

Member Governments

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

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

AGENDA

**October 27, 2010
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of September 22, 2010 TCC Meeting Minutes
(Attachment 4, 4A)**

A copy of the September 22, 2010 minutes and the October 5, 2010 minutes (special meeting) are enclosed as Attachment 4 and Attachment 4A.

TCC Action: Approve minutes of the September 22, 2010 TCC meeting and October 5, 2010 meeting.

**5. NCDOT Rescission
(Attachment 5, 5A)
Dale McKeel, LPA Staff**

NCDOT was recently directed by Congress to return \$ 61.5 million in unobligated balances to the U.S. Department of Transportation as part of a national \$2.2 billion rescission of apportioned funds. Rather than cutting proportionately across all funding sources, NCDOT made cuts primarily to the CMAQ, STP-Enhancements, and Statewide Planning and Research programs (Attachment 5). Attachment 5A is previous correspondence in which DCHC MPO requested that rescission cuts be made proportionately across all funding sources.

TCC Action: Review the information and provide a recommendation to the TAC on follow-up actions.

6. Triangle Regional Transit Program – Alternatives Analysis**(No attachments)****Patrick McDonough, Triangle Transit**

In September, the Triangle Transit released a draft Transitional Analysis that presents quantitative evaluation data on the eighteen passenger rail corridors being considered in the Triangle. The report identifies two light rail corridors for further evaluation in the Alternatives Analysis phase: UNC-Chapel Hill hospitals to Alston Ave. in Durham; and, northeast Cary to the Northeast Regional Center in Raleigh. In addition, the report identifies an express rail corridor from Durham to the Wake and Johnston counties border. The DCHC MPO's TAC received the report at their October meeting, and other groups of elected officials have received similar presentations.

As input to the Alternatives Analysis, Triangle Transit has begun conducting a series of station location planning workshops for local government staff throughout the region. Updated information on these efforts is available at www.ourtransitfuture.com.

TCC Action: Receive an update on the Triangle Regional Transit Program

7. Surface Transportation Program - DA FY2010 & FY2011 Project Status Update**(Attachment 7)****Maricia Brown, LPA Staff**

The TAC approved the STP-DA program of projects for FY 2010 through 2015 at their August 11, 2010 meeting (Attachment 7, page 1). This schedule was developed based on the federal rescission. The federal rescission was restored by the Hiring Incentives to Restore Employment legislation signed in March. Programming for each agency has been broken out to present individual project status updates (Attachment 7, pages 2-5). Since we have come to the end of the FY2010 and the beginning of FY2011, we should focus the discussion on the future needs of incomplete projects.

TCC Action: Review STP-DA status updates for projects programmed in 2010 and 2011.

8. Mobility Fund – Proposed Criteria and Selection Process**(Attachment 8, 8A, 8B)****Dale McKeel, LPA Staff**

The North Carolina General Assembly included the creation of the North Carolina Mobility Fund in the 2010 Appropriations Act and appropriated new transportation money to fund it. The Mobility Fund is to finance statewide and regional transportation projects that relieve congestion and enhance mobility. By legislation, the first funded project will be Phase II the I-85/Yadkin River bridge.

NCDOT has published a timeline to solicit and receive public input and produce a final report on the Mobility Fund selection process and criteria by December 2010. NCDOT has released a preliminary report on the project criteria and selection process, and has requested comments by October 29 (Attachment 8).

At its meeting on October 13, the TAC authorized the TAC chair and vice-chair work with the LPA staff and TCC to provide comments by the October 29 deadline. The LPA staff has drafted a set of initial comments for submittal (Attachment 8A). DCHC's previous letter is also attached (Attachment 8B).

TCC Action: Review the information and make a recommendation to the TAC chair and vice-chair for submittal by October 29th to NCDOT.

9. FY 2010-2011 Unified Planning Work Program (UPWP)– Amendment #1
(Attachment 9, 9A, 9B, 9C)

Maricia Brown, LPA Staff

The TAC approved the 2010-2011 UPWP on May 12, 2010. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. The amendment of the UPWP is also used to include additional funding that was available during the UPWP approval process.

The proposed Amendment #1 is necessary in order to reflect an addition of Section 104 (f) Planning funds and an addition/reallocation of Section 5303 Metropolitan Transit Planning funds for DATA and Chapel Hill Transit. Attachment 9 is a memo describing Amendment #1 to the 2010-2011 UPWP. Attachment 9A is the schedules that detail the changes. Attachment 9B is a resolution supporting Amendment #1 to the 2010-2011 UPWP. The DCHC MPO Rescission Letter, dated September 8, 2010 is Attachment 9C.

TCC Action(s):

1. Recommend that TAC approve amendment #1 for FY11 UPWP.
2. Choose between option #1 and Option #2 regarding the FY2009 previously rescinded PL funds.
3. Recommend that TAC adopts the resolution regarding Amendment #1 to the 2010-2011 UPWP.

10. STP-DA Reallocation for I-85 Project
(Attachment 10, 10A)

Maricia Brown, LPA Staff

The municipal agreements for the I-85 widening project (I-0306DB/ I-0306C) make provisions for project enhancement features which include brick noise wall betterment costs, landscape median planters, sidewalks, pedestrian trail, and stamped and colored concrete traffic islands. When the agreements were prepared and executed in 2001 and 2003, the N. C. Department of Transportation estimated the total costs of the enhancements at \$4,098,740.00. As stated in the agreements, the costs were to be covered with a combination of STP-DA funds (\$3,267,232.00), City funds (\$795,500) and State funds (\$36,008). During project close out and final invoicing, the distribution of STP-DA funds among the different phases of the project are significantly

different. The City has a need to reallocate the STP-DA between phases of the projects. Attachment 10 is a memo detailing this process and comparison tables that shows the STP-DA allocation according to the original agreement, the proposed STP-DA allocation, and the net adjustment to STP-DA funds. Attachment 10A is a resolution and summary table in support of the aforementioned reallocation.

TCC Action: Recommend that TAC adopts the resolution in approval of the proposed reallocation of STP-DA funds for the I-85 project.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

14. Transit in Draft STIP

(Attachment 14)

Adjourn

Next meeting: November 17, 2010

TECHNICAL COORDINATING COMMITTEE

September 22, 2010

MINUTES OF MEETING

The Technical Coordinating Committee met on September 22, 2010 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

| | |
|--------------------------------|---|
| *Mark Ahrendsen | City of Durham/Transportation (TCC Chair) |
| *Julie Bollinger | NCDOT - TPB |
| *David Bonk | Town of Chapel Hill (TCC Vice-Chair) |
| *Jeff Brubaker | Town of Carrboro |
| *Bonnie Estes | City/County Planning |
| *Melissa Guilbeau | Chatham County |
| *Andy Henry | City of Durham/Transportation |
| *John Hodges-Copple | Triangle J COG |
| *Joey Hopkins (Alternate) | NCDOT – Division 5 |
| *Tom King | Town of Hillsborough |
| *Karen Lincoln | Orange County Planning |
| *Brian Litchfield | Town of Chapel Hill |
| *Ray Magyar | UNC – Transportation |
| *Patrick McDonough | Triangle Transit |
| *Ryan Mickles (Alternate) | Town of Chapel Hill |
| *Felix Nwoko | City of Durham/Transportation |
| *Pierre Osei-Owusu (Alternate) | City of Durham/DATA |
| *Liz Rooks | Research Triangle Foundation |
| *Meg Scully | Durham County |
| *Ed Venable | City of Durham/Engineering |
| *Patrick Wilson (Alternate) | NCDOT – Division 7 |
| Maricia Brown | City of Durham/Transportation |
| Bill Houppermans | URS for Triangle Transit |
| Bill Martin | MAB for Triangle Transit |
| Dale McKeel | City of Durham/Transportation |
| Brian Rhodes | City of Durham/Transportation |
| Emily Yasukochi | Town of Chapel Hill |

*Voting Member

^Temporary Non-Voting Member

Quorum Count: 21 of 22 Voting Members Present

According to the TCC Bylaws, when a member misses three meetings in a row he/she is not considered a voting member on the third consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.

