

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

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

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

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

ACTION ITEMS**5. May 12, 2010 TAC Meeting Minutes
(Attachment 5)**

A copy of the May 12, 2010 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the May 12, 2010 TAC meeting.

**6. Regional Transit Planning - Update
(No attachments)
Triangle Transit
Bill Houppermans, URS**

Durham, Orange, and Wake counties are developing a regional financial plan 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 regional financial plan must be adopted by the counties and the MPO by spring 2011. The Alternatives Analysis will be occurring concurrently with the development of the regional financial plan. Public involvement is proposed to begin in June and July 2010.

Triangle Transit staff and their consultant, URS, will provide an overview presentation of the regional transit planning activities including the Alternatives Analysis.

TAC Action: Receive update on regional transit planning.

**7. MPO Policy and Procedures
(Attachment 7, 7A, 7B)
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). The TCC recommends the adoption of the following policies:

Policy #1 (Attachment 7) serves to establish a written policy on the MPO's responsibility with regards to sub-recipient oversight and monitoring procedures. The LPA serves as a pass-through entity and is required to comply with the Federal Compliance Supplement, Part 3 Section M.

Policy #2 (Attachment 7A) serves to establish a written policy on the MPO's oversight responsibility for Section 5307 – Urbanized Area Formula Program. Even though this program is administered by our member transit agencies, the MPO is responsible for providing reasonable oversight of Section 5307 funds designated for annually approved metropolitan planning activities.

Policy #3 (Attachment 7B) 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.

TCC Recommendation: That the TAC approve the three MPO policies and procedures.

TAC Action: Approve the three MPO policies and procedures.

8. Section 5307 Allocation

(Attachment 8, 8A)

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 developed a recommended distribution of the MPO's FTA Section 5307 funds and the TCC has endorsed their recommendation. A memo on the distribution of the funds is Attachment 8. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) is Attachment 8A. 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 Recommendation: That the TAC approve the allocation of Section 5307 funds.

TAC Action: Approve the allocation of Section 5307 funds.

9. NC Mobility Fund

(Attachment 9, 9A)

Mark Ahrendsen, TCC Chair

Governor Beverly Perdue has proposed the creation of a Mobility Fund as part of the 2010 state budget. NCDOT has produced a fact sheet and supplemental materials describing the fund (Attachment 9). 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 9A).

The TCC recommends that the TAC consider approving the resolution in support of the Mobility Fund with the following qualifications. These qualifications could be added to the language of the resolution or described in a transmittal letter accompanying the resolution.

- Set aside a portion of the new funding for the Intermodal Fund – There was concern that the creation of the Mobility Fund would make it more difficult for the legislature to identify funding for the Intermodal Fund. The Intermodal Fund would provide the State’s share for a transit project in our area.
- Only allow large projects to qualify for funding through the Mobility Fund – This new source of funding should truly be reserved for significant projects that are not adequately funded through the existing equity formula – such as the Yadkin River bridge. Smaller projects should not be eligible because they can be funded through equity formula funding.
- Ensure that transit projects receive equal consideration for funding through the Mobility Fund – There was concern that many of the talking points/supporting information seemed to place more emphasis on highway and freight projects than transit projects.
- Emphasize the need for MPO and RPO review of and input to the creation of the prioritization process for projects funded through the Mobility Fund.
- Emphasize that creation of the Mobility Fund should not preclude or diminish the need to reform the equity formula.

TCC Recommendation: That the TAC approve the resolution in support of the Mobility Fund with consideration of the qualifications listed above.

TAC Action: Approve the resolution in support of the Mobility Fund with consideration of the qualifications listed above.

10. NC 54 Corridor Study - Update

(Attachment 10)

Felix Nwoko, LPA Staff

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/>. The review and approval process has been delayed due to further work needed on the plan’s recommendations and consideration of public comments. A revised schedule is included as Attachment 10.

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

REPORTS:**11. Report from the TAC Chair
Mike Woodard, TAC Chair**

TAC Action: Receive Report from TAC Chair

**12. Report from Staff
(Attachment 12)
Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

**14. NCDOT Report
(Attachment 14)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT**

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS**15. Recent News Articles and Updates
(Attachment 15)****16. DCHC MPO Letter to Secretary Conti regarding East End Connector – May 13, 2010
(Attachment 16)****17. Regional Support Letter to Secretary Conti regarding East End Connector – May 14, 2010
(Attachment 17)**

Adjourn

Next meeting: August 11, 2010

Dates of Upcoming Transportation-Related Meetings:

6/7/2010, 4:30pm	Public Form on FTA Advance Rulemaking for New Starts and Small Starts @ Raleigh Convention Center
6/15/2010, 2:30pm	I-40 Regional Partnership Meeting @ NetApp (7301 Kit Creek Drive)
6/18/2010, 10:30am	Tri-MAP @ RDU Airport Authority
6/22/2010, noon	Durham Chamber Transportation Committee @ Durham Chamber

- 6/30/2010, 5:30pm Alternatives Analysis Public Meeting @ Durham County Library, Main Library (downtown), Auditorium
- 7/7/2010, 5:30pm Alternatives Analysis Public Meeting @ Chapel Hill Town Hall
- 7/27/2010, noon Durham Chamber Transportation Committee @ Durham Chamber
- 8/20/2010, 10:30am Tri-MAP @ RDU Airport Authority
- 8/24/2010, noon Durham Chamber Transportation Committee @ Durham Chamber

TAC Directives to Staff

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

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

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

10/14/09	Present to the Orange County BOCC on MAB expansion	<u>Completed:</u> 11/17/2009
11/11/09	Meet with the Secretary of Transportation to discuss the East End Connector and the urban loop prioritization process	<u>Completed:</u> Meeting occurred 1/8/2010
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Will be provided by the TAC Chair on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed:</u> See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress:</u> See 3/10/10 TAC Agenda.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector	<u>Completed:</u> See 5/12/10 TAC Agenda.

42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 Mark Ahrendsen stated a resolution for the FY 2010-2011 Unified Planning Work Program was
45 distributed at the beginning of the meeting.

46 **Public Comments**

47 There were no public comments.

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

49 The Directives to Staff are attached for review.

50 **ACTION ITEMS:**

51 **April 14, 2010 TAC Meeting Minutes (Attachment 5)**

52 A motion was made by Sally Kost and seconded by Eric Hallman to approve the April 14, 2010
53 TAC Meeting Minutes. The motion carried unanimously.

54 **NC 54 Corridor Study – Update**

55 Mike Woodard stated the third public meeting was at the Friday Center on May 11, 2010. Mr.
56 Woodard commended the LPA staff and consultant staff.

57 Whit Blanton with Renaissance Planning Group provided a presentation on the NC 54 Corridor
58 Study. Mr. Blanton commended the staff and steering committee (Town of Chapel Hill, Triangle Transit,
59 MPO, City of Durham, Durham County, NCDOT and others).

60 Alice Gordon requested a PDF of the presentation. Mr. Blanton stated it will be provided and
61 also posted on the project website.

62 Whit Blanton stated they are not recommending a Floor Area Ratio (FAR) greater than three
63 although this is typical of development around light rail stations.

64 Ellen Reckhow stated she is receiving complaints from citizens that think we are creating a park-
65 and-ride lot for UNC in Durham County. Ms. Reckhow wants data in respect to where they expect

66 people to go using the park-and-ride lots and how large this park-and-ride would be compared to the
67 one in Chapel Hill. Mike Woodard asked if a parking deck for Chapel Hill is the best use of this property.
68 Ms. Reckhow stated that Farrington Road is a scenic road and does not think structured parking is
69 appropriate.

70 Sally Kost questioned the feasibility of putting park-and-ride lots near interchanges because the
71 real estate is expensive.

72 Ellen Reckhow would like to see a more cost effective approach taken. The Southpoint Mall
73 parking lot has hundreds of empty parking spaces during the week. Perhaps we can negotiate with
74 Southpoint Mall for extra park-and-ride spaces. It could be more cost effective than separate lots.

75 Patrick McDonough stated the Durham ordinance requires 100 spaces or 5% of the overall parking
76 whichever is smaller be set aside for park-and-ride. Ellen Reckhow also suggested using church parking
77 lots for park-and-ride lots.

