department and shall be issued pursuant to an order adopted by the Council of State under G.S. 159-88. The State Treasurer shall develop and adopt appropriate debt instruments, consistent with the terms of the State and Local Government Revenue Bond Act, Article 5 of Chapter 159 of the General Statutes, for use under this subdivision. Notes issued under the provisions of this subdivision may not be deemed to constitute a debt or liability of the State or of any political subdivision thereof, or a pledge of the full faith and credit of the State or of any political subdivision thereof, but shall be payable solely from the funds and revenues pledged therefor. All the notes shall contain on their face a statement to the effect that the State of North Carolina shall not be obligated to pay the principal or the interest on the notes, except from the North Carolina Mobility Fund fee revenues as shall be provided by the documents governing the revenue note issuance, and that neither the faith and credit nor the taxing power of the State of North Carolina or any of its political subdivisions is pledged to the payment of the principal or interest on the notes. The issuance of notes under this section shall not directly or indirectly or contingently obligate the State or any of its political subdivisions to levy or to pledge any form of taxation whatever or to make any appropriation for their payment.

General Assembly of North Carolina**Session 2009**

1 (c) The initial project funded from this North Carolina Mobility Fund shall be the
 2 widening and improvement of Interstate 85 north of the Yadkin River Bridge.

3 (d) Projects to relieve congestion and enhance mobility which are funded pursuant to
 4 subdivision (b)(3) of this section shall be selected by the Department using a selection process.
 5 By January 1, 2012, the Department shall develop a project criteria and selection process
 6 through stakeholder and public involvement that shall include, but not be limited to, the North
 7 Carolina Association of Municipal Planning Organizations, the North Carolina Association of
 8 Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina
 9 Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and
 10 the North Carolina Council of Regional Governments. The Department shall report quarterly to
 11 the Governor and the General Assembly on its progress and present a final report prior to
 12 approval by the Board of Transportation."

13 **SECTION 21.1.(b)** The provisions of Chapter 692, section 8.4 of the 1989 Session
 14 Laws, as amended by Chapter 590, section 7 of the 1995 Session Laws, and as further amended
 15 by Session Laws 1999-380, section 3, regarding the repeal of the Highway Trust Fund upon the
 16 occurrence of the events described therein shall not apply to the North Carolina Mobility Fund
 17 created hereunder or the deposit of funds thereto. Nothing contained in this section shall
 18 otherwise restrict or prohibit the General Assembly from repealing any provision hereof.

19 **SECTION 21.1.(c)** G.S. 105-187.3(a) reads as rewritten:

20 "(a) Amount. – The rate of the use tax imposed by this Article is three percent (3%) of
 21 the retail value of a motor vehicle for which a certificate of title is issued. The tax is payable as
 22 provided in G.S. 105-187.4. The maximum tax is ~~one thousand dollars (\$1,000)~~ one thousand
 23 five hundred dollars (\$1,500) for each certificate of title issued for a Class A or Class B motor
 24 vehicle that is a commercial motor vehicle, as defined in G.S. 20-4.01. The maximum tax is
 25 one thousand five hundred dollars (\$1,500) for each certificate of title issued for a recreational
 26 vehicle that is not subject to the ~~one thousand dollar (\$1,000)~~ one thousand five hundred dollars
 27 (\$1,500) maximum tax."

28 **SECTION 21.1.(d)** G.S. 105-187.3(b) reads as rewritten:

29 "(b) Retail Value. – The retail value of a motor vehicle for which a certificate of title is
 30 issued because of a sale of the motor vehicle by a retailer is the sales price of the motor vehicle,
 31 including all accessories attached to the vehicle when it is delivered to the ~~purchaser, less the~~
 32 ~~amount of any allowance given by the retailer for a motor vehicle taken in trade as a full or~~
 33 ~~partial payment for the purchased motor vehicle.~~ purchaser. The retail value of a motor vehicle
 34 for which a certificate of title is issued because of a sale of the motor vehicle by a seller who is
 35 not a retailer is the market value of the ~~vehicle, less the amount of any allowance given by the~~
 36 ~~seller for a motor vehicle taken in trade as a full or partial payment for the purchased motor~~
 37 ~~vehicle.~~ vehicle. A transaction in which two parties exchange motor vehicles is considered a
 38 sale regardless of whether either party gives additional consideration as part of the transaction.
 39 The retail value of a motor vehicle for which a certificate of title is issued because of a reason
 40 other than the sale of the motor vehicle is the market value of the vehicle. The market value of
 41 a vehicle is presumed to be the value of the vehicle set in a schedule of values adopted by the
 42 Commissioner."

43 **SECTION 21.1.(e)** G.S. 105-187.6(c) is repealed.

44 **SECTION 21.1.(f)** G.S. 105-187.9(a) reads as rewritten:

45 "(a) Distribution. – ~~Taxes~~ Unless subsection (a1) of this section requires a different
 46 disposition, all taxes collected under this Article ~~at the rate of eight percent (8%)~~ shall be
 47 credited to ~~the General Fund. Taxes collected under this Article at the rate of three percent (3%)~~
 48 ~~shall be credited to the North Carolina Highway Trust Fund.~~ the North Carolina Highway Trust
 49 Fund and the North Carolina Mobility Fund. Of the tax collected under this Article at the rate
 50 of three percent (3%), eighty-six percent (86%) shall be credited to the North Carolina
 51 Highway Trust Fund and fourteen percent (14%) shall be credited to the North Carolina

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1 Mobility Fund. Of the tax collected under this Article at the rate of eight percent (8%), the
 2 entire collection shall be credited to the North Carolina Mobility Fund."

3 **SECTION 21.1.(f1)** G.S. 105-187.9 is amended by adding a new subsection to
 4 read:

5 "(a1) For the 2011-2012 fiscal year, fifty percent (50%) of the taxes collected under this
 6 Article at the rate of eight percent (8%) shall be credited to the General Fund. The remaining
 7 taxes collected under this Article shall be credited in accordance with subsection (a) of this
 8 section."

9 **SECTION 21.1.(g)** G.S. 20-7(i) reads as rewritten:

10 "(i) Fees. – The fee for a regular drivers license is the amount set in the following table
 11 multiplied by the number of years in the period for which the license is issued:

<u>Class of Regular License</u>	<u>Fee For Each Year</u>
Class A	\$4.00
Class B	\$4.00
Class C	\$4.00

12
 13
 14
 15
 16
 17
 18 The fee for a motorcycle endorsement is ~~one dollar and seventy five cents (\$1.74)~~ two dollars
 19 (\$2.00) for each year of the period for which the endorsement is issued. The appropriate fee
 20 shall be paid before a person receives a regular drivers license or an endorsement. Twenty-five
 21 percent (25%) of all motorcycle endorsement fees collected pursuant to this subsection shall be
 22 credited by the Division to the North Carolina Mobility Fund."

23 **SECTION 21.1.(h)** G.S. 20-26(c) reads as rewritten:

24 "(c) The Division shall furnish copies of license records required to be kept by
 25 subsection (a) of this section in accordance with G.S. 20-43.1 to other persons for uses other
 26 than official upon prepayment of the following fees:

(1) Limited extract copy of license record, for	
period up to three years.....	\$8.00 <u>\$10.00</u>
(2) Complete extract copy of license record.....	8.00 <u>10.00</u>
(3) Certified true copy of complete license	
record.....	11.00 <u>13.00</u>

32 Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be credited
 33 by the Division to the North Carolina Mobility Fund. All remaining fees received by the
 34 Division under this subsection shall be credited to the Highway Fund."

35 **SECTION 21.1.(i)** G.S. 20-50(b) reads as rewritten:

36 "(b) The Division may issue a temporary license plate for a vehicle. A temporary license
 37 plate is valid for the period set by the Division. The period may not be less than 10 days nor
 38 more than 60 days.