43 Mark Ahrendsen, TCC Chair, called the meeting to order at 9:02 a.m. The Alternate Voting
44 Members were identified and are indicated above.

45 **PRELIMINARIES:**

46 **Adjustments to the Agenda**

47 Mark Ahrendsen requested that agenda item #8 be moved after the approval of the meeting
48 minutes.

49 **Public Comments**

50 There were no public comments.

51 **ACTION ITEMS:**

52 **Approval of August 25, 2010 TCC Meeting Minutes (Attachment 4)**

53 A motion was made by Liz Rooks and seconded by Pierre Osei-Owusu to approve the August 25,
54 2010 TCC Meeting Minutes. The motion carried unanimously.

55 **Triangle Regional Transit Program – Transitional Analysis (Attachment 8)**

56 Bill Martin with MAB provided a presentation on the Triangle Regional Transit Program –
57 Transitional Analysis. The purpose of the Transitional Analysis is to identify the segments of the larger
58 regional transit/rail system plan in the LRTP to move forward for initial implementation. This
59 determination is made for the entire region with the DCHC MPO and CAMPO. The second round of
60 public workshops is underway, and staff is presenting the evaluation of the corridors, as well as,
61 conceptual alignment alternatives within some of those corridors. The next phase of the study will be
62 looking at the detailed alignments, technology, and station locations to arrive at the adoption of the
63 locally preferred alternative next spring.

64 The draft results of the Transitional Analysis have identified what staff believes is the top
65 performing corridors for early initial implementation. The performance measures ranged from the
66 mobility of total trips that would use the rail system, total trips per mile, passenger miles traveled, travel

67 times, socio-economic characteristics with population, household compositions within the corridor,
68 densities, economic conditions with the households of lower income or those below the poverty level,
69 as well as minority households, land use and transit oriented development opportunities in the corridor,
70 and cost. Many of these measures are ones that the FTA will look at, especially the cost and cost
71 effectiveness per rider. As FTA looks at the possibility of funding some share of the projects, it is
72 important to advance projects that have the best opportunity for leveraging local funds with federal
73 funds for the project.

74 David Bonk stated that the analysis says nothing about the commitment of the local government
75 to actually implement the regulations that would result in true transit oriented development. Bill Martin
76 stated they found that all jurisdictions had policies and a plan in place to promote high-density and
77 mixed-use development.

78 Bill Martin stated that in the DCHC area the Durham/Orange #4 corridor, Alston Avenue to the
79 UNC Hospitals, performs the best. Bill Houppermans stated Durham/Orange #4 incorporates within it
80 corridors #5 and #6. It is about seventeen miles long. Mr. Houppermans stated they will fine tune it
81 depending on the financial model and may submit a New Starts application for a smaller minimum
82 operable segment.

83 Mark Ahrendsen asked Mr. Martin to share the CAMPO results for comparative purposes. Mr.
84 Martin stated that the NW Cary to NERC corridor is the best performing corridor for CAMPO.

85 David Bonk stated he has a hard time with the assumption that Wake Forest, Raleigh, or Cary
86 has more supportive TOD regulations than the communities in DCHC. Bill Martin stated they have made
87 changes to this analysis, which are not shown, that might illustrate Mr. Bonk's point. Patrick
88 McDonough stated it is hard to quantify political will.

89 Bill Martin stated these are two competing projects. David Bonk asked how Triangle Transit is
90 going to make sure they promote both projects evenly. Patrick McDonough stated that Triangle Transit
91 will be pushing both projects to the maximum.

92 Bill Houppermans stated they are performing a third alternative analysis for a potential
93 implementation of commuter rail service from Durham to the Wake-Johnston county line. The purpose
94 and needs statement says the project will operate on existing tracks. He stated that commuter rail can
95 be funded as New Starts, and other commuter rail projects have been very successful. The consultants
96 are trying to identify another pot of money for that project. What has yet to be seen is how that
97 investment compares to the timing of connecting into the light rail, for example, would light rail precede
98 or follow commuter rail. Mr. Houppermans stated they are preparing a report that will address the data
99 for commuter rail. This effort has a goal to capture federal funds.

100 John Hodges-Copple asked about the process for selecting which corridors advance. He asked
101 whether the consultants would be coming back to the TCC for a recommendation in October, and a
102 decision by the TACs in November. Patrick McDonough stated they are going to share this transitional
103 alternative analysis at the Joint TAC meeting on September 29, 2010. Mr. McDonough stated they need
104 to hear at either the Joint TAC meeting or individual MPO meeting that we are going to stay on
105 schedule. Bill Houppermans stated they are not asking for a decision at this time, but if there is strong
106 hesitation by the TAC members, the transitional and alternatives analysis process would have to take
107 that hesitation into consideration. The MPOs have to be in agreement to move forward. Mr. Hodges-
108 Copple stated that he thinks the lack of commuter rail analysis is a mistake. Bill Martin stated they will
109 have commuter rail information next year when the LPA decision (2 LRT corridors) is to be made and the
110 comparison can be made then.

111 John Hodges-Copple stated that if the Joint TAC meeting refers the item back to the TCC, there
112 will need to be a special TCC meeting.

113 A motion was made by Karen Lincoln and seconded by Bonnie Estes to hold a special
114 called TCC meeting in order to provide a recommendation to the TAC prior to their October 13, 2010
115 meeting if the TAC refers this item to their October 2010 meeting. A special called TCC meeting will be
116 held on October 5, 2010 at 2 p.m. with the location to be determined later. The motion carried
117 unanimously.

118 **Draft 2011-2020 STIP (Attachments 5, 5A, and 5B)**

119 Andy Henry provided an introduction for the Draft 2011-2020 STIP, along with the attachments.
120 He said there will need to be a TCC Subcommittee meeting prior to the October TAC meeting.

121 Andy Henry asked that everyone provide recommended changes prior to the October 5, 2010
122 TCC Subcommittee meeting at 1 p.m. in addition to the changes recommended by Joey Hopkins so all
123 comments can be included. NCDOT stated the one-on-one meetings need to be held by November 1st in
124 order to accommodate air quality modeling of any changes.

125 **FFY 2010 JARC and New Freedom Program Appropriation (Attachments 6, 6A, and 6B)**

126 Maricia Brown provided an introduction for the FFY 2010 JARC and New Freedom Program
127 Appropriation, along with the attachments.

128 Pierre Osei-Owusu stated the DATA project now has a local match. Mr. Osei-Owusu stated the
129 City's budget process doesn't match the JARC process and therefore the local funding match was
130 delayed. Mark Ahrendsen stated he believes the TAC adopted a policy that states you get two tries to
131 secure the local match.

132 A motion was made by Felix Nwoko and seconded by Andy Henry to recommend TAC approval
133 of the 2010 Call-for-Projects schedule with the recommended changes. The motion carried
134 unanimously.

135 **MTIP Amendment #17 (Attachment 7)**

136 Andy Henry provided an introduction for the MTIP Amendment #17, along with the attachment.
137 A motion was made by Karen Lincoln and seconded by Felix Nwoko to recommend TAC amend the
138 FY2009-2015 MTIP to include the three new projects. The motion carried unanimously. Felix Nwoko
139 will follow up on the CMAQ.