78 Alice Gordon asked if narrower lanes slow traffic or just make it more dangerous. Mr. Blanton
79 stated there is traffic engineering evidence that shows narrowing lanes creates a slower environment
80 and buildings that are close to the street also slow traffic.

81 Mr. Blanton recommends a Superstreet to avoid more costly long-term changes to the corridor.

82 Mr. Blanton stated they will be making revisions and the report will be posted on the website so
83 it can be reviewed and modified.

84 Ellen Reckhow asked what the feedback was on the I-40/NC 54 flyover. Mr. Blanton stated
85 there was not much feedback because there is more concern about the Superstreet concept on
86 Farrington Road because of the restriction of movements. Ellen Reckhow asked Mr. Blanton to lay out
87 the costs and benefits of each approach and Mr. Blanton stated they can do it.

88 Ed Harrison stated that UNC is unhappy with the plan, and residents think UNC is being allowed
89 to expand by the plan. He requested information on the outcome of the meetings with UNC.

90 Mike Woodard asked how the TAC will review, approve, and implement the plan. Ed Harrison
91 stated that Chapel Hill's last meeting is in June.

92 Mark Ahrendsen stated the draft report will be available at the end of May. The MPO could
93 receive the draft report in June and release for local review in the summer/fall.

94 Leta Huntsinger stated she envisions review by citizens, committees, and boards and back to the
95 MPO in early 2011. Ms. Huntsinger will send an updated schedule out.

96 Alice Gordon stated that Orange County needs time for review in the fall. It makes sense for the
97 MPO to release it in June.

98 Ellen Reckhow asked if the Planning Departments have been involved and Mark Ahrendsen
99 stated yes they have been involved. David Bonk stated that Chapel Hill, City of Durham, and Durham
100 County are involved in the study area.

101 **FY 2010-2011 Unified Planning Work Program (Attachment 7 – electronic copies only)**

102 Maricia Brown provided an introduction for the FY 2010-2011 Unified Planning Work Program.
103 Ms. Brown stated the UPWP was distributed electronically and will be submitted to NCDOT and FHWA.
104 There are no changes from the April version except the cover.

105 Mark Ahrendsen stated there are three resolutions: (1) one for the FHWA PL funds (2) one for
106 FTA funds, and (3) one for self certification of the planning process.

107 A motion was made by Sally Kost and seconded by Eric Hallman to approve the FY 2010-2011
108 Unified Planning Work Program as well as the three resolutions. The motion carried unanimously.

109 **Congestion Mitigation Air Quality (Attachment 8)**

110 Maricia Brown provided an introduction for the Congestion Mitigation Air Quality, along with
111 the attachment.

112 A motion was made by Ellen Reckhow and seconded by Eric Hallman to approve the resolution
113 requesting the transfer of FY 2010 CMAQ funding to the Federal Transit Administration. The motion
114 carried unanimously.

115 **REPORTS:**

116 **Report from the TAC Chair**

117 Mike Woodard stated the Regional Transit Leadership Group will be meeting again on May 28,
118 2010. They are working with CAMPO on reconvening the STAC. Alice Gordon asked if they will be
119 creating a charge for the committee and Mr. Woodard stated that nothing has been decided yet, but he
120 will report back.

121 Mr. Woodard requested TAC authorization to send a letter to Secretary Conti regarding
122 consideration of the East End Connector project.

123 **Report from Staff (Attachment 10)**

124 The Report from Staff is attached for review.

125 **Report from the TCC Chair**

126 Mark Ahrendsen stated there have been two public workshops on the East End Connector; one
127 in March and one in April. The City has worked with NCDOT and an Ad Hoc Committee to develop a
128 recommendation for mitigation measures. Staff has also worked closely with NCDOT on developing the
129 urban loop prioritization process. The Finding of No Significant Impact (FONSI) is expected in the fall of
130 2011. The draft 2012-2018 TIP release will be in June, and staff thinks it is appropriate to send a letter
131 to the Secretary before the TIP is out requesting consideration of the importance of the project.
132 Durham has not received any loop funds. Ellen Reckhow suggested the importance to the region; not
133 just Durham.

134 A motion was made by Ellen Reckhow and seconded by Eric Hallman to authorize the TAC Chair
135 to draft a letter to Secretary Conti regarding consideration of the East End Connector project. The
136 motion carried unanimously.

137 Mark Ahrendsen stated the Hillandale Road to Carver Street project will be let in June.

138 Dale McKeel provided an update on bicycle/pedestrian projects along with the timelines. On
139 the American Tobacco Trail project, the City Council will be reviewing the site plan, agreements, funding,
140 and the project is expected to go out to bid in mid-late summer, with completion in 2011.

141 The Old Durham-Chapel Hill Road project is being managed by NCDOT Division 5 staff and the
142 consultant, Kimley-Horn and Associates. They are working with 65% plans that have been reviewed by
143 Chapel Hill and the City of Durham. There will be an upcoming public meeting for the project.

144 The trail construction for Third Fork Creek Trail and resurfacing of the American Tobacco Trail
145 and Riddle Road Trail will begin this summer. There will be some trail closures. There will be some work
146 on a section of the North-South Greenway between Northgate Park and Murray Avenue. It will be
147 closed for a couple of months.

148 John Hodges-Copple stated there is a grant for Regional Sustainable Development Plans and
149 Triangle J COG is going to apply for the region. It will be competitive.

150 Ellen Reckhow hopes to take the plan beyond scenarios to look at the tools, techniques, and
151 funds to get us there.

152 Alice Gordon wants information regarding the Regional Sustainable Development Plan and Ms.
153 Gordon asked if Orange County is involved. John Hodges-Copple stated the federal government hasn't
154 even released the final notice of funding availability and guidelines. The two formal groups that are
155 involved are the Development and Infrastructure Partnership, which Orange County is a part, and the
156 Land Use Community Infrastructure Development (LUCID) group, which consists of land use and
157 transportation planners.

158 **NCDOT Report (Attachment 12)**

159 Patrick Wilson, NCDOT Division 7, stated there were no additional updates to the report.

160 Alice Gordon asked the status of U-4726GA and Karen Lincoln stated the work has begun. Ms.

161 Gordon also asked about the status of TA-5117, the two 28' light transit vehicles w/wheelchair lifts and

162 Karen Lincoln stated that Chapel Hill is ordering those vehicles. They have been ordered and we

163 anticipate receipt this summer.

164 Joey Hopkins, NCDOT Division 5, stated there were no additional updates to the report.

165 Mr. Hopkins stated the draft TIP is scheduled to come out in June. The Division supports the

166 East End Connector project, and the TAC needs to send the letter of support as soon as possible.

167 Mr. Hopkins stated the Hillandale Road project is now scheduled to be let in July because part of

168 it is being funded by leftover ARRA funds.

169 Mr. Hopkins stated the Pope Road roundabout is part of the Old Durham-Chapel Hill Road

170 project.

171 **INFORMATIONAL ITEMS:**

172 **Recent News Articles and Updates (Attachment 13)**

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

174 **Amtrak Mid-Day Service Schedule (Attachment 14)**

175 The Amtrak Mid-Day Service Schedule is attached for review.

176 **Adjournment**

177 There being no further business before the Transportation Advisory Committee, the meeting

178 was adjourned at 10:44 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.

- 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 the each participating transit agency along with the MPO’s oversight responsibilities set forth in this document.

Grant Recipient:

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 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:

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.

As part of the development of the TIP, DCHC is responsible for reviewing all projects submitted for programming. DCHC has primary responsibility for selecting projects to receive DCHC-managed federal funds from the STP-DA, CMAQ, and FTA federal funding programs.. The process is summarized in the subsequent sections of this policy.

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 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*)
 - 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 30 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.