39 A person may obtain a temporary license plate for a vehicle by filing an application with
 40 the Division and paying the required fee. An application must be filed on a form provided by
 41 the Division.

42 The fee for a temporary license plate that is valid for 10 days is ~~five dollars (\$5.00)~~ seven
 43 dollars (\$7.00). The fee for a temporary license plate that is valid for more than 10 days is the
 44 amount that would be required with an application for a license plate for the vehicle. If a person
 45 obtains for a vehicle a temporary license plate that is valid for more than 10 days and files an
 46 application for a license plate for that vehicle before the temporary license plate expires, the
 47 person is not required to pay the fee that would otherwise be required for the license plate.

48 A temporary license plate is subject to the following limitations and conditions:

- 49 (1) It may be issued only upon proper proof that the applicant has met the
 50 applicable financial responsibility requirements.
- 51 (2) It expires on midnight of the day set for expiration.

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- 1 (3) It may be used only on the vehicle for which issued and may not be
 2 transferred, loaned, or assigned to another.
 3 (4) If it is lost or stolen, the person who applied for it must notify the Division.
 4 (5) It may not be issued by a dealer.
 5 (6) The provisions of G.S. 20-63, 20-71, 20-110 and 20-111 that apply to license
 6 plates apply to temporary license plates insofar as possible.

7 Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be credited
 8 by the Division to the North Carolina Mobility Fund."

9 **SECTION 21.1.(j)** G.S. 20-85 (a) and (b) read as rewritten:

10 "(a) The following fees are imposed concerning a certificate of title, a registration card,
 11 or a registration plate for a motor vehicle. These fees are payable to the Division and are in
 12 addition to the tax imposed by Article 5A of Chapter 105 of the General Statutes.

- | | | | |
|----|------|---|------------------------|
| 13 | (1) | Each application for certificate of title | \$40.00 |
| 14 | (2) | Each application for duplicate or corrected certificate of | |
| 15 | | title | 15.00 20.00 |
| 16 | (3) | Each application of reposessor for certificate of title..... | 15.00 20.00 |
| 17 | (4) | Each transfer of registration | 15.00 20.00 |
| 18 | (5) | Each set of replacement registration plates..... | 15.00 20.00 |
| 19 | (6) | Each application for duplicate registration card..... | 15.00 20.00 |
| 20 | (7) | Each application for recording supplementary lien..... | 15.00 20.00 |
| 21 | (8) | Each application for removing a lien from a certificate of | |
| 22 | | title | 15.00 20.00 |
| 23 | (9) | Each application for certificate of title for a motor vehicle | |
| 24 | | transferred to a manufacturer, as defined in G.S. 20-286, or | |
| 25 | | a motor vehicle retailer for the purpose of resale | 15.00 20.00 |
| 26 | (10) | Each application for a salvage certificate of title made by | |
| 27 | | an insurer | 15.00 20.00 |
| 28 | (11) | Each set of replacement Stock Car Racing Theme plates | |
| 29 | | issued under G.S. 20-79.4..... | 25.00 30.00 |

30 (b) Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be
 31 credited by the Division to the North Carolina Mobility Fund. The remaining fees shall be
 32 distributed as set forth in this paragraph. Except as otherwise provided in subsection (a1) of this
 33 section, the fees collected under subdivisions (a)(1) through (a)(9) of this section shall be
 34 credited to the North Carolina Highway Trust Fund. The fees collected under subdivision
 35 (a)(10) of this section shall be credited to the Highway Fund. Fifteen dollars (\$15.00) of each
 36 title fee credited to the Trust Fund under subdivision (a)(1) shall be added to the amount
 37 allocated for secondary roads under G.S. 136-176 and used in accordance with G.S. 136-44.5."

38 **SECTION 21.1.(k)** G.S. 20-85.1(b) and (c) read as rewritten:

39 "(b) The Commissioner and the employees of the Division designated by the
 40 Commissioner may prepare and deliver upon request a certificate of title, charging a fee of
 41 ~~seventy five dollars (\$75.00)~~one hundred dollars (\$100.00) for one-day title service, in lieu of
 42 the title fee required by G.S. 20-85(a). The fee for one-day title service must be paid by cash or
 43 by certified check.

44 (c) Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be
 45 credited by the Division to the North Carolina Mobility Fund. The remaining fee collected
 46 under subsection (a) shall be credited to the Highway Fund. The remaining fee collected under
 47 subsection (b) shall be credited to the Highway Trust Fund."

48 **SECTION 21.1.(l)** G.S. 20-87 reads as rewritten:

49 "**§ 20-87. Passenger vehicle registration fees.**

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1 These shall be paid to the Division annually, as of the first day of January, for the
 2 registration and licensing of passenger vehicles, fees according to the following classifications
 3 and schedules:

4 (1) For-Hire Passenger Vehicles. – The fee for a passenger vehicle that is
 5 operated for compensation and has a capacity of 15 passengers or less is
 6 seventy-eight dollars (\$78.00). The fee for a passenger vehicle that is
 7 operated for compensation and has a capacity of more than 15 passengers is
 8 one dollar and forty cents (\$1.40) per hundred pounds of empty weight of
 9 the vehicle.

10 (2) U-Drive-It Vehicles. – U-drive-it vehicles shall pay the following tax:
 11 Motorcycles: 1-passenger capacity ~~\$18.00~~\$23.00
 12 2-passenger capacity ~~22.00~~\$28.00
 13 3-passenger capacity ~~26.00~~\$33.00
 14 Automobiles: 15 or fewer passengers ~~\$51.00~~\$60.00
 15 Buses: 16 or more passengers ~~\$2.00~~\$2.25 per
 16 hundred
 17 pounds of
 18 empty weight

19 Trucks under
 20 7,000 pounds
 21 that do not
 22 haul products
 23 for hire: 4,000 pounds ~~\$41.50~~\$52.00
 24 5,000 pounds ~~\$51.00~~\$64.00
 25 6,000 pounds ~~\$61.00~~\$76.00

26 (3) Repealed by Session Laws 1981, c. 976, s. 3.

27 (4) Limousine Vehicles. – For-hire passenger vehicles on call or demand which
 28 do not solicit passengers indiscriminately for hire between points along
 29 streets or highways, shall be taxed at the same rate as for-hire passenger
 30 vehicles under G.S. 20-87(1) but shall be issued appropriate registration
 31 plates to distinguish such vehicles from taxicabs.

32 (5) Private Passenger Vehicles. – There shall be paid to the Division annually,
 33 as of the first day of January, for the registration and licensing of private
 34 passenger vehicles, fees according to the following classifications and
 35 schedules:

36 Private passenger vehicles of not more than fifteen
 37 passengers ~~\$28.00~~\$35.00
 38 Private passenger vehicles over fifteen
 39 passengers ~~31.00~~\$39.00

40 Provided, that a fee of only one dollar (\$1.00) shall be charged for any
 41 vehicle given by the federal government to any veteran on account of any
 42 disability suffered during war so long as such vehicle is owned by the
 43 original donee or other veteran entitled to receive such gift under Title 38,
 44 section 252, United States Code Annotated.