140 **REPORTS FROM STAFF:**

141 **Reports from Staff (Attachment 9)**

142 Felix Nwoko stated the Report from Staff is attached. David Bonk asked why the Congestion
143 Management Plan was not included in the report, and Felix Nwoko stated he will add it to the report.
144 There was a discussion of upcoming deadlines for the 2040 LRTP update.

145 **Report from the Chair**

146 Mark Ahrendsen stated the citizen workshop held earlier this week on the East End Connector
147 was well attended. There will be an I-40 Regional Partnership meeting on September 24, 2010 from
148 9:00 a.m. until 11:30 a.m. at Fidelity Investment. There will be a meeting with UNC on September 27,
149 2010 regarding the NC54 Corridor Study. There will be a Joint TAC meeting on September 29, 2010 at
150 8:30 a.m. at the RDU Airport Authority.

151 **NCDOT REPORT (Attachment 11)**

152 Joey Hopkins, Division 5 Engineer provided an update on projects. Mr. Hopkins stated the
153 downtown Durham resurfacing project should be done in about a week. He discussed that there have
154 been stimulus projects in other parts of the State where there have been NCDOT concerns with process
155 for inspections, utility easements, etc. Local jurisdictions must follow the guidelines; otherwise NCDOT
156 might not reimburse the local jurisdiction.

157 David Bonk asked if there is anything they can do to improve the design of refuge islands with
158 regards to ensuring pedestrian safety at crosswalks. Joey Hopkins will look at a few prior to a meeting
159 next week.

160 Joey Hopkins stated a local administered projects process training class can be made available if
161 there is interest. Jeff Brubaker stated he is interested in the training.

162 Karen Lincoln asked about the extension of Sage Road and was informed by David Bonk that it is
163 part of the Weaver Dairy Road project which is ready to go to construction.

164 Mark Ahrendsen asked if a roundabout was considered at Erwin Road and Mt. Moriah versus a
165 traffic signal. Patrick Wilson stated yes and Mark Ahrendsen asked him to provide the results of the
166 study.

167 Ray Magyar asked the procedure for completing the Columbia Street project that was
168 abandoned. Patrick Wilson stated the project as originally designed was set to begin in May and be
169 completed in August. There was a resurfacing piece as well as curb and gutter work. The contractor has
170 not met NCDOT's expectations. Patrick Wilson will ask someone in the construction department to
171 contact Mr. Magyar. Mark Ahrendsen suggested presenting a report to update the TAC on this project,
172 as well.

173 Jeff Brubaker stated there will be a public hearing for the Smith Level Road project next week.
174 This is the third public hearing by the Carrboro Board of Aldermen.

175 **Adjournment**

176 There being no further business before the Technical Coordinating Committee, the meeting was
177 adjourned at 11:39 a.m.

TECHNICAL COORDINATING COMMITTEE SPECIAL CALLED MEETING**October 5, 2010****MINUTES OF MEETING**

The Special Called Technical Coordinating Committee met on October 5, 2010 at 2:00 p.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

| | |
|-------------------------------|---|
| *Mark Ahrendsen | City of Durham – Transportation (TCC Chair) |
| *Bill Barlow | NCDOT – PTD |
| *Julie Bollinger | NCDOT – TPB |
| *David Bonk | Town of Chapel Hill – (TCC Vice-Chair) |
| *Jeff Brubaker | Town of Carrboro |
| *Aaron Cain (Alternate) | Durham City/County Planning |
| *Melissa Guilbeau | Chatham County |
| *Margaret Hauth (Alternate) | Town of Hillsborough |
| *Andy Henry | City of Durham – Transportation |
| *John Hodges-Copple | Triangle J COG |
| *Joey Hopkins (Alternate) | NCDOT – Division 5 |
| *Brian Litchfield (Alternate) | Town of Chapel Hill |
| *Patrick McDonough | Triangle Transit |
| *Ryan Mickles (Alternate) | Town of Chapel Hill |
| *Felix Nwoko | City of Durham – Transportation |
| *Liz Rooks | Research Triangle Foundation |
| *Patrick Wilson (Alternate) | NCDOT – Division 7 |
| KoSok Chae | City of Durham – Transportation |
| Damien Graham | Triangle Transit |
| Wib Gulley | Triangle Transit |
| Bill Houppermans | Triangle Transit – URS Corporation |
| David King | Triangle Transit |
| Bill Martin | Triangle Transit – MAB |
| Dale McKeel | City of Durham – Transportation |
| Joe Milazzo | Regional Transportation Alliance |
| Greg Northcutt | Triangle Transit |
| Jonathan Parker | Triangle Transit |
| Jim Prost | Triangle Transit – BBPA |
| Brian Rhodes | City of Durham – Transportation |
| Mila Vega | Orange County |
| Jeff Weisner | Triangle Transit – URS |
| Emily Yasukochi | Town of Chapel Hill |

*Voting Member

^Temporary Non-Voting Member

Quorum Count: 17 of 22 Voting Members Present

According to the TCC Bylaws, when a member misses three meetings in a row he/she is not considered a voting member on the third consecutive missed meeting. Voting privileges are reinstated on the second consecutive meeting that he/she attends.

Mark Ahrendsen, TCC Chair, called the meeting to order at 2:07 p.m. The Alternate Voting Members were identified and are indicated above.

PRELIMINARIES:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

There were no public comments.

ACTION ITEMS:

Triangle Regional Transit Program – Transitional Analysis (Attachments 4 and 4A)

Mark Ahrendsen provided an introduction for the Triangle Transit Program – Transitional Analysis, along with the attachments.

Bill Martin presented a Power Point presentation which has been updated since the Joint TAC Meeting on September 29, 2010.

After an extensive discussion regarding the Triangle Regional Transit Program – Transitional Analysis with John Hodges-Copple expressing major concerns, a motion was made by David Bonk and seconded by Felix Nwoko to receive the Transitional Analysis presentation, and support the Transitional Analysis conclusions to advance the UNC-Chapel Hill hospitals to Alston Avenue in Durham, and Northwest Cary to the Northeast Regional Center in Raleigh corridors for more detailed Alternatives Analysis, and conduct a special Alternatives Analysis of commuter rail service in the corridor between Durham and Raleigh. The motion carried with John Hodges-Copple opposing the motion.

Draft 2011 – 2020 STIP (Attachments 5, 5A, and 5B)

Mark Ahrendsen provided an introduction for the Draft 2011 – 2020 STIP, along with the attachments.

Andy Henry provided an update on Attachments 5A and 5B including recommended changes that were made during a subcommittee meeting prior to this special called meeting. NCDOT only wants to have one meeting per division. David Bonk suggested adding a question about where the funds are going.

Melissa Guilbeau has four projects that need to be added to the list which are already on the Regional Priority List and are safety projects. They are Jack Bennett Road, (2) different sections of Lystra Road, and Jeremiah Drive.

Bill Barlow suggested having the subcommittee review the transit projects prior to the one on one meetings.

A motion was made by David Bonk and seconded by Melissa Guilbeau that the revised draft including the recommended changes given to Andy Henry be provided to the TAC for their consideration for use at the one on one meetings. The motion carried unanimously.

Adjournment

There being no further business before the Technical Coordinating Committee, the meeting was adjourned at 3:30 p.m.

2010 Rescission

NC has been directed by Congress to return \$ 61.5 M in unobligated balances to USDOT as part of a national \$ 2.2 B rescission of apportioned funds. The rescission is contained in Section 330 of the Education Jobs and Medicaid Assistance Act. Congress provided flexibility to the states to determine which federal-aid programs the rescission will impact (they did exclude some program categories such as Safety and Appalachian Development from eligibility). FHWA has requested that the NCDOT submit our response to the rescission notice by August 23.