MEMORANDUM

TO: **Transportation Advisory Committee
DCHC MPO**

FROM: **DCHC MPO Lead Planning Agency**

DATE: **June 9, 2010**

SUBJECT: **FY 2010 Section 5307/5340 Apportionment for Durham NC UZA**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49USCA5307(a)(2). Generally, a transportation management area is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

The DCHC- MPO has received it FY2010 Apportionment and have submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

The TCC Transit Sub-committee met to review and discuss these fundings. The following summary action items were agreed upon:

- The current by agency \$ split has been developed consistent with the formula that is used by FTA to distribute the funds to the Durham UZA. All agencies have agreed to accept this split. Authorization letter to FTA attached to this agenda item.
- The committee will begin meetings in the near future to re-visit concerns and/or suggestions regarding the formula.
- The committee will also begin working on a mechanism for the systems to better share and analyze each transit agency data on a regular basis.



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

May 26, 2010

Regional Administrator
 Federal Transit Administration
 Atlanta Federal Center
 230 Peachtree Street, NW, Suite 800
 Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FY 2010 Section 5307/5340 Apportionment for Durham NC UZA,

Dear Regional Administrator:

We have been advised that the FY 2010 full apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$6,538,553. Distribution of the FY2010 5307/5340 apportionment in the Durham UZA includes apportionments to three transit operators and is shown in the table below. The Transit Enhancement and Safety and Security apportionments are calculated in the table below.

<u>Transit System</u>	<u>FY 10 Apportionment</u>
Chapel Hill Transit	\$ 2,033,895
Durham (DATA)	\$ 3,416,286
Triangle Transit	<u>\$ 1,088,372</u>
Totals	<u>\$ 6,538,553</u>
<u>Transit Enhancement (1%)</u>	
Chapel Hill Transit	\$ 20,339
Durham (DATA)	\$ 34,163
Triangle Transit	<u>\$ 10,884</u>
Totals	<u>\$ 65,386</u>
<u>Safety & Security (1%)</u>	
Chapel Hill Transit	\$ 20,339
Durham (DATA)	\$ 34,163
Triangle Transit	<u>\$ 10,884</u>
Totals	<u>\$ 65,386</u>

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator's FY2010 FTA Section 5307 and 5340 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko or Maricia Brown at 919-560-4366.

Sincerely,

J. Michael Woodard, TAC, Chair

cc: Marie Lopez, Transportation Program Specialist – FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Steve Mancuso, DATA
Stephen Spade, CHT
Bill Barlow, NCDOT PTD
Miriam Perry, NCDOT PTD



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

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.

General Assembly of North Carolina**Session 2009****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.

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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:

Motorcycles:	1-passenger capacity	\$18.00 <u>\$23.00</u>
	2-passenger capacity	22.00 <u>\$28.00</u>
	3-passenger capacity	26.00 <u>\$33.00</u>
Automobiles:	15 or fewer passengers	\$51.00 <u>\$60.00</u>
Buses:	16 or more passengers.....	\$2.00 <u>\$2.25 per</u> hundred pounds of empty weight

19 Trucks under
 20 7,000 pounds
 21 that do not
 22 haul products
 23 for hire:

4,000 pounds.....	\$41.50 <u>\$52.00</u>
5,000 pounds.....	\$51.00 <u>\$64.00</u>
6,000 pounds.....	\$61.00 <u>\$76.00</u>

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:

Private passenger vehicles of not more than fifteen passengers	\$28.00 <u>\$35.00</u>
Private passenger vehicles over fifteen passengers	31.00 <u>\$39.00</u>

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
4		
5	Rates Per Hundred Pound Gross Weight	
6		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

- 12
- 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 18.0023.00.

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

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

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

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

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

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

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

The Department of Transportation may withhold each year an amount not to exceed one percent (1%) of the total amount appropriated for distribution under this section for the purpose 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).

**RESOLUTION FOR THE CREATION OF THE NORTH CAROLINA MOBILITY
FUND**

June 9, 2010

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

WHEREAS, 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.

J. Michael Woodard, TAC Chair

Durham County, North Carolina

I certify that J. Michael Woodard personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: June 9, 2010

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

NC 54 Blueprint Review and Approval Process

Draft – May 25, 2010

Date	Activity	Resource
June/July	Draft report delivered by RPG, reviewed by Technical Steering Committee, edits made as necessary to draft report	RPG/Staff
July 28	TCC receives draft report and recommends to TAC	
August 11	TAC receives draft report and releases for review.	MPO
September	Draft report provided to Chapel Hill Council and referred to advisory boards for review and comment. Draft report reviewed by NCDOT staff/managers as appropriate.	Chapel Hill Staff
October	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).	MPO
October	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.	
November	RPG revises the draft report to incorporate comments and recommended changes (2 weeks). TCC receives the final draft report and forwards to TAC.	RPG / MPO
December	TAC receives final draft report to forward to local agencies for approval. Durham Planning Commission holds public hearing on final draft report.	
January	Durham City Council, Durham Board of County Commissioners, and Town of Chapel Hill review and approve the final draft report.	MPO
February, 2011	TCC approval of final report	
March, 2011	TAC approval of final report	

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

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 9, 2010

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

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

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

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

Comprehensive Transportation Plan (CTP)

- Draft CTP – October 2009
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - Public Workshop #2 – Feb 25, 2010
- Transportation/Land Use Master Plan – June 2010
 - Public Workshop #3 – May 11, 2010

- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Pilot study
- ✓ Obtain DMV records
- ✓ Finalize sample plan
- ✓ Begin survey mail out – Jan 2010
- ✓ Surveyor Training – Jan 2010
- ✓ Survey Data Collection – Jan through March 2010
- Data Processing/Geocoding – June 2010
- Weighting and Expansion – June 2010
- Analysis/Draft Report – June 2010
- Final Report/Draft Dataset – June 2010
- Presentation of Results – July 2010

GIS/Data Integration and Automation

- ✓ Phase I in progress
- ✓ Initial Kick of meeting and scan completed
- ✓ Initiation Workshop report completed
- ✓ Draft Requirement Assessment & Application Development Report - October 2008
- ✓ Needs Assessment Workshop
- ✓ Final Draft Needs Assessment Report
- ✓ Application Development Plan – Sept 09
- ✓ Application Plan/Algorithm for CMP – complete
- ✓ Application Plan/Algorithm for LRTP Tool – Oct 2009
- ✓ Application Plan/Algorithm for SE Data Tool – Oct 2009
- ✓ Supporting Hardware/Software Recommendation – complete
- ✓ Functional capability for TELUDE – Nov 2009
- ✓ Database Design – Feb 2010
- ✓ Database Design Document – Feb 2010
- ✓ Strategic Planning Document – Feb 2010
- TELUDE User's Handbook v1 – June 2010
- Hands-on Training – July 2010
- TELUDE Test and Evaluation Manual – July 2010
- Project Completion – Sept 2010

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed
- ✓ Model architecture and design completed
- Zone level model for Triangle Region v1
 - ✓ Database completion – Aug 09
 - ✓ Initial model estimation – Sept 09

- ✓ Initial calibration – Oct 09
- ✓ 2035 model run – Jan 2010
 - Installation and documentation – Feb 2010
- Parcel level model for DCHC
 - Initial database – Mar 2010
 - Initial model estimation – Apr 2010
 - Initial calibration – May 2010
 - 2035 model run – June 2010
- Installation and documentation – July 2010

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 underway
- ✓ Update and enhancement of Generation Choice Models – Sept 2009
- ✓ Development of improved Model Choice model – Jan 2010
- Revision and revalidation of Destination choice models – June 2010
- Prepare and implement new TransCAD routines to implement new models – June 2010
- Documentation, User's manual, and training – July 2010
- Project completion date anticipated in July 2010

ITS Deployment Plan

- ✓ Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- ✓ Update of 2007-2010 ITS project – December 2006
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- ✓ Consultant selection in spring of 2008
- ✓ Notice to proceed in January 2009
- ✓ Scan of Best practices
- ✓ ITS Vision and goals
- ✓ Gap Assessment
- ✓ Development of ITS Architecture
- ✓ Development of ITS Cost Estimates and Cost database
- ✓ Development of Maintenance Plan
- ✓ Development of IDAS Model
- ✓ Integration & Streamlining of ITS with Transportation Planning.
- ✓ Strategic Deployment Plan
- ✓ Project Management
- ✓ Final Reports
- Completion of Project expected in winter of 2010.