45 (6) Private Motorcycles. – The base fee on private passenger motorcycles shall
 46 be ~~fifteen dollars (\$15.00); eighteen dollars (\$18.00)~~ except that when a
 47 motorcycle is equipped with an additional form of device designed to
 48 transport persons or property, the base fee shall be ~~twenty two dollars~~
 49 ~~(\$22.00); twenty-eight dollars (\$28.00)~~. An additional fee of three dollars
 50 (\$3.00) is imposed on each private motorcycle registered under this
 51 subdivision in addition to the base fee. The revenue from the additional fee,

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- 1 in addition to any other funds appropriated for this purpose, shall be used to
 2 fund the Motorcycle Safety Instruction Program created in G.S. 115D-72.
- 3 (7) Dealer License Plates. – The fee for a dealer license plate is the regular fee
 4 for each of the first five plates issued to the same dealer and is one-half the
 5 regular fee for each additional dealer license plate issued to the same dealer.
 6 The "regular fee" is the fee set in subdivision (5) of this section for a private
 7 passenger motor vehicle of not more than 15 passengers.
- 8 (8) Driveaway Companies. – Any person engaged in the business of driving new
 9 motor vehicles from the place of manufacture to the place of sale in this
 10 State for compensation shall pay a fee of one-half of the amount that would
 11 otherwise be payable under this section for each set of plates.
- 12 (9) House Trailers. – In lieu of other registration and license fees levied on
 13 house trailers under this section or G.S. 20-88, the registration and license
 14 fee on house trailers shall be ~~eleven dollars (\$11.00)~~ twenty-five dollars
 15 (\$25.00) for the license year or any portion thereof.
- 16 (10) Special Mobile Equipment. – The fee for special mobile equipment for the
 17 license year or any part of the license year is two times the fee in subdivision
 18 (5) for a private passenger motor vehicle of not more than 15 passengers.
- 19 (11) Any vehicle fee determined under this section according to the weight of the
 20 vehicle shall be increased by the sum of three dollars (\$3.00) to arrive at the
 21 total fee.
- 22 (12) Low-Speed Vehicles. – The fee for a low-speed vehicle is the same as the
 23 fee for private passenger vehicles of not more than 15 passengers.

24 Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be credited
 25 by the Division to the North Carolina Mobility Fund."

26 **SECTION 21.1.(m)** G.S. 20-88 reads as rewritten:

27 **"§ 20-88 Property-hauling vehicles.**

28 (a) Determination of Weight. – For the purpose of licensing, the weight of
 29 self-propelled property-carrying vehicles shall be the empty weight and heaviest load to be
 30 transported, as declared by the owner or operator; provided, that any determination of weight
 31 shall be made only in units of 1,000 pounds or major fraction thereof, weights of over 500
 32 pounds counted as 1,000 and weights of 500 pounds or less disregarded. The declared gross
 33 weight of self-propelled property-carrying vehicles operated in conjunction with trailers or
 34 semitrailers shall include the empty weight of the vehicles to be operated in the combination
 35 and the heaviest load to be transported by such combination at any time during the registration
 36 period, except that the gross weight of a trailer or semitrailer is not required to be included
 37 when the operation is to be in conjunction with a self-propelled property-carrying vehicle
 38 which is licensed for 6,000 pounds or less gross weight and the gross weight of such
 39 combination does not exceed 9,000 pounds, except wreckers as defined under G.S. 20-4.01(50).
 40 Those property-hauling vehicles registered for 4,000 pounds shall be permitted a tolerance of
 41 500 pounds above the weight permitted under the table of weights and rates appearing in
 42 subsection (b) of this section.

43 (b) The following fees are imposed on the annual registration of self-propelled
 44 property-hauling vehicles; the fees are based on the type of vehicle and its weight:

45
 46 **SCHEDULE OF WEIGHTS AND RATES**

47
 48 **Rates Per Hundred Pound Gross Weight**

	Farmer Rate
49 Not over 4,000 pounds	\$0.29 <u>\$0.37</u>
50 4,001 to 9,000 pounds inclusive	40.50 <u>40.50</u>

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1	9,001 to 13,000 pounds inclusive	50.63
2	13,001 to 17,000 pounds inclusive	68.85
3	Over 17,000 pounds	77.97

Rates Per Hundred Pound Gross Weight

	General Rate	
7	Not over 4,000 pounds	\$0.59 \$0.74
8	4,001 to 9,000 pounds inclusive	.81 1.02
9	9,001 to 13,000 pounds inclusive	1.00 1.25
10	13,001 to 17,000 pounds inclusive	1.36 1.70
11	Over 17,000 pounds	1.54 1.93

- 13 (1) The minimum fee for a vehicle licensed under this subsection is ~~twenty-four~~
14 ~~dollars (\$24.00)~~ thirty dollars (\$30.00) at the farmer rate and ~~twenty-eight~~
15 ~~dollars (\$28.00)~~ thirty-five dollars (\$35.00) at the general rate.
- 16 (2) The term "farmer" as used in this subsection means any person engaged in
17 the raising and growing of farm products on a farm in North Carolina not
18 less than 10 acres in area, and who does not engage in the business of buying
19 products for resale.
- 20 (3) License plates issued at the farmer rate shall be placed upon trucks and
21 truck-tractors that are operated for the primary purpose of carrying or
22 transporting the applicant's farm products, raised or produced on the
23 applicant's farm, and farm supplies. The license plates shall not be used on a
24 vehicle operated in hauling for hire.
- 25 (4) "Farm products" means any food crop, livestock, poultry, dairy products,
26 flower bulbs, or other nursery products and other agricultural products
27 designed to be used for food purposes, including in the term "farm products"
28 also cotton, tobacco, logs, bark, pulpwood, tannic acid wood and other forest
29 products grown, produced, or processed by the farmer.
- 30 (5) The Division shall issue necessary rules and regulations providing for the
31 recall, transfer, exchange or cancellation of "farmer" plates, when vehicle
32 bearing such plates shall be sold or transferred.
- 33 (5a) Notwithstanding any other provision of this Chapter, license plates issued
34 pursuant to this subsection at the farmer rate may be purchased for any
35 three-month period at one fourth of the annual fee.
- 36 (6) There shall be paid to the Division annually the following fees for
37 "wreckers" as defined under G.S. 20-4.01(50): a wrecker fully equipped
38 weighing 7,000 pounds or less, seventy-five dollars (\$75.00); wreckers
39 weighing in excess of 7,000 pounds shall pay one hundred forty-eight dollars
40 (\$148.00). Fees to be prorated monthly. Provided, further, that nothing
41 herein shall prohibit a licensed dealer from using a dealer's license plate to
42 tow a vehicle for a customer.
- 43 (c) The fee for a semitrailer or trailer is ~~nineteen dollars (\$19.00)~~ twenty-five dollars
44 (\$25.00) for each year or part of a year. The fee is payable each year. Upon the application of
45 the owner of a semitrailer or trailer, the Division may issue a multiyear plate and registration
46 card for the semitrailer or trailer for a fee of seventy-five dollars (\$75.00). A multiyear plate
47 and registration card for a semitrailer or trailer are valid until the owner transfers the semitrailer
48 or trailer to another person or surrenders the plate and registration card to the Division. A
49 multiyear plate may not be transferred to another vehicle.

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1 The Division shall issue a multiyear semitrailer or trailer plate in a different color than an
 2 annual semitrailer or trailer plate and shall include the word "multiyear" on the plate. The
 3 Division may not issue a multiyear plate for a house trailer.

4 (d) Rates on trucks, trailers and semitrailers wholly or partially equipped with solid tires
 5 shall be double the above schedule.

6 (e) Repealed by Session Laws 1981, c. 976, s. 6.

7 (f) Repealed by Session Laws 1995, c. 163, s. 6.

8 (g) Repealed by Session Laws 1969, c. 600, s. 17.

9 (h) Repealed by Session Laws 1979, c. 419.

10 (i) Any vehicle fee determined under this section according to the weight of the vehicle
 11 shall be increased by the sum of three dollars (\$3.00) to arrive at the total fee.

12 (j) No heavy vehicle subject to the use tax imposed by Section 4481 of the Internal
 13 Revenue Code of 1954 (26 U.S.C. 4481) may be registered or licensed pursuant to G.S. 20-88
 14 without proof of payment of the use tax imposed by that law. The proof of payment shall be on
 15 a form prescribed by the United States Secretary of Treasury pursuant to the provisions of 23
 16 U.S.C. 141(d).

17 (k) A person may not drive a vehicle on a highway if the vehicle's gross weight exceeds
 18 its declared gross weight. A vehicle driven in violation of this subsection is subject to the
 19 axle-group weight penalties set in G.S. 20-118(e). The penalties apply to the amount by which
 20 the vehicle's gross weight exceeds its declared weight.