The Department's response has been largely driven by three factors: one is the relative magnitude of the unobligated balances in each program category as compared to the demand for project funding in that category; second is the potential for funds to lapse or be returned to Washington due to expiration of their 3 or 4 year life; and third is older program codes with very small remaining balances.

The major areas impacted by the rescission are the CMAQ program (rescinded amount of \$ 24 M of \$ 94.5 M in available appropriated funds). On October 1, 2009, we had a balance of \$ 2.5 M in carry over appropriation. On October 1, 2010 after the rescission, we will have a carry over balance of almost \$ 70 M. This increase is due to the large appropriation in FFY 2010 of \$ 52 M and to the return of \$ 55 M in previously rescinded funds.

Another area with a significant rescission of funds is the STP – Enhancement program (rescinded amount of \$ 19 M of \$ 55 M in available appropriated funds). On October 1, 2009 we had a balance of \$ 17.6 M in carry over appropriation, On October 1, 2010 after the rescission; we will have a carry over balance of approximately \$ 34 M. This increase is due to the FFY 2010 appropriation and a return of \$ 25.9 M in previously rescinded funds.

The third major program category affected is Statewide Planning and Research (rescinded amount of \$ 13 M of \$ 55 M in available appropriated funds). This program had a large carry over balance October 1, 2009 – almost \$ 50 M, and the funds selected for rescission are those subject to lapse in FFY 2010 and FY 2011.

The remaining \$ 5.5 M are small amounts taken from 13 different programs.



 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

March 1, 2007

 Secretary Lyndo Tippett
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, North Carolina 27699-1501

Dear Secretary Tippett:

On February 15, 2007, President Bush signed the Revised Continuing Appropriations Resolution, FY 2007 (P.L. 110-5). Pursuant to the signing of this resolution, FHWA is preparing a rescission order directing each state to cut their highway program balances. North Carolina is to be ordered to rescind an estimated \$100 million of highway funding in FY 2007 according to the Surface Transportation Policy Partnership.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is concerned about this significant cut in federal funding and requests that NCDOT distribute the funding cuts proportionately across all federal funding sources. We realize that it will be a difficult task for NCDOT to identify \$100 million in funding cuts. We urge NCDOT to not unfairly target any one program such as the Congestion Mitigation Air Quality (CMAQ) or Transportation Enhancements (TE) programs. The DCHC MPO and its member governments depend on these programs to provide funding for necessary transit, bicycle, and pedestrian improvements, reduce congestion, and meet air quality goals. In addition, considering that the TE call for projects scheduled for 2006 and the CMAQ call for projects scheduled for early 2007 have both been postponed, it is imperative that NCDOT not further sacrifice these programs and delay needed funding for these projects.

The DCHC MPO respectfully requests that NCDOT fairly distribute the FY 2007 federal rescission among federal funding programs. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's request.

Sincerely,



 Mark Ahrendsen
 TCC Chair

 Cc: Ken Spaulding, NCDOT, Division 5
 Doug Galyon, NCDOT, Division 7
 G.R. Kindley, NCDOT, Division 8
 Calvin Leggett, NCDOT, TIP Unit
 TAC Members
 TCC Members