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Coordination with partner agencies to classify roads and identify collector streets
- Public review (with Comprehensive Transportation Plan in late 2009 or early 2010)

- Completion of study and integration with related plans and review processes

MPO Expansion for the next LRTP Update

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

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- ✓ Environmental Assessment – signed December 2009
- ✓ Public meeting/hearing – March 25, 2010 and April 27, 2010

Farrington Road/Stagecoach Road Corridor Study

- ✓ This study involved the following tasks:
 1. Data collection and analysis
 2. Traffic circulation plan (including a collector street system plan)
 3. Sub-area modeling analysis and forecast of future demand
 4. Alternative evaluation
 5. Recommendation
- ✓ Kimley Horn and Associates is the consultant
- ✓ Data collection underway
- ✓ Steering Committee proposed
- ✓ Completion of study expected in January
- ✓ Integration in the 2035 LRTP
- ✓ Draft report complete
- ✓ Presentation to TAC – March 2010
- ✓ Resubmit to TAZ – June 2010

MPO Parking Survey and Study (postponed to FY 2011)

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

Contract Number: C200840 **Route:** NC-54
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-2904, U-4026
Length: 6.363 miles **Federal Aid Number:** STP-54(5)
Resident Engineer: Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499
Location Description: NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$35,467,891.08 **Cost Overrun/Underrun:** 6.03%
Availability Date: 2/5/2007 **Letting Date:** 12/19/2006
Completion Date: 11/1/2009 **Work Began:** 2/19/2007
Revised Completion Date: 12/28/2009 **Estimated Completion:** 6/30/2010
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 5/11/2010 **Actual Progress:** 99.33%

Contract Number: C201487 **Route:** US-15
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3450, U-4009, U-4012
Length: 1.769 miles **Federal Aid Number:** BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.
Contractor Name: DLB, INC DBA DLB INC (OF VA)
Contract Amount: \$18,810,912.36 **Cost Overrun/Underrun:** 4.05%
Availability Date: 10/1/2007 **Letting Date:** 8/21/2007
Completion Date: 8/1/2010 **Work Began:** 10/1/2007
Revised Completion Date: 8/3/2010 **Estimated Completion:** 8/3/2010
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 80.1%
Last Estimate Paid: 5/18/2010 **Actual Progress:** 74.95%

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$137,446,000.00 **Cost Overrun/Underrun:**
Availability Date: 9/19/2008 **Letting Date:** 8/5/2008
Completion Date: 7/1/2011 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202064 **Route:** SR-2028
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3309A
Length: 1.165 miles **Federal Aid Number:** STP-2028(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: THOMPSON CONTRACTING, GRADING, PAVING & UTILITIES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 0%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 8/15/2011
Last Estimate Thru: 4/30/2010 **Scheduled Progress:** 9%
Last Estimate Paid: 5/12/2010 **Actual Progress:** 14.98%

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

Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540.
Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$7,577,355.48 **Cost Overrun/Underrun:** 0%
Availability Date: 3/1/2010 **Letting Date:** 1/19/2010
Completion Date: 12/31/2010 **Work Began:** 4/1/2010
Revised Completion Date: **Estimated Completion:** 12/31/2010
Last Estimate Thru: 5/7/2010 **Scheduled Progress:** 15.46%
Last Estimate Paid: 5/14/2010 **Actual Progress:** 4.93%

Contract Number: C202405 **Route:** NC-55
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-5143
Length: 0.2 miles **Federal Aid Number:** STM-0055(42)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55.
Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$176,802.75 **Cost Overrun/Underrun:** 21.38%
Availability Date: 8/3/2009 **Letting Date:** 7/7/2009
Completion Date: 10/30/2009 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:** 5/1/2010
Last Estimate Thru: 4/7/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 4/26/2010 **Actual Progress:** 90.16%

Contract Number: C202408 **Route:** US-501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** **Federal Aid Number:** **RE Phone Number:** (919)220-4680
Length: 18.15 miles
Resident Engineer: Chad D. Hinnant
Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$2,694,654.51 **Cost Overrun/Underrun:** 5.99%
Availability Date: 10/5/2009 **Letting Date:** 8/18/2009
Completion Date: 6/11/2010 **Work Began:** 4/5/2010
Revised Completion Date: **Estimated Completion:** 6/11/2010
Last Estimate Thru: 5/15/2010 **Scheduled Progress:** 72%
Last Estimate Paid: 5/27/2010 **Actual Progress:** 56.09%

Contract Number: C202493 **Route:** I-85
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164A **Federal Aid Number:** STM-085-4(114)171
Length: 9.6 miles **RE Phone Number:** (919)840-0914
Resident Engineer: Cadmus Capehart, PE
Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147.
Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$6,088,736.11 **Cost Overrun/Underrun:** **Letting Date:** 1/19/2010
Availability Date: 3/15/2010 **Work Began:** **Estimated Completion:** **Scheduled Progress:** **Actual Progress:** **Revised Completion Date:** **Last Estimate Thru:** **Last Estimate Paid:**

Contract Number: C202496 **Route:** US-15501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164C **Federal Aid Number:** STM-0015(30)
Length: 2.9 miles **RE Phone Number:** (919)220-4680
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 **Cost Overrun/Underrun:** **Letting Date:** 1/19/2010
Availability Date: **Work Began:** **Estimated Completion:** **Scheduled Progress:** **Actual Progress:** **Revised Completion Date:** **Last Estimate Thru:** **Last Estimate Paid:**

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	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. to begin after compl. of sidewalks on U- 4726 IE; est. compl. 11/1/10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement to Town for execution 3/9/10; Const. FY '10-'11
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction	\$3.028 million	S.T. Wooten Corp. - FA patching compl.; work began 5/13/10; compl. by 9/3/10
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc. began work 3/8/10= 17.66% compl.
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napoleon, Ohio - night work began 4/19/10; grinding began 5/3/10; 2.88% compl.
Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	C.C. Mangum Co., LLC; pre-con 6/7/10 ; will begin work 7/12/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11
Orange	42170 SS- 4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Roadway design compl.; signal design underway; Plans to R/W 4/27/10- Const. FY '10-'11

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	42171 SS- 4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design underway; Const. FY '10-'11
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl. & Design pending; Const. FY '10-'11; flasher has been installed by separate project
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 16, 2011

**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; invoice pending
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern began work 3/12/10; Invoice #1 reimbursed 5/18/10
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction -Pre-con. conf. 4/9/10- work underway
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =planting compl.; warranty period underway
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	ARRA-Rea Contracting, LLC; Night work- =50.56% compl.-est. compl. 6/11/10
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; Pre-con. conf. 3/31/10- work scheduled 6/1/10
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curband gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving- work has not begun
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA-Atwell Const. Co., Inc., Greenville, NC= 17.96% compl.
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =5.72% compl.-additional contractor forces have been employed after meeting with NCDOT
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co. ;Pre-con. conf. 2/8/10- work has begun

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

Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	ARRA-Centurion Construction Co; Pre-con. conf. 2/8/10- began work 3/22/10
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction began clearing and grubbing work 2/22/10; sidewalk const. underway; approval for bridge design pending revisions
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International =75% compl.-all WCR to be installed per NCDOT Std.- will be compl. after U-4726 IC is compl.
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt ; signs installed but no work underway
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International; work began 2/16/10- est. compl. 6/14/10
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$0.00	ARRA-Project voided by request of Town; funds redistributed to other Town projects
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$142,613.00	ARRA- Holmes Contracting - Supplemental construction agreement to be paid by Town ; Final insp. held 4/30/10; Final 5/27/10
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.began 3/1/10; drainage work underway; processed Inv. #1 5/28/10

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

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

**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	S.T. Wooten Corp began work on 3/16/10 and is currently at 14.6% complete; Scheduled completion date is 4/30/10; Claim pending, probable time extension. Economic Stimulus Project	
Chatham	8CR.20191.1 2	8 sections of secondary roads	Contract resurfacing	\$2,600,000.00	\$2,641,575.45	Awarded to Riley Paving, Inc.; Available 11/30/09; Scheduled completion 8/13/10	
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00	\$584,478.20	Sanford Contractors, Inc began work on 4/19/10; Currently at 9.2% complete; Scheduled completion date is 8/13/10; Economic Stimulus Project	
Chatham	36268 U-4726FA & 45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities (sidewalk) & Streetscaping/Landscaping	U-4726FA PE: \$22,000.00 Const: \$198,000.00 ER-5100HA PE: \$2,525.00 Const: \$22,730.00	\$144,614.00	Chatham County Municipal Agreement; Letting scheduled for 12/3/09; Awarded to White Oak Construction Corp; Availability Date is 1/5/10; Scheduled completion is 6/15/10; Economic Stimulus Project; Complete, accepted 4/30/10	
Chatham	33710.3.1 B-4459	NC 42	Structure replacement of #56 over Buckhorn Creek and approaches	PE: \$76,000.00 ROW: \$55,000.00 CONST: \$1,600,000.00		Letting scheduled for 6/15/10	Map
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Anticipated letting in June 2010	

Study: Rush-hour rail could ease commuter crunch

PUBLISHED TUE, MAY 11, 2010 12:00 AM
BY BRUCE SICELOFF – NEWS & OBSERVER STAFF WRITER

RALEIGH -- A new report predicts a healthy demand by Triangle workers and students for commuter trains that could run every 40 minutes during the morning and afternoon rush hour.