21 (l) The Division shall issue permanent truck and truck-tractor plates to Class A and
 22 Class B Motor Vehicles and shall include the word "permanent" on the plate. The permanent
 23 registration plates issued pursuant to this section shall be subject to annual registration fees set
 24 in this section. The Division shall issue the necessary rules providing for the recall, transfer,
 25 exchange, or cancellation of permanent plates issued pursuant to this section.

26 (m) Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be
 27 credited by the Division to the North Carolina Mobility Fund."

28 **SECTION 21.1.(n)** G.S. 20-385 reads as rewritten:

29 **"§ 20-385. Fee schedule.**

30 (a) The fees listed in this section apply to a motor carrier. These fees are in addition to
 31 any fees required under the Unified Carrier Registration Agreement.

32 (1) Repealed by Session Laws 2007-492, s. 5, effective August 30, 2007.

33 (2) Application by an intrastate motor carrier for a
 34 certificate of exemption 45.0047.00

35 (3) Certification by an interstate motor carrier that it is
 36 not regulated by the United States Department
 37 of Transportation 45.0057.00

38 (4) Application by an interstate motor carrier for an
 39 emergency trip permit ~~18.00~~23.00.

40 (b) Repealed by Session Laws 2007-492, s. 5, effective August 30, 2007.

41 (c) Twenty-five percent (25%) of all fees collected pursuant to this subsection shall be
 42 credited by the Division to the North Carolina Mobility Fund."

43 **SECTION 21.1.(o)** G.S. 105-187.9 reads as rewritten:

44 **"§ 105-187.9. Disposition of tax proceeds.**

45 ~~(a) Distribution. Taxes collected under this Article at the rate of eight percent (8%)~~
 46 ~~shall be credited to the General Fund. Taxes collected under this Article at the rate of three~~
 47 ~~percent (3%) shall be credited to the North Carolina Highway Trust Fund.~~

48 (b) **(Effective until July 1, 2009)** Transfer. – In each fiscal year the State Treasurer
 49 shall transfer the amounts provided below from the taxes deposited in the Trust Fund to the
 50 General Fund. The transfer of funds authorized by this section may be made by transferring

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1 one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full
2 amount annually on July 1 of each fiscal year, subject to the availability of revenue.

3 (1) The sum of one hundred forty-five million dollars (\$145,000,000).

4 (2) In addition to the amount transferred under subdivision (1) of this
5 subsection, the sum of one million seven hundred thousand dollars
6 (\$1,700,000) shall be transferred in the 2001-2002 fiscal year. The amount
7 distributed under this subdivision shall increase in the 2002-2003 fiscal year
8 to the sum of two million four hundred thousand dollars (\$2,400,000). In
9 each fiscal year thereafter, the sum transferred under this subdivision shall
10 be the amount distributed in the previous fiscal year plus or minus a
11 percentage of this sum equal to the percentage by which tax collections
12 under this Article increased or decreased for the most recent 12-month
13 period for which data are available.

14 (b) **(Effective July 1, 2009 until July 1, 2010)** Transfer. – In each fiscal year the State
15 Treasurer shall transfer the amounts provided below from the taxes deposited in the Trust Fund
16 to the General Fund. The transfer of funds authorized by this section may be made by
17 transferring one-fourth of the amount at the end of each quarter in the fiscal year or by
18 transferring the full amount annually on July 1 of each fiscal year, subject to the availability of
19 revenue.

20 (1) The sum of one hundred six million dollars (\$106,000,000).

21 (2) In addition to the amount transferred under subdivision (1) of this
22 subsection, the sum of one million seven hundred thousand dollars
23 (\$1,700,000) shall be transferred in the 2001-2002 fiscal year. The amount
24 distributed under this subdivision shall increase in the 2002-2003 fiscal year
25 to the sum of two million four hundred thousand dollars (\$2,400,000). In
26 each fiscal year thereafter, the sum transferred under this subdivision shall
27 be the amount distributed in the previous fiscal year plus or minus a
28 percentage of this sum equal to the percentage by which tax collections
29 under this Article increased or decreased for the most recent 12-month
30 period for which data are available.

31 ~~(b) **(Effective July 1, 2010)** Transfer. – In each fiscal year the State Treasurer shall~~
32 ~~transfer the amounts provided below from the taxes deposited in the Trust Fund to the General~~
33 ~~Fund. The transfer of funds authorized by this section may be made by transferring one-fourth~~
34 ~~of the amount at the end of each quarter in the fiscal year or by transferring the full amount~~
35 ~~annually on July 1 of each fiscal year, subject to the availability of revenue.~~

36 ~~(1) The sum of seventy one million dollars (\$71,000,000).~~

37 ~~(2) In addition to the amount transferred under subdivision (1) of this~~
38 ~~subsection, the sum of one million seven hundred thousand dollars~~
39 ~~(\$1,700,000) shall be transferred in the 2001-2002 fiscal year. The amount~~
40 ~~distributed under this subdivision shall increase in the 2002-2003 fiscal year~~
41 ~~to the sum of two million four hundred thousand dollars (\$2,400,000). In~~
42 ~~each fiscal year thereafter, the sum transferred under this subdivision shall~~
43 ~~be the amount distributed in the previous fiscal year plus or minus a~~
44 ~~percentage of this sum equal to the percentage by which tax collections~~
45 ~~under this Article increased or decreased for the most recent 12-month~~
46 ~~period for which data are available.~~

47 (a) Highway Trust Fund. – All taxes collected under this Article must be credited to the
48 Highway Trust Fund unless subsection (b) of this section requires a different disposition.

49 (b) General Fund Transfer. – For the fiscal years listed below, the following amounts
50 shall be transferred to the General Fund, with the balance to remain in the Highway Trust Fund:

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1 (1) For the 2010-2011 fiscal year, fifty million eight hundred ninety-four
 2 thousand eight hundred sixty-four dollars (\$50,894,864)."

3 **SECTION 21.1.(p)** G.S. 136-41.1(a) reads as rewritten:

4 "(a) There is annually appropriated out of the State Highway Fund a sum equal to the net
 5 amount after refunds that was produced during the fiscal year by a one and three-fourths cents
 6 (1 3/4¢) tax on each gallon of motor fuel taxed under Article 36C of Chapter 105 of the General
 7 Statutes and on the equivalent amount of alternative fuel taxed under Article 36D of that
 8 Chapter. The amount appropriated shall be allocated in cash on or before October 1 of each
 9 year to the cities and towns of the State in accordance with this section. In addition, as provided
 10 in G.S. 136-176(b)(3), revenue is allocated and appropriated from the Highway Trust Fund to
 11 the cities and towns of this State to be used for the same purposes and distributed in the same
 12 manner as the revenue appropriated to them under this section from the Highway Fund. Like
 13 the appropriation from the Highway Fund, the appropriation from the Highway Trust Fund
 14 shall be based on revenue collected during the fiscal year preceding the date the distribution is
 15 made.

16 There is annually appropriated from the North Carolina Mobility Fund within the Highway
 17 Trust Fund, as provided in G.S. 136-186.1, an amount equal to six and one-half percent (6½%)
 18 of the annual collections for North Carolina Mobility Fund to the eligible municipalities of the
 19 State in the percentage proportion that the mileage of public streets in each eligible
 20 municipality which does not form a part of the State highway system bears to the total mileage
 21 of the public streets in all eligible municipalities which do not constitute a part of the State
 22 highway system.

23 Seventy-five percent (75%) of the funds appropriated for cities and towns shall be
 24 distributed among the several eligible municipalities of the State in the percentage proportion
 25 that the population of each eligible municipality bears to the total population of all eligible
 26 municipalities according to the most recent annual estimates of population as certified to the
 27 Secretary of Revenue by the State Budget Officer. This annual estimation of population shall
 28 include increases in the population within the municipalities caused by annexations
 29 accomplished through July 1 of the calendar year in which these funds are distributed.
 30 Twenty-five percent (25%) of said fund shall be distributed among the several eligible
 31 municipalities of the State in the percentage proportion that the mileage of public streets in
 32 each eligible municipality which does not form a part of the State highway system bears to the
 33 total mileage of the public streets in all eligible municipalities which do not constitute a part of
 34 the State highway system.