| Local Priority # | Jurisdiction | TIP No | Description | Cost 100% | Cost 80% | 2010 | | 2011 | | 2012 | | 2013 | | 2014 | | 2015 | |
|------------------|------------------|---------|--|----------------------|----------------------|--------------|---------------------|--------------|---------------------|--------------|--------------------|--------------|---------------------|--------------|-------------------|-----------|-------------------|
| | | | | | | Phase | Cost | Phase | Cost | Phase | Cost | Phase | Cost | Phase | Cost | Phase | Cost |
| 1 | Carrboro | U-4726 | Multi-use Path from Wilson Park to Estes Dr. | \$ 210,855 | \$ 168,684 | Construction | \$168,684 | | | | | | | | | | |
| 2 | Carrboro | EL-4994 | Bolin Creek Greenway - Carrboro (Homestead to Estes) | \$ 737,500 | \$ 590,000 | | | Construction | \$590,000 | | | | | | | | |
| 3 | Carrboro | EL-4828 | Morgan Creek Greenway - Carrboro | \$ 600,000 | \$ 480,000 | Planning | \$84,000 | Construction | \$396,000 | | | | | | | | |
| 4 | Carrboro | U-4726 | Bolin Creek Greenway (Jones Creek) | \$ 268,375 | \$ 214,700 | | | Construction | \$214,700 | | | | | | | | |
| 5 | Carrboro | U-4726 | Rogers Road - Sidewalk (Homestead to Meadow Run) | \$ 536,200 | \$ 428,960 | Planning | \$ 65,000 | Construction | \$363,960 | | | | | | | | |
| 6 | Carrboro | U-4726 | S. Greensboro St. - Sidewalk | \$ 58,300 | \$ 46,640 | | | | | Construction | \$46,640 | | | | | | |
| 7 | Carrboro | U-4726 | Bicycle Loop Detectors | \$ 37,500 | \$ 30,000 | | | Construction | \$30,000 | | | | | | | | |
| 8 | Carrboro | U-4726 | Bel Arbor-Plantation Acres Multi-use Path | \$ 83,750 | \$ 67,000 | | | | | | | Construction | \$ 67,000 | | | | |
| 1 | Chapel Hill | TG-4731 | Chapel Hill Transit - Misc. Capital - Tires Purchase | \$ 255,415 | \$ 204,332 | | | Capital | \$ 204,332 | | | | | | | | |
| 2 | Chapel Hill | U-4727 | Chapel Hill Transit Planning | \$ 951,250 | \$ 761,000 | UPWP/Plan | \$ 388,000 | UPWP/Plan | \$ 373,000 | | | | | | | | |
| 3 | Chapel Hill | U-4727 | Intersection & Traffic Study @ RAMS Plaza | \$ 100,000 | \$ 80,000 | UPWP/Plan | \$ 32,000 | UPWP/Plan | \$ 48,000 | | | | | | | | |
| 4 | Chapel Hill | U-4726 | P CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk | \$ 135,000 | \$ 108,000 | Construction | \$ 108,000 | | | | | | | | | | |
| 5 | Chapel Hill | U-5119 | NC 86/US 15-501 BRT improvements | \$ 565,000 | \$ 452,000 | | | | | Construction | \$ 452,000 | | | | | | |
| 6 | Chapel Hill | xxxxxx | FCC Radio Communications (Upgrade fleet) | \$ 1,656,250 | \$ 1,325,000 | | | Capital | \$ 1,325,000 | | | | | | | | |
| 7 | Chapel Hill | xxxxxx | Morgan Creek Greenway Phase 2 - Chapel Hill | \$ 700,000 | \$ 560,000 | | | Construction | \$ 560,000 | | | | | | | | |
| 8 | Chapel Hill | U-4726 | IF Bolin Creek Stairs - Chapel Hill | \$ 125,000 | \$ 100,000 | | | Construction | \$ 100,000 | | | | | | | | |
| 9 | Chapel Hill | U-4726 | F CH - Chapel Hill Sidewalks | \$ 400,000 | \$ 320,000 | | | Construction | \$ 320,000 | | | | | | | | |
| 10 and 12 | Chapel Hill | U-4726 | NC86/other locations Pedestrian Safety Improvements | \$ 375,000 | \$ 300,000 | | | Construction | \$ 150,000 | Construction | \$ 150,000 | | | | | | |
| 11 | Chapel Hill | U-4727 | Greenways/Bike Ped Maps | \$ 30,000 | \$ 24,000 | | | UPWP/Plan | \$ 24,000 | | | | | | | | |
| 13 | Chapel Hill | U-4726 | Bolin Creek Greenway construction | \$ 937,500 | \$ 750,000 | | | | | | | Construction | \$ 750,000 | | | | |
| | Chapel Hill | TT-5109 | Technology: Automatic Passenger Counters | \$ 55,811 | \$ 44,649 | | | Capital | \$ 44,649 | | | | | | | | |
| 1 | Durham | U-4445 | NC 147 Bicycle/Pedestrian Bridge - Durham | \$ 500,000 | \$ 400,000 | Construction | \$400,000 | | | | | | | | | | |
| 2 | Durham | E-2921E | American Tobacco Trail Phase E - Durham, Durham County | \$ 1,680,000 | \$ 1,344,000 | Construction | \$1,344,000 | | | | | | | | | | |
| 3 | Durham | U-4726 | Barbee Rd. (Orindo to Pearson town Elem.) Sidewalk | \$ 19,600 | \$ 15,680 | Construction | \$15,680 | | | | | | | | | | |
| 4 | Durham | U-4726 | DATA Sidewalk | \$ 19,800 | \$ 15,840 | Construction | \$15,840 | | | | | | | | | | |
| 5 | Durham | C-4928 | Morreene Road - Bike/Ped Facilities (Neal to Erwin) | \$ 1,560,000 | \$ 1,248,000 | Planning | \$ 317,400 | Construction | \$930,600 | | | | | | | | |
| 6 | Durham | U-4724 | Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.) | \$ 2,395,000 | \$ 1,916,000 | Planning | \$ 340,500 | Construction | \$1,575,500 | | | | | | | | |
| ? | Durham | U-3804 | Hillandale (I-85 to Carver) - Sidewalks | \$ 81,144 | \$ 64,915 | Construction | \$64,915 | | | | | | | | | | |
| 7 | Durham | U-4726 | O DUR - Carpenter Fletcher RD; Woodcroft- Alston bike impr. | \$ 142,740 | \$ 114,192 | Planning | \$ 17,129 | | | Construction | \$97,063 | | | | | | |
| 7 | Durham | U-4726 | O Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston) | \$ 1,282,976 | \$ 1,026,381 | Planning | \$ 153,957 | | | Construction | \$872,424 | | | | | | |
| 8 | Durham | U-4726 | Avondale - Sidewalk (I-85 to Geer) | \$ 515,000 | \$ 412,000 | | | | | Construction | \$412,000 | | | | | | |
| 9 | Durham | U-4726 | Cheek - Bike/Ped Facilities (Geer to Hardee) | \$ 695,000 | \$ 556,000 | | | Planning | \$83,400 | | | Construction | \$ 472,600 | | | | |
| 10 | Durham | U-4726 | K DUR - Hillandale: Club to I-85 5' sidewalk on both sides | \$ 165,484 | \$ 132,387 | | | Planning | \$19,858 | | | Construction | \$ 112,529 | | | | |
| 11 | Durham | U-4726 | Hillandale - Bike/Ped Facilities (I-85 to Fulton) | \$ 1,150,000 | \$ 920,000 | | | Planning | \$138,000 | | | Construction | \$ 782,000 | | | | |
| 12 | Durham | U-4726 | G DUR - Holloway St sidewalks | \$ 157,106 | \$ 125,685 | | | | | | | | | Construction | \$ 125,685 | | |
| | Durham | TT-5110 | Technology: Automatic Passenger Counters | \$ 98,490 | \$ 78,792 | | | Capital | \$78,792 | | | | | | | | |
| 1 | LPA | U-4727 | UPWP - staff and routine | \$ 5,176,492 | \$ 4,141,193 | UPWP/Plan | \$ 432,794 | UPWP/Plan | \$ 662,709 | UPWP/Plan | \$ 883,959 | UPWP/Plan | \$ 699,526 | UPWP/Plan | \$ 720,370 | UPWP/Plan | \$ 741,836 |
| 2 | LPA | U-4727 | UPWP - ITS Deployment Plan Update | \$ 70,000 | \$ 56,000 | UPWP/Plan | \$ 56,000 | | | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - Bike/Ped (non-motorized trip) Model Development | \$ 175,000 | \$ 140,000 | UPWP/Plan | \$ 113,500 | UPWP/Plan | \$ 26,500 | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - GIS Integration and Automation | \$ 200,000 | \$ 160,000 | UPWP/Plan | \$ 160,000 | | | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - Land Use Model Development | \$ 250,000 | \$ 200,000 | UPWP/Plan | \$ 200,000 | | | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - MPO Collector Street Plan | \$ 50,000 | \$ 40,000 | UPWP/Plan | \$ 40,000 | | | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - NC 54 Subarea Study | \$ 250,000 | \$ 200,000 | UPWP/Plan | \$ 150,000 | UPWP/Plan | \$ 50,000 | | | | | | | | |
| 2 | LPA | U-4727 | UPWP - Commercial Vehicle Study | \$ 125,000 | \$ 100,000 | UPWP/Plan | \$ 55,100 | UPWP/Plan | \$ 44,900 | | | | | | | | |
| 3 | LPA | U-4727 | UPWP - GIS Integration Phase II | \$ 375,000 | \$ 300,000 | | | | | UPWP/Plan | \$ 150,000 | UPWP/Plan | \$ 150,000 | | | | |
| 4 | LPA | U-4727 | UPWP - Parking Study | \$ 125,000 | \$ 100,000 | | | | | UPWP/Plan | \$ 100,000 | | | | | | |
| 5 | LPA | U-4727 | UPWP - Transit Studies | \$ 546,454 | \$ 437,163 | | | | | UPWP/Plan | \$ 137,163 | UPWP/Plan | \$ 300,000 | | | | |
| 1 | NCDOT | EB-4707 | Old Durham-Chapel Hill Road - Chapel Hill, Durham | \$ 4,639,000 | \$ 3,711,200 | ROW | \$511,200 | Construction | \$3,200,000 | | | | | | | | |
| | Triangle Transit | TT-4911 | Technology: Automatic Passenger Counters | \$ 49,245 | \$ 39,396 | | | Capital | \$39,396 | | | | | | | | |
| | | | | \$ 31,312,237 | \$ 25,049,789 | | \$ 5,233,699 | | \$11,593,296 | | \$3,301,249 | | \$ 3,333,655 | | \$ 846,055 | | \$ 741,836 |

**Durham - STP-DA Projects
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 -Durham Projects

| Local Priority # | Jurisdiction | TIP No | Description | Cost 100% | Cost 80% | Phase | Cost |
|------------------|--------------|--------|---|---------------|--------------|--------------|--------------|
| 2013 | | | | | | | |
| 9 | Durham | U-4726 | Cheek - Bike/Ped Facilities (Geer to Hardee) | \$ 590,750 | \$ 472,600 | Construction | \$ 472,600 |
| 10 | Durham | U-4726 | K DUR - Hillandale:Club to I-85 5' sidewalk on both sides | \$ 140,661 | \$ 112,529 | Construction | \$ 112,529 |
| 11 | Durham | U-4726 | Hillandale - Bike/Ped Facilities (I-85 to Fulton) | \$ 977,500 | \$ 782,000 | Construction | \$ 782,000 |
| 2014 | | | | | | | |
| 12 | Durham | U-4726 | G DUR - Holloway St sidewalks | \$ 157,106 | \$ 125,685 | Construction | \$ 125,685 |
| | | | | \$ 10,462,340 | \$ 8,369,872 | | \$ 8,369,872 |

| Project Information | | Preliminary Engineering Authorization | Scoping Meeting | Procuring Professional Services | Environmental Documentation | Design (PS&E) | Right-of-Way Certification | Construction Authorization | Procuring Construction Services | Final Cost |
|---------------------|-----------------|---------------------------------------|-----------------|---------------------------------|-----------------------------|---------------|----------------------------|----------------------------|---------------------------------|------------|
| Agency Planner | Project Manager | | | | | | | | | |
| Dale McKeel | TBD | | | | | | | | | |
| Dale McKeel | TBD | | | | | | | | | |
| Dale McKeel | TBD | | | | | | | | | |
| Dale McKeel | TBD | | | | | | | | | |

Notes:

Durham Transportation has requested cost estimates for the Barbee Road and DATA sidewalks. If additional funds are needed, a modification to the STP-DA table will be requested. Municipal agreements will then be requested from NCDOT.