The study, released today, says that by 2022 the state-owned N.C. Railroad could serve at least 11,000 riders a day (3 million a year) in commuter trains on its 140-mi. line between Greensboro and Goldsboro.

The forecast projects that the heaviest demand for rush-hour rail - and the most likely place to start - is for trains that would make 11 stops from Durham and Research Triangle Park through Raleigh to Clayton and Wilson's Mills. The second-highest demand centers on five stops between Greensboro and Burlington.

No decisions have been made about whether to launch commuter rail service on all or any of the tracks between Greensboro and Goldsboro.

Commuter trains use regular diesel locomotives to carry suburban residents to jobs and universities in urban areas. The study predicts that rush-hour service on the NCRRT line would rank 16th in ridership among the nation's 23 commuter rail systems.

John L. Atkins III of Durham, N.C. Railroad's board chairman, said the study shows that rush-hour trains could help the Triangle handle its continuing growth in workers and residents.

"We see great potential in commuter rail service," Atkins said in a prepared statement. "The study projections tell us that communities have the opportunity to increase mobility options for citizens all along the corridor, which contains about 18 colleges and universities. And if people opt for commuter rail, that frees capacity for businesses to use our roads and reduces congestion, which benefits air quality."

N.C. Railroad carries 60 freight trains and eight passenger trains on its 317-mi. track between Morehead City and Charlotte. A 2008 NCRRT study said it would cost between \$2.3 million and \$9.3 million a mile to add commuter train service between Greensboro and Goldsboro.

The new study supports current proposals by Triangle leaders to consider commuter trains as a quick-start phase for the region's long-range plan to boost transit service with more buses and eventually electric-powered light rail trains.

Unlike light-rail - and unlike a similar regional rail plan that was scuttled a few years ago after it lost federal support - commuter trains would not make frequent stops or provide day-and-night service. But the rush-hour trains could be launched at much less expense and several years sooner, because they would use existing tracks.

The new study also comes as Raleigh and regional officials are considering a proposal to replace the city's cramped Amtrak station and merge it with a regional transit hub that also would serve buses, commuter trains and the planned increase in intercity Amtrak trains.

The study found relatively weak demand for commuter trains between Burlington and Durham, including a proposed spur-line from Hillsborough to Chapel Hill - partly because many students, university workers and other commuters in that area have free transit or other good transit options already.

Leaders in Wake, Durham and Orange counties are working out details of a transit plan to be submitted to county commissioners in the coming year. A proposed referendum, which could be held in the fall of 2011, would ask voters in the three counties to consider boosting the local sales tax by one-half cent per dollar - or 5 cents on every \$10 purchase - to help pay for improved transit service.

N.C. Railroad officials said successful commuter trains would depend on a good local transit service to take commuters from the proposed rail stops to their jobs and schools.

Commuter trains: a recommended \$3 fare for most riders

Submitted by BruceSiceloff on 05/12/2010 - 10:21

Those rush-hour commuter trains wouldn't do everything everybody wants (see [today's story with lots of reader comment](#)). They wouldn't take you to the basketball game or to the restaurant or the airport.

Still, according to a [new study](#), they would be awfully attractive for thousands of students and workers every day.

That's partly because the Triangle is expected to keep growing like crazy. And it's pretty clear that we aren't going to come up with the money to expand our roadways fast enough to keep pace. So every drive to work will take longer and longer in coming years.

Commuter rail would be relatively cheap to build because we don't need much in the way of new tracks or land or environmental studies: \$2 million to \$9 million a mile for capital including the trains themselves, \$50 million a mile for electric-powered light rail.

The full study looked at service from Greensboro to Goldsboro with a side track from Hillsborough to Chapel Hill. Not so much demand east of Wilson's Mills or west of Durham.

It predicted 11,150 daily riders by 2022 for the full 140-mile line.

But most of these riders, 8,238 of them, were concentrated on 50 miles between Durham and Wilson's Mills (fyi, that's east of Clayton). So that's where the first trains would be likely to start running.

That compares to ..

2,500 riders today on San Jose's 86-mile Altamont Commuter Express
 4,200 on San Diego's 41-mile NCTD Coaster
 8,900 on Seattle's 80-mile Sounder Commuter Rail
 9,400 on the 34-mile Dallas-Fort Worth Trinity Railway Express
 12,400 on Miami's 72-mile SFRTA Tri-Rail

The recommended fare would be set by zones. A trip that starts and stops in the same zone is recommended at \$2. Into a second zone, \$3. (That's the expected average fare, \$3.) A third zone, \$6, all the way to \$10 for 6 zones.

How big is a zone? Raleigh is shown in the middle of a fare zone that runs for six stops from Morrisville/RDU to Garner. Wilson's Mills is at the eastern end of the next zone.

So it's \$2 to ride from Garner to Morrisville, if that's your thing. It's \$3 from Clayton or Wilson's Mills to Cary or Morrisville.

Durham, RTP and West Durham are in the first zone west of Morrisville. So Raleigh to Durham or RTP for example is a \$3 ride.

The study authors say their assumptions are based partly on plans for big improvements in Triangle bus service. More bus routes will help make more neighborhoods accessible to rail stops.

Current plans don't include buses directly serving all the proposed 11 Triangle rail stops. Presumably our transit agencies would decide to provide those sensible bus connections, and the study authors say this would boost ridership further for commuter trains.

Maybe the predictions are wrong. Maybe the Triangle won't grow like crazy, as it has been doing for the past 30 years.

When I checked the history of growth predictions a few years ago I found a consistent trend: when forecasters predict how fast the Triangle will grow in the future, they're almost always proven wrong.

We usually find that we have grown faster than they predicted.

Rails seen as relief for congested roads

PUBLISHED WED, MAY 12, 2010 05:29 AM

BY BRUCE SICELOFF – NEWS & OBSERVER STAFF WRITER

RALEIGH -- Steady growth across the Triangle will make our traffic worse over the next decade, and thousands of students and workers will be eager to park the car and catch a train.

That's the forecast in a new report on demand for commuter trains that would run every 40 minutes during the morning and afternoon rush hours. Now we'll see whether taxpayers, elected leaders and commuters buy into the idea.

The state-owned N.C. Railroad commissioned the ridership study for a possible 140-mile line from Greensboro to Goldsboro. The study found healthy interest in service between Greensboro and Burlington, but the biggest numbers were concentrated in the Triangle.

A 50-mile stretch, with 11 stops from Durham through Raleigh to the Wilson's Mills area in northern Johnston County, would serve a projected 8,238 riders each workday by 2022 - or 2.1 million a year.

"It tells us the ridership is there and will continue to grow," Christie S. Cameron, vice chairman of the N.C. Railroad board, told a few hundred participants Wednesday at a two-day rail and business conference in Raleigh. "We can predict what investments need to be made."

The findings support plans by Triangle business and government leaders to consider commuter trains as a quick-start phase in a long-range effort to boost transit service. Plans also include more bus routes and, eventually, electric-powered light rail.