35 It shall be the duty of the mayor of each municipality to report to the Department of
 36 Transportation such information as it may request for its guidance in determining the eligibility
 37 of each municipality to receive funds under this section and in determining the amount of
 38 allocation to which each is entitled. Upon failure of any municipality to make such report
 39 within the time prescribed by the Department of Transportation, the Department of
 40 Transportation may disregard such defaulting unit in making said allotment.

41 The funds to be allocated under this section shall be paid in cash to the various eligible
 42 municipalities on or before October 1 of each year. Provided that eligible municipalities are
 43 authorized within the discretion of their governing bodies to enter into contracts for the purpose
 44 of maintenance, repair, construction, reconstruction, widening, or improving streets of such
 45 municipalities at any time after January 1 of any calendar year in total amounts not to exceed
 46 ninety percent (90%) of the amount received by such municipality during the preceding fiscal
 47 year, in anticipation of the receipt of funds under this section during the next fiscal year, to be
 48 paid for out of such funds when received.

49 The Department of Transportation may withhold each year an amount not to exceed one
 50 percent (1%) of the total amount appropriated for distribution under this section for the purpose
 51 of correcting errors in allocations: Provided, that the amount so withheld and not used for

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1 correcting errors will be carried over and added to the amount to be allocated for the following
2 year.

3 The word "street" as used in this section is hereby defined as any public road maintained by
4 a municipality and open to use by the general public, and having an average width of not less
5 than 16 feet. In order to obtain the necessary information to distribute the funds herein
6 allocated, the Department of Transportation may require that each municipality eligible to
7 receive funds under this section submit to it a statement, certified by a registered engineer or
8 surveyor of the total number of miles of streets in such municipality. The Department of
9 Transportation may in its discretion require the certification of mileage on a biennial basis."

10 **SECTION 21.1.(q)** G.S. 105-164.44D reads as rewritten:

11 **"§ 105-164.44D. Reimbursement for sales tax exemption for purchases by the**
12 **Department of Transportation.**

13 The amount of sales and use tax revenue that is not realized by the General Fund as the
14 result of the sales and use tax exemption in G.S. 105-164.13 for purchases by the Department
15 of Transportation shall be transferred from the Highway Fund to the General Fund in
16 accordance with this section. ~~This direct transfer is made in lieu of eliminating the Department~~
17 ~~of Transportation's sales and use tax exemption to alleviate the administrative and accounting~~
18 ~~burden that would be placed on the Department of Transportation by eliminating the~~
19 ~~exemption. the North Carolina Mobility Fund created pursuant to G.S. 136-186.1.~~

20 ~~For the 1991-92 fiscal year, the State Treasurer shall transfer the sum of eight million seven~~
21 ~~hundred thousand dollars (\$8,700,000) from the Highway Fund to the General Fund. The~~
22 ~~transfer shall be made on a quarterly basis by transferring one fourth of the annual amount each~~
23 ~~quarter.~~

24 For each fiscal year following the 1991-92 fiscal year, the State Treasurer shall transfer the
25 sum transferred the previous fiscal year plus or minus the percentage of that amount by which
26 the total collection of State sales and use taxes increased or decreased during the previous fiscal
27 year. In each fiscal year, the transfer shall be made on a quarterly basis by transferring
28 one fourth of the annual amount each quarter."

29 **SECTION 21.1.(r)** G.S. 136-176 is amended by adding a new subsection to read:

30 "(b3) Any amounts appropriated for a particular fiscal year under subsection (b2) of this
31 section to a project for which the North Carolina Department of Transportation or North
32 Carolina Turnpike Authority has not issued bonds requiring debt service or related financing by
33 the end of that fiscal year shall be transferred to the North Carolina Mobility Fund established
34 pursuant to G.S. 136-181.1."

35 **SECTION 21.1.(s)** Sections 21.1(c), 21.1(f), and 21.1(f1) become effective July 1,
36 2011. Sections 21.1(d), 21.1(e), 21.1(p), and 21.1(q) become effective July 1, 2012. The
37 remaining provisions become effective July 1, 2010.

38
39 **PART XXII. SALARIES AND BENEFITS**

40
41 **TEACHERS AND STATE EMPLOYEES' PAYBACK**

42 **SECTION 22.1.(a)** Notwithstanding any law to the contrary, all persons employed
43 in the Executive, Judicial, and Legislative branches of State government, and all employees of
44 the public schools, community colleges, and universities whose salaries are paid in whole or in
45 part from moneys appropriated by the Appropriations Act of 2009 shall receive a onetime
46 bonus payment equivalent to one-half percent (0.5%) of their annualized base salary paid
47 between July 1, 2009, and June 30, 2010.

48 **SECTION 22.1.(b)** The onetime bonus payment shall not be included in the
49 retirement average final compensation and shall not be subject to employee or employer
50 contributions to the Retirement Systems Division or Optional Retirement Program (ORP).

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 12, 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 – 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
- Development of improved Model Choice model – Jan 2010
- Revision and revalidation of Destination choice models – Mar 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 (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: 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: 12/28/2009 **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:** 3.95%
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: 3/31/2010 **Scheduled Progress:** 74.5%
Last Estimate Paid: 4/23/2010 **Actual Progress:** 71.34%

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: 3/31/2010 **Scheduled Progress:** 6.1%
Last Estimate Paid: 4/16/2010 **Actual Progress:** 10.33%

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>Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202496 Physical Division: 5 Administrative Division: 5 Length: 2.9 miles Resident Engineer: Chad D. Hinnant Location Description: 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING & RESURFACING. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$861,556.72 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: US-15501 County: Durham TIP Number: R-5164C Federal Aid Number: STM-0015(30) RE Phone Number: (919)220-4680 Letting Date: 1/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Availability Date: 3/15/2010 Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: 4/22/2010 Last Estimate Paid: 5/3/2010</p>	<p>Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Letting Date: 1/19/2010 Work Began: 4/5/2010 Estimated Completion: 12/16/2010 Scheduled Progress: 5.1% Actual Progress: 6.23%</p>
<p>Contract Number: DH00005 Physical Division: 8 Administrative Division: 8 Length: 0.3 miles Resident Engineer: Marty C. Tillman Location Description: NC-751 AT SR-1731 (OKELLY CHAPEL RD). Type of Work: CONSTRUCT LEFT TURN LANE AND INSTALL SIGNAL AT INTERSECTION. Contractor Name: S. T. WOOTEN CORPORATION Contract Amount: \$301,260.69 Availability Date: 10/5/2009 Completion Date: 4/30/2010 Revised Completion Date: Last Estimate Thru: 4/7/2010 Last Estimate Paid: 4/14/2010</p>	<p>Route: NC-751 County: Durham TIP Number: SF-49081 Federal Aid Number: STM-0751(23) RE Phone Number: (919)776-9623 Letting Date: 9/16/2009 Work Began: 3/16/2010 Estimated Completion: 9/12/2010 Scheduled Progress: 91.5% Actual Progress: 7.88%</p>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Spending Authority FY '10-'11
Orange	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	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; request to close 5/4/10
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	42810	SR 1713 (Mt. Hermon Ch. Rd.) and SR 1710 (Old NC 10)	Install a flasher	\$15,000	Installation =100% compl.; req. to close 5/4/10
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.- work = 100% compl. ; final insp. 4/27/10
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction		S.T. Wooten Corp. -Pre-con. conf. 4/1/10; FA patching compl.; work to begin 5/15/10
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= 8.99% 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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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; 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 4/21/10-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. 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