Durham Transportation has requested a cost estimate on the Avondale Road sidewalk. It is anticipated that a modification will be requested to the STP-DA table to move funds from this project to the Fayetteville Street Safe Routes to School project (which needs additional funds).

Durham Transportation will undertake feasibility studies to refine scope and cost for the Morreene Road, Cornwallis Road, Hillandale Road (south of I-85), Cheek Road, and Carpenter-Fletcher Road projects. Municipal agreements will be requested in November. It is anticipated that on-call services will be used for this work.

**Carrboro - STP-DA Project Status Update
10.20.10**

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Approved August 11, 2010 (Updated)

| Local Priority # | Jurisdiction | TIP No | Description | Cost 100% | Cost 80% | 2010 | | Project Information | | Preliminary Engineering Authorization | Scoping Meeting | Procuring Professional Services | Environmental Documentation | Design (PS&E) | Right-of-Way Certification | Construction Authorization | Procuring Construction Services | Final Cost |
|------------------|--------------|---------|--|-------------|-------------|--------------|-------------|---------------------|-----------------|---------------------------------------|-----------------|---------------------------------|-----------------------------|---------------|----------------------------|----------------------------|---------------------------------|------------|
| | | | | | | Phase | Cost | Agency Planner | Project Manager | | | | | | | | | |
| 1 | Carrboro | U-4726 | Multi-use Path from Wilson Park to Estes Dr. | \$ 210,855 | \$ 168,684 | Construction | \$168,684 | Jeff Brubaker | Jeff Brubaker | 4/29/2010 | 8/26/2010 | in process | | | | | | |
| 3 | Carrboro | EL-4828 | Morgan Creek Greenway - Carrboro | \$ 105,000 | \$ 84,000 | Planning | \$84,000 | Jeff Brubaker | Jeff Brubaker | 6/4/2008 | | | | | | | | |
| 5 | Carrboro | U-4726 | Rogers Road - Sidewalk (Homestead to Meadow Run) | \$ 81,250 | \$ 65,000 | Planning | \$ 65,000 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| | | | | | | 2011 | | | | | | | | | | | | |
| 2 | Carrboro | EL-4994 | Bolin Creek Greenway - Carrboro (Homestead to Estes) | \$ 737,500 | \$ 590,000 | Construction | \$590,000 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| 3 | Carrboro | EL-4828 | Morgan Creek Greenway - Carrboro | \$ 495,000 | \$ 396,000 | Construction | \$396,000 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| 4 | Carrboro | U-4726 | Bolin Creek Greenway (Jones Creek) | \$ 268,375 | \$ 214,700 | Construction | \$214,700 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| 5 | Carrboro | U-4726 | Rogers Road - Sidewalk (Homestead to Meadow Run) | \$ 454,950 | \$ 363,960 | Construction | \$363,960 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| 7 | Carrboro | U-4726 | Bicycle Loop Detectors | \$ 37,500 | \$ 30,000 | Construction | \$30,000 | Jeff Brubaker | Jeff Brubaker | | | | | | | | | |
| | | | | | | 2012 | | | | | | | | | | | | |
| 6 | Carrboro | U-4726 | S. Greensboro St. - Sidewalk | \$ 58,300 | \$ 46,640 | Construction | \$46,640 | | | | | | | | | | | |
| | | | | | | 2013 | | | | | | | | | | | | |
| 8 | Carrboro | U-4726 | Bel Arbor-Plantation Acres Multi-use Path | \$ 83,750 | \$ 67,000 | Construction | \$ 67,000 | | | | | | | | | | | |
| | | | | \$2,532,480 | \$2,025,984 | | \$2,025,984 | | | | | | | | | | | |

Notes

- Conceptual plans completed for both Bolin and Morgan Creek Greenways
- Morgan Creek Greenway: supplemental agreement approved by Carrboro Board of Aldermen 10/5/2010. RFP process for detailed design and flood studies expected to commence by 10/29/2010 under existing preliminary engineering authorization.
- Bolin Creek Greenway: waiting for draft supplemental agreement from NCDOT.
- Rogers Rd. sidewalk: PID sheet will be submitted by 11/2010.

NORTH CAROLINA'S MOBILITY FUND

Preliminary Report

October 1, 2010

EXECUTIVE SUMMARY

In 2010 the North Carolina General Assembly (Assembly) created the North Carolina Mobility Fund (Mobility Fund) to help relieve congestion and enhance mobility across the State. Specifically, the North Carolina 2009/2010 Appropriations Act was approved to fund transportation projects, selected by the North Carolina Department of Transportation (the Department), of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation.

As part of the legislation, the Assembly directed the Department to establish a selection process and project selection criteria for the Mobility Fund by involving the public and key stakeholders. Stakeholders include, but are not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

The Assembly identified the I-85 Corridor Improvement Project's Phase II as the first project to be funded by the Mobility Fund. Subsequent Mobility Fund projects are to be advanced using the project criteria and selection process developed by the Department, in accordance with the Act. The legislation also requires preferential consideration be given to projects that meet the eligibility of the Congestion Relief and Intermodal Fund.

The legislation calls for a preliminary report to be provided to the Joint Legislative Oversight Transportation Committee (JLTOC) on October 1, 2010 and a final report on December 15, 2010. This preliminary report fulfills the first part of that requirement and provides a summary of progress to date on developing the project criteria and selection process.

The Department is conducting an extensive outreach effort to meet the ambitious December 15 reporting date. More than 70 citizens, organizations, and/or planning partners submitted comments through the initial public comment period (August 9-September 9). In addition, a formal Workgroup with members representing the organizations listed above along with Department staff has met twice to review the public comments and share their views on project criteria and a selection process. The Workgroup's discussions have been wide-ranging and substantive, and its feedback has significantly shaped the selection/criteria options that are presented in this preliminary report.

Based on these collaborative efforts, the Department proposes a set of minimum requirements for each candidate project and two potential scoring options, as described

below. These minimum requirements must be met before a project is eligible to be scored.

Minimum Project Requirements (these apply to both proposed options below):

- Projects should be associated with Statewide or Regional Tier facilities (highways, ferries, airports, railroads, busses, etc.).
- The Mobility Fund should be used for capital costs, not for maintenance or operations.
- Projects should be consistent with MPO/RPO transportation planning efforts and coordinated with local land-use plans where available.
- Projects should be able to be delivered in a relatively short amount of time.
- Proposed projects (in non-attainment areas) should have positive or neutral air quality effects and ensure transportation conformity with federal regulations.