Several things would have to go right for the Triangle to join about two dozen metropolitan areas across the country that have rush-hour rail service.

Students and workers would have to accept the new way of getting around - and they would have to be assured of convenient bus connections to get them from rail stops to their destinations.

And taxpayers would have to agree to help pay for it as part of the proposed half-cent sales tax for regional transit improvements. The proposed sales tax could go to voters in the fall of next year.

If the forecast is accurate, the Triangle would have a busier rail line than the commuter trains that now serve such cities as San Diego and San Jose.

"Look at other high-growth areas around the country," said Scott Saylor, the N.C. Railroad president. "There aren't many that don't have commuter rail."

Commuter trains use regular diesel locomotives to carry suburban residents to jobs and universities in urban areas, serving stops a few miles apart.

Unlike light rail, and unlike a regional rail plan that was scuttled a few years ago after it lost federal support, commuter trains make less frequent stops and do not provide day-and-night service.

Start with rush hour

But rush-hour trains could be introduced at less expense and several years sooner, because they would use existing tracks. A 2008 study pegged the capital cost at \$2 million to \$9 million a mile. The railroad would have to add double tracks between Cary and Durham to handle the added traffic.

"It doesn't make sense to run commuter rail all the way from Goldsboro to Greensboro," said Masroor Hasan of Steer Davies Gleave, the transportation consulting firm that conducted the study. "If you want to start with one section, I think that section should be Durham to Wilson's Mills."

The ridership forecasts were based on projected population and job growth, traffic congestion levels, and plans for improved bus service in the Triangle.

The study found relatively weak demand for commuter trains between Burlington and Durham, including a proposed spur line from Hillsborough to Chapel Hill. Students, university workers and other commuters in that area already have free transit or other good options.

Leaders in Wake, Durham and Orange counties are working out details of a transit plan to be submitted to county commissioners in the coming year.

"There have to be cost-benefit decisions made," Saylor said. "No one suggested that we're going to run out and do it tomorrow. But if we don't do something, we're all going to be stuck in traffic in 10 or 15 years. We know that."

N.C. 54 corridor debate looms

05.16.10 - 10:29 pm

Durham, Chapel Hill traffic snarl solutions sought

By Ray Gronberg, Herald-Sun gronberg@heraldsun.com; 419-6648

DURHAM -- Elected officials in Durham and Chapel Hill are gearing up for a major debate this summer or fall on potential solutions to ever-increasing traffic snarls along the N.C. 54 corridor.

Consultants hired to study the situation say the corridor is in for some major gridlock -- conditions akin to what Raleigh already sees along Glenwood Avenue and Capital Boulevard -- unless governments on this side of the Triangle take some fairly radical steps.

Those would include the construction in south Durham of park-and-ride lots to serve commuters heading to UNC Chapel Hill, and the extension of Chapel Hill Transit and Triangle Transit bus service to those lots.

Also on the short-term menu would be the installation of so-called "superstreet" traffic circles at several key intersections, starting in Durham and moving west along the corridor into Chapel Hill, said Whit Blanton, the Florida-based consultant who's been heading up the study.

Looking a couple of decades out, officials will also have to consider major changes to the existing Interstate 40 interchange at N.C. 54 and Farrington Road. It's possible they'll have to put in a "flyover" that would allow eastbound traffic to get onto eastbound I-40 without having to go through the existing traffic lights, Blanton said.

And in all of this, the governments will also have to prepare for the hoped-for opening of a light-rail commuter transit system that would someday link Chapel Hill with downtown Durham and perhaps other points in the Triangle.

To support that, they'll have to zone land in the Farrington Road area to support high-density development -- high enough to give existing residents and some elected officials heartburn.

The consultants say housing densities close to prospective stations should be as high as 35 to 75 homes an acre, the sort of numbers that require tightly packed condominiums.

Already, residents and elected officials who've seen presentations about the study are "having a little bit of a time getting their arms around" those figures, said Ed Harrison, a Durham County resident and Chapel Hill town councilman.

They're "much [higher] than we're used to voting on anywhere outside the very middle of the urban area," Harrison added.

But Blanton and his team say the do-nothing alternative is pretty bleak. They expect the corridor to be handling 70,000 vehicles a day by 2020.

Morning rush-hour delays confronting westbound traffic at just one key intersection, East Barbee Chapel Road, could last up to four minutes. Farther east at Huntingridge Road, they could hit nine minutes.

And a simple widening of N.C. 54 won't be of much help, thanks mostly to the tangled configuration of the Farrington/54/40 crossing and its adjoining high-cost commercial property, the consultants say.

The so-called superstreet proposal is the same solution N.C. Department of Transportation congestion fighters came up for U.S. 15-501's intersection with Erwin Road in Chapel Hill.

The redesign of that crossing turned it into a hot-dog-shaped traffic circle. Though confusing to some motorists, officials credit it with cutting down on what once were the worst traffic bottlenecks along U.S. 15-501.

Blanton said similar conversions along N.C. 54, coupled to changes to the corridor's traffic signals, would improve conditions for 10 to 15 years. "They do work better in a sequence," he said, explaining the preference for tackling several intersections.

New park-and-ride lots, meanwhile, seem needed as far east as the N.C. 751 corridor. The consultants suggest looking to put one in near the Southpoint area's car dealerships, for example.

But already, officials are seeing "some real operational challenges" in figuring out how to handle vehicular access to additional park-and-rides, Durham Transportation Director Mark Ahrendsen said.

Blanton and colleagues at the Renaissance Planning Group are putting the finishing touches on a draft report that's scheduled to reach local officials next month. From there, it'll go to a number of advisory boards.

The Durham City Council, Durham County Commissioners and Chapel Hill Town Council will likely to be asked to weigh in come September and October. The three boards all helped pay for the study.

From there, it'll go to a joint panel that oversees local road planning. That board will likely vote on it in February, said its chairman, Durham City Councilman Mike Woodard.

The hope is that three governments will use take the study's findings as guidance for subsequent decisions about transportation spending and land use.

Mayors push for 'mobility fund'

By Ray Gronberg 5/24/10 gronberg@heraldsun.com; 419-6648

DURHAM -- A group chaired by Mayor Bill Bell has joined Gov. Beverly Perdue and the N.C. Department of Transportation in pushing for the creation of a new "mobility fund" local officials could draw on to pay for major road and transit projects.

But the idea has so far generated little enthusiasm among legislators, including key members of Durham's General Assembly delegation.

N.C. Senate budget writers ignored the governor's request for \$94.6 million in seed money for the fund.

Members of the N.C. House also appear reluctant to get behind the idea.

"Members are concerned across the board about fees, and the mobility fund is primarily funded by new fees on vehicle registration," said state Rep. Paul Luebke, senior chairman of the House Finance Committee.

Luebke's committee would have to review any fee proposal, assuming it first got an endorsement from the appropriations subcommittee that handles transportation.

Perdue floated the mobility fund in part as a way of paying for the replacement of the bridge that carries Interstate 85 over the Yadkin River at the border of Rowan and Davidson counties.

The bridge is a key link for the entire I-85 corridor and will cost hundreds of millions to replace. State officials hoped to land a federal economic-stimulus grant to help pay for it, but the Obama administration said no.

Bell and the N.C. Metropolitan Mayors Coalition have gotten behind the proposal because Perdue has proposed opening the fund to other projects once it's helped pay for the Yadkin bridge.

And the key selling point, for the mayors, is that Perdue has proposed exempting the new fund from the so-called "equity formula" that governs most DOT spending.

The formula requires DOT to spread money around to all parts of the state. Bell and other mayors from the state's urban areas argue that thanks to the way the formula's set up, it shortchanges congestion-plagued regions in favor of spending on rural projects.

Its workings can also force regions to commit almost all their money to big projects like the Yadkin bridge, squeezing out projects targeting secondary roads. That's a problem Durham went through in recent years as the widenings here of Interstates 40 and 85 unfolded.

The mobility fund, by contrast, "brings a new source of funding to transportation, especially when we're talking about congested areas," Bell said.

"I know the downside is that it has a motor-vehicle tax to fund it," Bell added. "But the alternative is we're just going to get further congested in some of our critical areas in this state. The equity formula doesn't do enough for what we're doing."