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

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
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern began work 3/12/10; Invoice #1 pending payment
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction -Pre-con. conf. 4/9/10- work has not begun
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping - work has begun
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- signs erected 4/6/10 ; paving began 4/11/10
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 to begin 5/17/10
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 not available until 5/17/10
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= 10.78% compl.
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =2.69% compl.
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-no work underway
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

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

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
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.- slow progress
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- slow progress
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 began drainage, curb and gutter on 2/8/10; Supplemental construction agreement will be needed; Final insp. held 4/30/10
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.began clearing & grubbing and erosion control on 3/1/10; drainage work underway
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
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

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

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	Awarded to S.T. Wooten Corp. Available 10/5/09; Currently at 7.9% complete; Scheduled completion 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	Project let on January 21, 2010; Awarded to Sanford Contractors, Inc; Availability date is 3/1/10; Scheduled completion date is 8/13/10; Economic Stimulus Project	
Chatham	36268 U-4726FA & 45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities (sidewalk) & Streetscaping/Landscaping	U-4726FA PE: \$22,000.00 Const: \$198,000.00 ER-5100HA PE: \$2,525.00 Const: \$22,730.00	\$144,614.00	Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Awarded to White Oak Construction Corp; Availability Date is 1/5/10; Scheduled completion is 6/15/10; Economic Stimulus Project	
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Anticipated letting in June 2010	

NCDOT - North Carolina Department of Transportation

General

NCDOT SEEKING COMMENTS ON REVISING TRAFFIC NOISE REDUCTION MEASURES

Monday, May 17, 2010

RALEIGH – The N.C. Department of Transportation is seeking public input on its Traffic Noise Abatement Policy. This policy identifies NCDOT's commitment to providing noise reduction measures in accordance with federal and state regulations and procedures.

NCDOT strives to provide appropriate traffic noise measurements and noise reduction options such as sound walls, earthen mounds or trees whenever the public is adversely affected by highway noise. NCDOT is looking for public comments on the existing policy and potential changes for future policy. Comments will be received from May 24 to June 25. NCDOT anticipates the policy revisions to be put in effect by early 2011.

The Federal Highway Administration delegates responsibility for performance of traffic noise studies to each state's transportation agencies on all federally-funded transportation projects. The FHWA reviews each state's policy to make sure it meets federal traffic noise reduction standards.

There are two types of noise reduction projects. Type I projects include construction of new highways or widening of existing roads. Type II projects provide noise reduction measures on existing highways.

The Department constructs noise barriers for Type I projects when they meet policy requirements. NCDOT does not construct noise barriers for Type II projects, and does not have a Type II policy because of funding restrictions. It is the responsibility of local governments or developers to secure funding for Type II noise reduction projects.

Noise studies performed by NCDOT provide the noise data used to determine whether noise-sensitive areas comply with policy provisions.

To submit a comment, go to the [NCDOT Contact Us website](#).

Citizens can also mail comments to:

NCDOT Traffic Noise Abatement Policy
1598 Mail Service Center
Raleigh, NC 27699-1598

All comments will be considered during the revision process.

The complete NCDOT policy is available [here](#). The federal regulations are available [here](#).

The [FHWA noise website](#) is an excellent site for more information on traffic noise and abatement.

NCDOT

NCDOT TRAFFIC NOISE ABATEMENT POLICY

Effective September 2004

[Click Here](#) to view the [Legacy NCDOT Noise Abatement Policy effective until August 2004](#).

The North Carolina Department of Transportation (NCDOT) Traffic Noise Abatement Policy provides for the evaluation of noise barriers or other mitigation measures (e.g., landscaping) for communities and facilities adversely impacted by traffic noise on proposed state and federal highway projects. NCDOT uses this policy to determine the need for noise abatement and the feasibility and reasonableness of abatement measures. Requests for vegetative screening for aesthetic purposes may be considered under the Highway Landscaping Planting Policy.

NCDOT noise abatement policy applies only to "Type I" projects for state, federal or federal-aid highway projects. NCDOT does not participate in "Type II" projects (retrofitting of existing roads, maintenance projects, guardrail projects, rehabilitation projects, existing facilities, and addition of auxiliary lanes). If an auxiliary lane is added between interchanges to improve operational efficiency and it is 1500 feet in length or longer, it should be considered as a Type I project. The addition of ramps at an interchange will also be considered as a Type I project in this policy.

Type I Project

Sound barriers may be considered for new construction or reconstruction of highways. New construction is building a highway on a new location. Reconstruction involves physically altering an existing highway. The most common examples of reconstruction projects requiring noise analysis are increasing the number of through traffic lanes or substantially changing its vertical grade or horizontal alignment. Consideration of noise abatement as part of construction or reconstruction projects is mandatory in accordance with Code of Federal Regulations, Title 23, Part 772 whenever traffic noise impacts are predicted.

PREVENTING NOISE IMPACTS Information for the Public and Local Officials

To prevent future noise impacts on currently undeveloped lands, the following system will be used:

Public information. During the development stage of a proposed highway project, area residents and local officials will be kept informed about the project. Meetings (both formal and informal) will be held to provide information as well as to gather comments, opinions and concerns from the public and local officials.

Public documents. Environmental documents prepared for the project will contain a list of areas that may be impacted by noise as well as proposals for noise walls and/or other noise abatement measures.

Corridor/Design Public Hearing. Proposed noise abatement measures will be presented and discussed at the Design Public Hearing. The noise abatement measures shown on the design public hearing map will be based on preliminary design and a detailed noise analysis. NCDOT design staff will fine-tune the designs during the right of way plan preparation process. The location of the noise abatement measures should remain essentially the same as shown in the design public hearing map.

Final determination. Noise abatement measures deemed reasonable and feasible by NCDOT staff will be shown on the design public hearing map. The opinions of front row property owners will be requested so that a final determination on abatement measures may be made.

Date of Public Knowledge. The "Date of Public Knowledge" of the location and potential noise impacts of a proposed highway project will be the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD).

1. After this date, the federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed highway project.
2. The criteria (e.g., trigger date) for determining when undeveloped land is "planned, designed and programmed" for development will be the approval of a building permit for an individual lot or site.
3. It is the responsibility of local governments and private landowners to ensure that noise-compatible designs are used for development permitted after the Date of Public Knowledge.

NCDOT will provide all traffic noise analyses to local government officials within whose jurisdiction a highway project is proposed. Specifically, environmental documents and design noise reports will contain noise tables identifying areas that may be impacted by traffic noise as well as other appropriate design information. Local officials should coordinate distribution of this information to residents, property owners and developers within the affected areas. Following this procedure will encourage planners, building officials, developers and others within affected communities to plan, design and construct noise-compatible development. SOUND AND NOISE Definitions and Measurements

Sound is created when an object moves, causing vibrations or waves in air molecules. When vibrations reach our ears we hear sounds. Noise is defined as unwanted or excessive sounds. It is an undesirable by-product of our modern way of life.

Sound levels are measured in units called decibels (dB). Adjustment for high and low pitched sounds an average person can hear is called "A-weighted levels" or dBA. Highway traffic noise is assessed using dBA measurements. Noise is further described by its average level over time. In noise abatement studies an "hourly equivalent sound level," or Leq(h), is the constant, average sound level that contains the same amount of sound energy over the time period as does the varying levels of actual traffic noise. NOISE IMPACT DETERMINATION AND ABATEMENT

Future traffic noise levels are determined by traffic volumes projected for the roadway for the "design year" which is approximately 20 years after highway construction begins. Traffic noise abatement for NCDOT highway projects must be considered when traffic noise impacts are created by either of the following two conditions:

The predicted design year noise levels approach or exceed those measurements shown for the appropriate activity category as shown in Figure 1. NCDOT defines "approach" to be within 1 dBA of the Leq(h) value for the activity categories.