Scoring Option One – Needs-Based Approach

Candidate projects are scored on levels of congestion, safety, condition of the infrastructure, economic impact, number of people per vehicle, ability to leverage non-DOT dollars and whether the project meets the criteria of the [Congestion and Intermodal Fund](#):

Projects are scored on a 0-to-100 scale for each weighted factor below.

| Criterion | Weight |
|---|--------|
| Congestion – measured by volume to capacity, which helps recognize how much demand the transportation infrastructure was designed to handle versus how much demand the transportation infrastructure has today | 30% |
| Safety – measured by crash rates (for rail project this could be highway/rail crossings, for transit this could be collisions with other vehicles) | 5% |
| Infrastructure Health – measured by condition of the service (or useful) life of pavement or vehicle fleet | 5% |
| Economic Vitality / Attractiveness – measured by economic impact. The specific measure for this criterion has not been selected yet. | 15% |
| Multi-modal – measured by the number of people per vehicle, reduction in Vehicle Miles Traveled or improvement to more than one mode of transportation | 10% |
| Funding leverage – measured by percent of non-DOT dollars used. | 25% |
| Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund | 10% |

Scoring Option Two – Benefit-Cost Approach

Candidate projects are scored on travel-time savings, economic benefit and the cost of the project, whether the project is on the Statewide Tier/Strategic Highway Corridor (SHC) and whether the project meets the criteria of the Congestion and Intermodal Fund. Projects are scored on a 0-to-100 scale for each weighted factor below.

| Criterion | Weight |
|---|--------|
| <p>Benefit-Cost Analysis</p> <ul style="list-style-type: none"> • Congestion relief benefits weighted 80% within this criterion – measured by travel-time savings and the number of users of the transportation infrastructure over a 30 year time period • Economic vitality weighted 20% within this criterion – measured by economic impact (specific approach to be determined) • The benefits listed above are added together and then divided by the total project cost minus non-DOT dollars | 80% |
| <p>Statewide Tier Facility/Strategic Highway Corridor – measured by whether the project has been identified as a Statewide Tier facility or Strategic Highway Corridor</p> | 10% |
| <p>Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund</p> | 10% |

A selection process would consist of a period of time for candidate projects to be submitted sometime in the Spring of 2011. Department staff would evaluate and rank the candidate projects according to the final project criteria and share the results with the Workgroup. The Workgroup would provide their recommendations to the Department on which projects should be funded.

These minimum requirements and options are the subject of a second public comment period from October 1-29. An analysis of the public comments on these options, plus input from the Workgroup will help shape the final project criteria and selection process that will be recommended to the Board of Transportation for approval on December 2. The final report will then be presented to the JLTOC on December 15.

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INTRODUCTION

The North Carolina Assembly approved the 2009/2010 Appropriations Act to create a new fund referred to as the North Carolina Mobility Fund. The Mobility Fund provides an opportunity to address a growing list of congestion relief and mobility needs. The Mobility Fund is not subject to the equity formula.

According to § 136-188 of the Appropriations Act:

(a) The Department of Transportation shall use the Mobility Fund to fund transportation projects, selected by the Department, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The Department of Transportation shall establish project selection criteria based on the provisions of this Article.

When developing the project criteria and selection process, the Department shall involve the public and other stakeholders, including, but not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

When developing the project criteria and selection process, the Department shall give preferential consideration to projects qualified to receive State grants from the Congestion Relief and Intermodal Transportation 21st Century Fund under Article 19 of Chapter 136 of the General Statutes.

The first project to be funded is I-85 Corridor Improvement Project's Phase II. Subsequent projects will be funded after project criteria and a selection process are established in accordance with the above provisions.

A preliminary report on the project selection criteria is due to the JLTOC by October 1, 2010. A final report is due to the JLTOC by December 15, 2010. This is the preliminary report.

Timeline

- August 9 – September 9: Initial round of public input
- September 13 – September 30: Preliminary report is prepared.
- October 1 – October 29: Preliminary report is released. Second round of public input
- November 1 – November 30: Final report is prepared.
- December 2: Final report presented to Board of Transportation (BOT).
- December 15: Final report presented to JLTOC

COLLABORATIVE EFFORTS UNDERWAY TO DEVELOP THE PROJECT CRITERIA AND SELECTION PROCESS

The Department has initiated a two-prong process to develop project criteria and a selection process in accordance with the provisions of the Act. First, the Department is working closely with a group of stakeholders listed in the Act to develop the selection process and criteria. This work will be amplified in the next two months by conducting additional outreach efforts with the broader membership of those stakeholder groups. The Department is also actively reaching out to the public and soliciting their thoughts on the project criteria and selection process. This extensive coordination and involvement, along with a summary of the input received, is provided on the following pages.

Workgroup Involvement and Feedback

In August, the Department organized a 24-member Workgroup of stakeholders to assist in developing project criteria and a selection process. The Workgroup consists of representatives of the following organizations:

- The North Carolina Metropolitan Planning Organization
- The North Carolina Rural Planning Organization
- The North Carolina League of Municipalities
- The North Carolina Association of County Commissioners
- The North Carolina Metropolitan Mayors Coalition
- The North Carolina Council of Regional Governments

In addition, Internal Department staff includes:

- Division Engineers
- Strategic Planning Office
- Transportation Planning Branch
- Program Development Unit
- Rail Division
- Public Transportation Division
- Aviation Division
- Ferry Division
- Bicycle and Pedestrian Division
- Information Technology Unit
- Federal Highway Administration (Advisory)

See Appendix D for a list of Workgroup members.

Workgroup Meeting # 1 Summary

The Workgroup held an “organizational meeting” on August 24 and agreed to meet monthly. In this first meeting, the Workgroup identified and discussed several major

topics and issues that should be considered as the project criteria and selection process develop. Those topics and issues included:

- Leveraging other funds - should leveraging of other funds towards Mobility Funds be a consideration? What else could a region free up to deliver key Mobility Fund projects? (i.e., Are regions willing to leverage funds from other projects?)
- Rural and urban issues - the process should avoid pitting "rural" and "urban" regions against each other.
- All modes are important – the process should not be biased towards highway-only projects.
- Adhere to the statute and solve other problems like the I-85 Corridor Bridge issue. Each Division probably has a few high profile, expensive but necessary projects.
- Mobility Fund projects should be delivered sooner rather than later – it is important that projects be "ready to go," so that the public can see projects being built sooner rather than later.
- Develop support for Mobility Projects – This process should focus on broad parameters and criteria, and require/reward local support for the project. Also, while resolutions should be used to support a project, the process should ensure this does not become "I'll support your project if you will support mine."
- The process needs to consider whether Mobility Fund projects fix an "old problem" or should it be used to tackle something "new."
- No one-size-fits-all project – the Workgroup indicated that both major projects, as well as smaller, less expensive but still high-benefit projects, should be considered. For example, there may be some small cost but high benefit projects like the "Pembroke Turn," which is a rail project key to more efficient freight logistics.
- Interstate Maintenance needs – Recognizing the Mobility Fund does not provide funding for interstate maintenance, the Workgroup requested the final report highlight other needs of the North Carolina transportation system.
- Use Mobility Fund as a funding source - It was suggested that the Mobility Fund could be used as a funding source with certain criteria, similar to Congestion Mitigation and Air Quality (CMAQ) funding.

Workgroup Meeting # 2 Summary

On September 21st, the Workgroup met a second time to review the public comments and discuss the Department's proposed options for the project criteria and selection process. The facilitated meeting resulted in a productive discussion regarding the type of criteria and process that should be proposed for further public comment. A brief summary of these discussions/issues is provided in the following paragraphs.

Minimum Requirements for Mobility Fund projects

Workgroup members were highly engaged in the discussion about what the minimum requirements should be for Mobility Fund projects, as well as about the approach and criteria for selection. That discussion was wide-ranging, and many different points of view and perspectives were shared. Through the course of the day-long meeting, several themes began to emerge as important to the group, and the points listed below reflect general agreement of the workgroup.