Luebke, however, said he'd prefer to see Perdue take the lead in pushing a compromise rewrite of the equity formula. That "really needs to be addressed as a priority," he said.

State Sen. Floyd McKissick said budget writers in his chamber opted to focus mostly on what they felt needed to be done for education and jobs.

While there's a chance the Senate might return to the issue later this spring, particularly if the House added the mobility fund to its draft of the budget, "I'm not sure there's going to be sufficient momentum or funds available to do much in this session," McKissick said.

The governor, DOT officials and the mayors, however, are not giving up. Perdue is scheduled to hold a news conference Monday afternoon to push the idea.

DOT's chief operating officer, Jim Trogdon, made a point Thursday of asking members of the state Board of Transportation to lobby legislators. He labeled the effort "critical" and made it clear that the governor and her people see the mobility fund as the way forward.

"We have heard a lot of discussion about 'next year' and what we can do if we wait," Trogdon told state board members. "I have been with N.C. DOT almost 19 years and three years with the N.C. 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."

DATA move to TTA, Bull City/Duke buses eyed

05.25.10 - 09:58 pm

By Ray Gronberg

gronberg@heraldsun.com; 419-6648

DURHAM -- June 10 and June 21 should be red-letter days for the future of the Durham Area Transit Authority, assuming work on two contracts unfolds as administrators expect.

One would formalize a proposed management handoff of the city bus system to Triangle Transit, while the other would commit Duke University to helping pay for a new connector route that will link the school's health clinics to downtown and the Golden Belt business center.

Both should be ready in time for the City Council's June 10 work session, city Transportation Director Mark Ahrendsen said. If members like what they see, they'll hold approval votes on June 21.

The Triangle Transit contract likely will be finished "within a week or so," he said, adding that officials are shooting for an Oct. 1 management handoff.

The Duke agreement will underwrite fare-free and frequent runs by the so-called "Bull City Connector." Ahrendsen said officials hope to launch that service on Aug. 16.

He offered no additional detail on how much money Duke is offering to help pay for the connector. City Manager Tom Bonfield previously said campus leaders had verbally committed to contributing \$300,000 in fiscal 2010-11 and \$350,000 in fiscal 2011-12.

The DATA Board of Trustees has endorsed the connector proposal, which will be funded roughly one-third by Duke, one-third by a federal grant and one-third by money from a recent increase in city vehicle-registration fees.

The board is still reviewing the Triangle Transit management proposal. It will meet again early next month. Members have "had lots of comments and suggestions," and among other things pushed for a series of three public-input sessions at Durham's downtown bus station, Ahrendsen said.

Much of the feedback that came out of those sessions concerned "today's service" rather than "who's managing it," Ahrendsen said.

Council members voiced no quarrel with either proposal on Tuesday. Nor did they take issue with Bonfield's request that they channel into DATA 0.7 cents of a requested 1.19 cent increase in the city's tax rate.

The extra money would fill an operating deficit that city officials covered the past two fiscal years with money from the 2009 federal economic stimulus bill.

The council's budget review so far has been a smooth affair for Bonfield and the staff. The discussion is running ahead of schedule and elected officials so far haven't quarreled with any of the manager's proposals.

That could change when they eventually get around to talking about Bonfield's recommendation that they zero out funding for a joint warrant-control program with the county.

County Commissioners Chairman Michael Page on Monday called the potential demise of the warrant-control program "a travesty." Officials organized the 17-person operation two years ago to reduce a massive backlog of unserved arrest warrants.

But County Manager Mike Ruffin has hinted that a compromise might be in the works. And Bonfield on Tuesday confirmed that there will be a meeting of city, county, law enforcement and judicial officials late this week to discuss the program.

Finally: Triangle Transit direct Raleigh-to-RDU bus starts Aug. 16

Submitted by BruceSiceloff, News & Observer on 05/27/2010 - 16:52

Triangle Transit will start direct bus service from downtown Raleigh to Raleigh-Durham International Airport in August.

The [RDU bus service](#) will be offered Monday through **Saturday** (*day corrected 5/28/10*) from Moore Square and N.C. State University to RDU, then continue to the regional transit center on Slater Road near Research Triangle Park. The buses will run every 30 minutes during the day, and hourly in the evening and on Saturday.

The Raleigh-RDU service was approved Wednesday by Triangle Transit trustees along with other [schedule and route changes that will take effect Aug. 16](#). The three-county agency is simplifying its schedule with a plan to replace several routes based in Durham, Chapel Hill and Raleigh with fewer routes.

A second Raleigh route will run from downtown to the regional transit center via the District Drive park-and-ride lot in West Raleigh.

In [Durham](#), a new "core service" route will run from Durham Station to the regional transit center via Durham Tech and N.C. Central University. Schedule changes also are planned on the [U.S. 15-501 corridor](#) between Chapel Hill and Durham.

[Chapel Hill's new core route](#) will run from downtown to the regional transit center via Southpoint. A second route will make the trip with stops at Woodcroft Parkway.

Details of these and other changes are available online at www.gotriangle.org or by phone at 485-7433.

Mobility, yes (News and Observer)

One of the biggest problems in North Carolina's highway system is on the road to a solution. But there's another big problem right on its doorstep, and an even larger one lurking outside.

The first problem is the grossly inadequate Yadkin River bridge on Interstate 85 in Davidson and Rowan counties. The bridge's old, narrow roadways have exasperated engineers and Greensboro-to-Charlotte motorists for years. This fall, work gets under way on a \$136 million replacement, plus related upgrades in the immediate area.

The other big problem is a stretch of interstate north of the bridge. It needs widening from four lanes to eight. That \$100 million-plus project isn't optional, because it makes zero sense to eliminate the bridge

bottleneck but neglect to widen the road. However, as the DOT candidly states, “The department currently does not have the money available to fund phase two.”

That’s largely because of that third problem. North Carolina’s longstanding formula for spreading highway funds around the state, balancing east and west, rural and urban, etc., simply doesn’t allow for a painful but necessary concentration on megaprojects such as the Yadkin bridge – even though it’s key to the statewide road system and even to north-south travel from Virginia to Atlanta.

When it comes to really big projects, there simply has to be a way to get ‘er done.

Here, Gov. Beverly Perdue deserves credit. She saw a problem and tried to fix it.

First, her administration made a serious bid for federal stimulus funds intended for big projects. But the feds split that pie into too many pieces to help the Yadkin bridge much. Then she took a new tack, working out a funding combination that, while it regrettably takes on debt, got the new bridge going.

Second, in her budget for next year Perdue asked the General Assembly to create a Mobility Fund, essentially a pot of money focused on high-priority, hard-to-fund projects such as its first intended target, the lane widening north of the bridge.

However the state Senate, in its version of the budget, did not go along for the Mobility ride. Senators balked at raising money from motorists and taxpayers – the fund would involve some fee hikes – and Perdue stepped on the toes of the N.C. Automobile Dealers Association too, rarely the route to legislative success.

Now the House is working on its budget, and Perdue hasn’t given up. She’s enlisted mayors on behalf of the special fund. Presumably she’s open to compromise on how to fill up the money pot, trying to make the Mobility Fund palatable to both houses. But everyone involved must realize that worthwhile projects are worth raising money for – cutting unspecified “waste” goes only so far.

Here’s hoping Perdue succeeds. Sure, the long-term solution is a more forward-looking distribution of all the highway money (including transit projects), but until that blessed day, a special-duty fund meets a real need in a realistic way.

Published Sun, May 30, 2010 02:00 AM

New trail segment to be dedicated

06.01.10 - 08:44 pm

From Herald-Sun staff reports

PITTSBORO -- The Chatham County segment of the American Tobacco Trail will be dedicated at 10 a.m. Saturday at the Pittard Sears Trail Crossing on Pittard Sears Road.

Area residents are invited to the event, which is a local celebration of National Trails Day.

The ceremony, hosted by the town of Cary, Chatham and Wake counties, the N.C. Department of Transportation, N.C. Horse Council and Triangle Rails-to-Trails Conservancy, will include refreshments, bike decorating and educational booths with information on all elements of the trail.