Figure 1. Noise Abatement Criteria Hourly A- Weighted Sound Level in Decibels(dBA)		
Activity Category	Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve and important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 (Exterior)	Residences, churches, school, libraries, hospitals, motels, hotels, parks, picnic and recreation areas, active sports areas and playgrounds
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B
D	Not Applicable	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums

OR

The predicted design year noise levels substantially exceed existing noise levels as defined below:

<u>Existing Leq(h)</u>	<u>Increase</u>
50 or less dBA	15 or more dBA
51 dBA	14 dBA
52 dBA	13 dBA
53 dBA	12 dBA
54 dBA	11 dBA
55 or more dBA	10 or more dBA

NCDOT uses a 10 dBA to 15 dBA increase of future predicted noise levels above existing noise levels to define "substantial increase" in exterior noise levels. This sliding scale allows a greater increase at a lower existing noise level before a "substantial" increase is defined. As noise walls generally reduce volumes by 5 dBA their use is usually not as effective in less noisy areas. A 10 dBA change in noise levels is judged by most people as a doubling or halving of the loudness of the sounds.

NOISE MITIGATION MEASURES
Feasible and Reasonable

After it has been determined to consider noise abatement as outlined above, several factors must be examined to determine if construction of sound barriers is feasible and reasonable. These factors include benefits to those impacted by noise, the cost of abatement, and overall social, economical and environmental effects of sound barrier construction. Also, Title 23 CFR, Section 772.11(a) states, "In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit."

Feasibility: Feasibility deals primarily with design and engineering considerations. The following issues should be considered in order to determine feasibility:

1. The topography of the location should be considered when determining if a noise wall can be built.
2. A readily noticeable noise reduction "insertion loss" should be achieved by the placement of the noise abatement measure, a minimum of 5 dBA for front row receptors.
3. Site-specific access, drainage, safety and maintenance requirements should be considered when determining noise reduction levels.

4. Other noise sources in the areas should be considered.
5. Noise abatement on non-controlled or partial access control highways usually is not feasible. However, in areas where property owners have agreed to voluntarily relinquish access rights to the highway, noise abatement may be considered.

Reasonableness: Reasonableness is a more subjective measure. This consideration should show that good judgement and common sense were used in making a decision. A finding of reasonableness will include the following:

1. **Noise barrier cost** - The abatement measure will be constructed at a reasonable allowable cost per benefited receptor (cost effective). This cost per benefited receptor will be less than or equal to the value (V) determined by dividing the number (N) of benefited receptors into the total cost (C) of the barrier system. A benefited receptor is one that experiences a 5 dBA or more reduction in noise levels by the construction of the noise wall. The cost of the barrier system will be based on \$15.00 per square foot for the noise mitigation measure plus any other major items necessary for the construction of the measure. These other items could include cost for structure improvements, additional earthwork, additional right-of-way, etc. The reasonable cost effective amount for an impacted area will be \$35,000 per benefited receptor plus an incremental increase of \$500 per dBA average increase (I) in the predicted exterior noise levels of the impacted receptors of the area.

$V = C/N$ which must be equal to or less than $\$35,000 + \$500(I)$.
 I = Increase in predicted exterior noise levels

Examples:

Cost of noise mitigation measure = \$350,000
 Number of benefited receptors = 12
 $V = \$350,000/12 = \$29,166$
 Projected noise level (72 dBA) – Existing noise level (69 dBA)=I=3 dBA
 Cost effective amount = $\$35,000 + \$500(3) = \$36,500$, therefore, a noise mitigation measure **would be considered**.

Cost of noise mitigation measure = \$400,000
 Number of benefited receptors = 8
 $V = \$400,000/8 = \$50,000$
 Projected noise level (70 dBA) - Existing noise level (65 dBA)=I=5dBA
 Cost effective amount = $\$35,000 + \$500(5) = \$37,500$, therefore, a noise mitigation measure **would not be considered**.

2. **Noise Wall height and scale** – A major consideration of the reasonableness of a noise wall is the visual impact on the adjoining lands. Specifically, a high noise wall alongside low, single-family residences could have a severe adverse visual effect. Considering these factors, the height of the noise wall above the ground should not exceed 25 feet or 7.5 meters. Furthermore, the horizontal distance of the noise wall from residences should be greater than four times the height of the noise wall from the residences.
3. **Difference between existing and future noise levels** - When real-life noises are heard, most people find it difficult to detect noise level changes of 2-3 dBA. If the differences between the existing and future noise levels are 3 dBA or less, sound mitigation measures are generally considered unreasonable.
4. **Opinions of impacted residents** - Support for the proposed noise barrier by front row receptors must be documented due to the visual effect of the proposed measures. The Department will solicit the opinions of these receptors and a majority of these receptors must support the construction of the noise abatement measure.
5. **Isolated receptors** - The cost of abatement measures for isolated receptors versus the noise reduction benefits provided are usually excessive. Therefore, unless special conditions exist, it generally is not considered reasonable to provide noise abatement for isolated receptors.
6. **Commercial areas** - Businesses usually prefer visibility and accessibility from the highway rather than noise abatement. Therefore, noise abatement for impacted businesses will not be considered unless requested by the business affected.
7. **Residential multi-unit complexes** – NCDOT will evaluate residential multi-unit complexes under activity category 'E' (interior condition) of the Noise Abatement Criteria (NAC) Table. If activity category 'B' (exterior condition) of the NAC Table is also determined in areas of the complex, NCDOT will evaluate both categories 'B' and 'E' conditions of the multiunit complex. Noise mitigation benefits for qualifying NAC activity category 'B' will consider all units of the multi-unit building structure. However, noise mitigation benefits for NAC activity category 'E' will consider only first floor units due to noise wall height constraints. Owner occupied units (apartment, townhouse, etc.) will be treated as a separate voting member.
8. **Special use areas** – Special use areas include, but are not limited to, school, pre-school and daycare facility playgrounds; special exterior areas of churches, hospitals, retirement homes; parks and camps that would be evaluated for NAC activity category 'B' (exterior condition). Note: A minimum of 25 students is required to qualify for exterior activity "B" for playgrounds for pre-school and daycare facilities.

To determine cost effectiveness of the noise wall an equivalent number of residents would be determined by using the formula:
 Equivalent # Residences = # Occupants/(# people / residence) * usage

With:

of occupants = # of students in a school or # of people in a congregation at church, etc.
of people per residence = 3. (Used in Computer Modeling) Usage = # of hours used per day/ 24 hours per day

School Example:

Equivalent # of Residents = $500 \text{ students} / 3 * (4 \text{ hrs per day} / 24 \text{ hrs per day}) = 28$

The factors listed above are not intended to be all encompassing. Rather, these are to illustrate some of the factors that should be considered in determining the feasibility and reasonableness of proposed abatement measures.

NOISE WALL CONSTRUCTION, MATERIALS AND AESTHETICS

The type of materials used in construction of noise barriers and other abatement measures should be an engineering decision based on economics, effectiveness and, to a limited degree, visual impacts. Visual impact considerations will ensure that the proposed noise wall meets a basic aesthetic level as well as a basic durability level so that excessive deterioration or corrosion will not occur.

The steel pile and concrete panel wall is NCDOT's standard noise wall however, NCDOT will consider Context Sensitive Solutions (CSS) as long as other criteria are met.

Consideration should be given to providing earth berms for noise abatement purposes on projects that have earth waste and where sufficient right-of-way exists to construct the berm.

Traditional highway construction resources pay for required noise abatement measures. Should a local government request that materials be used that are more costly than those proposed by NCDOT, the requesting entity must assume 100% of the additional cost.

If a local government insists on the provision of a noise abatement measure deemed not reasonable by NCDOT, a noise wall may be installed provided the local government assumes 100% of the costs. These costs include, but are not limited to, preliminary engineering, construction and maintenance. In addition, local governments must ensure that NCDOT's material, design and construction specifications are met.

REVIEW OF POLICY

This policy shall be reviewed in a manner determined by the Board of Transportation at least every five years.