"Based on feedback from the public, trails are a top recreation priority here in our county," said Tracy Burnett, director of Chatham County Parks Recreation. "The new segment of the American Tobacco Trail offers an additional recreational amenity that meets a popular need, and we encourage those attending the ceremony to bike or hike to the event in honor of National Trails Day."

The \$2.2 million project, funded by N.C. DOT's SAFETEA LU grant, is a 4.67-mile asphalt trail with an adjacent compacted granite screenings trail. Construction for this trail segment began in 2008, with the town of Cary overseeing construction administration of the project. Cary also will maintain the opened segment for the next five years and plans to develop a future trailhead park with financial assistance from Chatham County.

"This segment of the American Tobacco Trail lies near our town limits, and assisting in its completion and maintenance directly benefits our residents," said Parks Planning Manager Doug McRaney. "The town's greenway system plan is designed to make several connections to the American Tobacco Trail, and this latest project is another part of our continuing long-range effort to develop and maintain a system of interlinked off-road routes designed to give pedestrians and cyclists safe and easy access to popular points throughout the area."

George Lucier, vice chairman of the Chatham County Board of Commissioners and board liaison for parks and recreation, said: "We are thrilled about the opening of this section of the ATT. It is an important part of Chatham County's efforts to broaden recreational opportunities for our residents. We also want to thank the town of Cary for partnering with us on this project."

The American Tobacco Trail is a recreational rail-trail located on an abandoned railroad corridor. When completed, it will be a 23-mile, multiuse trail traversing urban, suburban and rural landscapes from downtown Durham to New Hill Road in western Wake County.

In 2004, the U.S. Department of the Interior designated the American Tobacco Trail as part of the National Recreation Trails System. To date, roughly 15 miles of the American Tobacco Trail have been completed, with the remaining development in Durham County.

Parking for the event will be available along Pittard Sears Road, with staff available to direct vehicles. Pittard Sears Road connects with O'Kelly Chapel Road in northeastern Chatham County near its intersection with Wake and Durham counties.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

May 13, 2010

Secretary Eugene A. Conti, Jr.
 NC Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Dear Secretary Conti:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) commends the North Carolina Department of Transportation's reform efforts for selecting and prioritizing projects for the next Transportation Improvement Program (TIP). We believe that the department has made great progress this year towards making the TIP a more accurate document developed through a transparent process based on quantitative methods. Part of this effort has been the development of the prioritization process for urban loop projects. The Strategic Planning Office of Transportation has provided MPOs multiple opportunities to review and comment on this methodology and followed through with substantive changes to the methodology to address comments. While the final methodology still falls short in measuring all of the benefits of our urban loop projects, it is a tremendous first step towards a better process for these important projects.

As the department reviews the results of the urban loop prioritization methodology and finalizes the TIP, we urge you to include full funding of the East End Connector (U-0071) and maintaining the project schedule. This project will provide a critical link between NC 147, I-85, and US 70 through the center of the Triangle. Together with the Triangle Expressway, it will form a complete north-south freeway corridor from US 1 to I-85 that serves several jurisdictions and the Research Triangle Park. The East End Connector is the highest priority highway project for the DCHC MPO, the City of Durham, and Durham County. In addition to being a critical need for our MPO, the East End Connector will also serve the greater Triangle area and has the support of several regional bodies and organizations, including the mayors of Durham and Raleigh and the Regional Transportation Alliance.

The project will carry traffic that is currently on downtown and neighborhood streets improving safety and quality of life for citizens of Durham and travel times for commuters. Traffic will be diverted from several routes that have at-grade crossings of the high speed rail corridor and future regional rail corridor. This loop project is relatively low cost as compared to other projects in the State. In addition, unlike traditional loop projects, this project is located in the urbanized area, will serve existing development, and will not encourage urban sprawl or disturb sensitive environmental resources in rural areas.

This project has been planned for more than fifty years, and the environmental study will be finalized in the coming months. The department has worked intensively with the City and MPO on the environmental review of the project over the past five years. Since the project has been planned for so many years, the uncertainty of the timing of construction for the project is of concern for both nearby residents, businesses, and the greater Triangle region. Maintaining the construction schedule for the project and beginning construction in FY 2013 would greatly help obviate these concerns and encourage investment and economic development in the project area.

The City of Durham is one of the original cities eligible for urban loop funding. However, no urban loop projects have been constructed in Durham. Durham is the largest city in the State not to have any of its urban loop projects constructed. It is time that Durham's citizens received a return on their contributions to the urban loop program.

The East End Connector is a low cost project that provides great benefits to citizens and businesses throughout the Triangle. The project has been vetted through an extensive public review process and environmental study. We strongly urge you to maintain funding for this project in the TIP. As always, thank you for considering our MPO's position on this important project.

Sincerely,

A handwritten signature in black ink that reads "Mike". The signature is fluid and cursive, with a long horizontal stroke at the end.

J. Michael Woodard, Chair
Transportation Advisory Committee

Cc: Mayor William V. "Bill" Bell, City of Durham
Don Voelker, Strategic Office of Transportation
DCHC MPO TAC

May 14, 2010

Secretary Eugene A. Conti, Jr.
 NC Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Dear Secretary Conti,

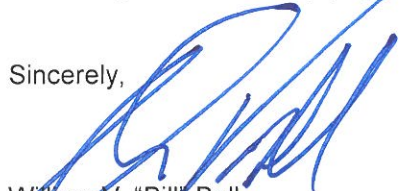
Thank you for meeting with several of us earlier this year regarding the proposed East End Connector project in the Triangle region. As you know, the Durham-Chapel Hill-Carrboro MPO and the City of Durham have named the Connector as their top highway priority. In addition, the Regional Transportation Alliance, which serves as the regional business community's voice for transportation investments, has also identified the Connector – which we often call "the Triangle Connector to I-85" due to the critical connection it makes for the entire Triangle region – as its highest freeway priority for the region.

We believe that the benefits of the Connector are numerous, and they include:

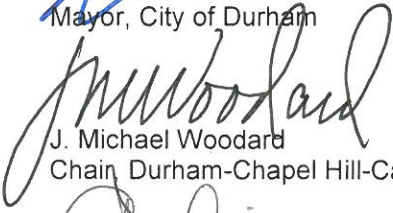
- Completes the missing north-south freeway link between I-85 and NC 147
- Completes the missing east-west freeway link between NC 147 and US 70
- Creates, in conjunction with the Triangle Expressway turnpike, an extended north-south freeway corridor spanning multiple counties between the US 1 and I-85 freeways that will provide an alternative to I-40 and other routes (*see attached 1-pager*); the turnpike traffic and revenue study assumes that the Connector will be open to traffic when the turnpike opens
- Commences the initial construction of loop mileage in Durham, a large urban community that has been loop-eligible for more than 20 years
- Provides a new urban loop for North Carolina that is among the least expensive new location loops due to its short length
- Relieves traffic in downtown Durham and bypasses at-grade high speed rail-highway level crossings on parallel routes, allowing travelers to avoid slower, signalized, congested downtown streets
- Affords all-day connectivity and travel time benefits by linking two nearby freeways in the heart of the region; this differentiates the Connector from those loops in outlying areas that bypass existing freeways and thus provide primarily peak hour benefits, encourage sprawl, or both
- Enjoys the support of the mayors of the two largest cities in the region (Raleigh, Durham) as well as the regional business community

We thank you for your efforts to expand mobility for all North Carolinians, and we urge your support for advancing this critical loop project to construction.

Sincerely,




William V. "Bill" Bell
 Mayor, City of Durham



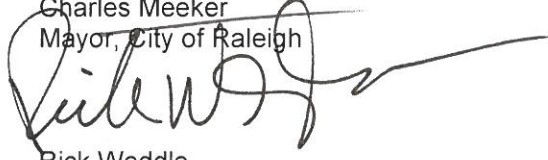
J. Michael Woodard
 Chair, Durham-Chapel Hill-Carrboro MPO



Anthony Pugliese
 Chair, Greater Durham Chamber of Commerce



Charles Meeker
 Mayor, City of Raleigh



Rick Weddle
 Chair, Regional Transportation Alliance



Sepi Asefnia
 Chair, Greater Raleigh Chamber of Commerce