Now you've got more **OPTIONS!**

New Mid-Day Service begins June 5, 2010

Southbound	Train 73	Train 75	Train 79
Raleigh	6:50am	11:50am	4:50pm
Cary	7:02am	12:02pm	5:03pm
Durham	7:22am	12:22pm	5:24pm
Burlington	7:58am	12:58pm	6:01pm
Greensboro	8:23am	1:23pm	6:32pm
High Point	8:40am	1:40pm	6:49pm
Salisbury	9:14am	2:14pm	7:25pm
Kannapolis	9:30am	2:30pm	7:42pm
Charlotte	(ar) 10:02am	(ar) 3:02pm	(ar) 8:14pm
Northbound	Train 80	Train 74	Train 76
Charlotte	7:30am	12:30pm	5:15pm
Kannapolis	7:57am	12:57pm	5:42pm
Salisbury	8:15am	1:13pm	5:58pm
High Point	8:48am	1:45pm	6:30pm
Greensboro	9:11am	2:06pm	6:51pm
Burlington	9:33am	2:27pm	7:12pm
Durham	10:13am	3:04pm	7:49pm
Cary	10:33am	3:24pm	8:09pm
Raleigh	(ar) 10:48am	(ar) 3:43pm	(ar) 8:28pm

The *Piedmont* and *Carolinian* trains are sponsored by the state and passenger fares. The newly refurbished *Piedmont* train cars are equipped with vending snack and drink machines, and a limited number of roll-on bike racks. Complete schedule and train information is available at bytrain.org. Reservations are required. Travelers should book early for best fares. Tickets can be purchased at walk-up window sales and automated ticket kiosks at stations, Amtrak.com or by calling 1-800-USA-RAIL.

*Times are departure times unless indicated by (ar) for arrival times.
 Schedules are subject to change without notice.*

EXECUTIVE SUMMARY

“Transportation for a New Generation”

President Barack Obama supports a transformative U.S. transportation policy that improves public health and safety, fosters livable communities, ensures that transportation assets are maintained in a state of good repair, supports the Nation's long-term economic competitiveness, and works to achieve environmental sustainability. The President also proposes that U.S. transportation policy be transparent and accountable to the American public, performance-based, focused on achieving strategic outcomes, and maximizing the value of public investments.

During the 20th century, the U.S. built highway and aviation networks that fueled unprecedented economic prosperity and individual mobility and connected our Nation's cities, towns, and regions to the rest of the world. The U.S. has been well served by these highway and aviation networks, as well as by our railroads, pipelines, ports, waterways, and transit systems.

However, in the 21st century, the U.S. transportation system must begin to adapt to the changing social, environmental, and economic challenges our Nation faces. Our policies and individual investment decisions for highways, public transit, railroads, seaports, inland waterways, and airports often lack an outcome-driven approach and at times conflict with each other and with key national priorities. Federal transportation programs also face unprecedented fiscal challenges with current dedicated revenue sources no longer adequate to sustain current Federal spending levels.

This Administration believes that we must create a transportation system that addresses the new challenges before us and puts the needs of the American people and their communities first. The Department of Transportation's (DOT) Strategic Plan sets out key priorities that will transform our transportation infrastructure into a truly multimodal system that offers the traveling public and businesses safe, convenient, affordable, and environmentally sustainable transportation choices.

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act of 2009 (Recovery Act) providing more than \$48 billion in vital transportation funding to spur economic recovery while rebuilding our Nation's network of roads, tunnels, bridges, transit, airports, and waterways. Included in the Recovery Act funding was an unprecedented \$8 billion investment in an intercity high-speed passenger rail system.

President Obama is also committed to driving towards sustainable growth and quality jobs through his *“Strategy for American Innovation.”* DOT is conducting critical research across all modes of transportation, supporting data-driven decisionmaking on National priorities, including: building a leading physical infrastructure; supporting advanced

vehicle technologies; and educating the next generation with 21st century knowledge and skills to foster a world-class workforce for the transportation sector.

SAFETY

Improving safety is DOT's top priority. Secretary Ray LaHood has urged all DOT employees to reinforce our safety culture in our daily work and to encourage our domestic and international partners, our stakeholders and the public to redouble their efforts to reduce transportation-related fatalities and injuries. The Safety chapter of this Strategic Plan outlines the steps DOT will take to improve safety levels throughout the transportation system.

STATE OF GOOD REPAIR

Over the years, the U.S. has built one of the world's most extensive and productive transportation systems, representing trillions of dollars of public and private investment. It is essential that we be good stewards and apply asset management principles proactively to maintain and modernize our critical infrastructure to maximize its productivity and performance and minimize full life cycle costs. Our State of Good Repair chapter describes the steps DOT will take to identify critical highway, bridge, transit, airport and railroad assets and improve their state of repair.

ECONOMIC COMPETITIVENESS

Achieving the maximum net economic benefit from our transportation investments is essential in this period of economic hardship and difficult budget choices at the Federal, State, and local levels. DOT is committed to fostering policies and investments, including investment in the transportation workforce of the future that will produce the greatest economic benefit for the broadest number of citizens and businesses and will lay the groundwork for long-term economic growth and prosperity. The Economic Competitiveness chapter outlines the steps DOT will take to achieve the greatest contribution of the transportation system to the United States' economy.

LIVABLE COMMUNITIES

Fostering livable communities – places where transportation, housing and commercial development investments have been coordinated so that people have access to adequate, affordable and environmentally sustainable travel options – is a transformational policy shift for DOT. The President has made place-based policies like livable communities a key component of his domestic agenda and has challenged all Federal agencies to coordinate and innovate around this goal in an unprecedented way. To promote well-coordinated and sustainable development, DOT has formed an interagency partnership with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA). The Livable Communities chapter describes our strategies for increasing access to adequate, affordable, and environmentally sustainable travel choices.

ENVIRONMENTAL SUSTAINABILITY

The Administration is committed to a comprehensive National energy and environmental policy that emphasizes reducing carbon, other harmful emissions, and the consumption of fossil fuels. This policy also emphasizes protecting and enhancing natural resources. To implement this policy, DOT will advance transportation investments that reduce energy

use and associated greenhouse gas emissions for passenger travel and freight movement, and foster the protection of critical watersheds and ecosystems. In addition to the sustainable development patterns associated with livable communities, DOT will also promote the substitution of carbon intensive travel on congested highways and airways for use of more energy efficient transportation systems, including rail, water, and pipelines where feasible. The Environmental Sustainability chapter outlines the steps DOT will take to move toward a more environmentally sustainable U.S. transportation system.

ORGANIZATIONAL EXCELLENCE

Secretary LaHood has declared that openness and fairness will be the top values that would mark his tenure at DOT. Openness means promoting transportation policies in an accountable and transparent way on behalf of all Americans who depend on our transportation system. Openness also means a collaborative and open door working environment with the dedicated staff at DOT. Fairness means promoting transportation policies that benefit all Americans, particularly those from traditionally underserved communities. Fairness also applies to the DOT workplace where we will demonstrate our commitment to civil rights, equal employment opportunity, and affirmative employment through practices that ensure all voices are heard and all viewpoints respected. We believe that a dedicated and talented workforce is the most significant factor in our being able to transform America's transportation infrastructure into a truly multimodal system that provides travelers and businesses with safe, secure, convenient, affordable, and environmentally sustainable transportation choices. Our Organizational Excellence chapter outlines the most significant steps we will take to make DOT the best place to work in the Federal government.

SUMMARY

DOT will use this Strategic Plan to develop and implement policies and programs that will transform our transportation infrastructure into a truly multimodal system that provides travelers and businesses with safe, convenient, affordable, and environmentally sustainable transportation choices. We look forward to working with the Congress and with our public and private sector stakeholders to create a transportation system that is unparalleled in its performance and in its contributions to the quality of life and economic well being of the United States.