Recognizing that the purpose of the Mobility Fund is to *relieve congestion and enhance mobility across all modes of transportation* and that those projects which meet the Congestion and Intermodal Fund requirements are to receive preferential consideration, the workgroup generally agreed on the following minimum requirements:

- It is important for projects to be associated with Statewide or Regional Tier facilities. It is also important for other modal projects, beyond highways, to have the opportunity to compete for funds.
- The Mobility Fund should be used for capital costs, not for maintenance or operations.
- It is important for Mobility Fund projects to be consistent with Metropolitan Planning Organization (MPO) / Rural Planning Organization (RPO) transportation planning efforts and coordinated with local land-use plans where available. (It should be noted that members expressed interest in using this process as an opportunity to encourage regional planning and make strategic transportation investments).
- It is important that Mobility Fund projects can be delivered in a relatively short amount of time. As one member put it, "*We should think of this as a delivery fund, not a fund for more planning.*" Therefore, a substantial amount of work should be completed for the proposed projects (such as the completion of environmental documents or feasibility studies).
- Proposed projects (in non-attainment areas) should have positive or neutral air quality effects and ensure transportation conformity with federal regulations.

- There was significant discussion around whether a candidate Mobility Fund project should or should not already be listed in the Department's new 10-year Work Program. However, through the course of discussion, the group agreed that it is important for other emerging projects to have an opportunity to compete for funding. In other words, they shouldn't be excluded from applying.
- There was also significant discussion about whether a minimum project cost should be identified. Through the discussion, members indicated that it is important for both large, high-cost congestion projects, as well as smaller, quick-hit mobility projects to have an opportunity for funding, and thus, no minimum project cost was identified.

The minimum requirements described above provide the first level of screening for projects proposed to receive Mobility Funds. Specific selection approaches and criteria are outlined in the section entitled Preliminary Proposals for Project Selection. That section also provides additional detail on the Workgroup discussion during the second meeting.

Public Involvement Process

In August and September, the Department initiated an extensive effort to gather public input regarding the project criteria and selection process. The Department provided the following questions, which were intended to stimulate comments and discussion. **It was made clear these questions do not reflect the Department's policy or goals for the selection process or the Mobility Fund. They were presented for discussion purposes only.**

- What should the selection criteria consist of? For example, should it consider travel time savings; current and future volume-to-capacity ratios; economic development; economically distressed counties; connections to intermodal terminals (airports, seaports, etc.), military bases, major hospitals and universities/community colleges; major employment centers; current and future freight volumes; ability to leverage other funds (bonds, tolls, etc.); safety needs.
- How should projects that qualify to receive state grants from the Congestion Relief and Intermodal Transportation 21st Century Fund receive "preferential consideration" as stated in the legislation?
- Should a benefit-cost methodology or some other methodology be used to rank candidate projects? What would be factored into such a methodology?

A number of avenues were used to reach out to the public and stakeholder groups, including press releases, a new social media site (Citizens Connect), a promotional video, and solicitation of input via Workgroup member distribution lists. Several media outlets also ran stories encouraging the public to provide comments to the Department.

After the initial comment period ended, Department staff reviewed, analyzed and shared the comments with the Workgroup. More than 70 citizens, organizations, and/or planning partners submitted comments. While the majority of comments were related to project criteria and selection process, several comments were related to specific projects or were not related to the Mobility Fund. A detailed list of those comments and Department responses are attached as Appendix A.

Summary of Comments

The comments are grouped by topic and then by frequency using a 1-4 star scale.

★ = 1-4 comments

★ ★ = 5-8 comments

★ ★ ★ = 9-12 comments

★ ★ ★ ★ = 13-16 comments

Types of Projects

The Department received numerous comments about the kinds of projects that should be funded through the Mobility Fund. Not unexpectedly, the public indicated support for modal projects like transit and for highway projects such as urban loops and new interstates. Interestingly, the public also indicated that they would like to see projects such as signal improvements, ramp metering and improved message signs, which allow traffic to flow more smoothly without having to build new lanes. The numbers of comments associated with the specific kind of project the public would like to be funded are provided below:

- Transit ★ ★ ★ ★
- Urban loops/new interstates ★ ★ ★
- Technology and improved traffic signal coordination ★ ★ ★
- Passenger rail ★ ★
- Safety ★
- Maintaining current infrastructure ★
- Interstate widening ★
- Access management ★

Scoring Related

The public also provided a number of comments on the scoring factors that ought to be considered in the Mobility Fund selection process. The most frequently cited criteria included benefit-cost analysis, a measure of economic vitality and congestion measures. However, not all comments supported the idea that cost of a project should be considered. Below is a tally of the numbers of comments provided about each potential criterion.

- Benefit-cost analysis ★ ★ ★
- Economic vitality ★ ★ ★
- Congestion (based on travel time & volume/capacity ratio) ★ ★ ★
- Statewide Tier preference ★ ★
- Leverage other funds (public or private) ★ ★
- Consistency with land use ★ ★
- Preference given to projects that meet Intermodal Fund criteria ★ ★
- Enhance connection to other modes (multimodal) ★ ★
- Environmental and social effects ★ ★
- Intermodal terminals ★
- Crash rates ★
- Don't use cost ★
- Hurricane evacuation ★

Other Considerations

Public comments were also received on a number of other issues, as outlined below:

- Focus on expensive projects ☆ ☆
- Focus on moderately scaled regional projects ☆
- Conscious of geographic funding distribution ☆
- Local coordination of data and process ☆
- Establish a selection committee ☆
- Model criteria after TIGER II selection process ☆
- Use Mobility Fund as a funding source ☆
- Set aside modal allocation ☆

PRELIMINARY PROPOSALS FOR PROJECT SELECTION

The Department has prepared two preliminary scoring options based on public comment and Workgroup input. These two options, along with a summary of the Workgroup's discussion, are presented below.

Scoring Option One – Needs-Based Approach

| Criterion | Weight | Group discussion |
|---|--------|--|
| Congestion – measured by volume to capacity, which helps recognize how much demand the transportation infrastructure was designed to handle versus how much demand the transportation infrastructure has today | 30% | The original Department proposal suggested weighting this factor at 20%; however, the Workgroup recommended increasing the weight to better address congestion –so this fund will better solve the problem it was intended to fix. |
| Safety – measured by crash rates (for rail project this could be highway/rail crossings, for transit this could be collisions with other vehicles) | 5% | Though there was some discussion about other funds that are available to address safety concerns, the Workgroup indicated that safety ought to be considered. |
| Infrastructure Health – measured by condition of the infrastructure (such as pavement condition, service life of transit or rail vehicle). | 5% | Although the Workgroup acknowledged that there are other funds to address infrastructure health needs, they wanted this criterion added, so that if all things for a project were equal, the one with a worse condition would rank higher. |
| Economic Vitality / Attractiveness – measured by economic impact. The specific measurement approach for this criterion has not been selected yet. The Department will provide | 15% | There was good discussion around this criterion, and it was revised from the Department's original suggestion of 30% weight on economic development (15% for job creation and 15% for economic vitality/attractiveness) to 15% for economic vitality alone. The Workgroup is interested in learning more about economic impacts, though some members |

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|--|------------|---|
| <p>additional information to the Workgroup in its next meeting to further explore how to measure economic vitality.</p> | | <p>expressed confusion about why economic impact should be included as a Mobility Fund criterion.</p> |
| <p>Multi-modal – measured by number of people per vehicle, reduction in Vehicle Miles Traveled or improvement to more than one mode of transportation</p> | <p>10%</p> | <p>The Workgroup agreed with the Department's suggestion on weight and modified the criterion from either a yes/no approach (where full points would either be awarded for a project that provides multi-modal benefits or no points would be awarded at all) to a graduated approach where points would be awarded based on a scale tied to the amount of improvement.</p> |
| <p>Funding leverage – measured by percent of non-DOT dollars used</p> | <p>25%</p> | <p>There was significant discussion within the Workgroup related to this criterion. The group agreed and supports the Department's position that federal earmark funds should not be counted as leveraged funds (though some acknowledged it would be tempting to do so). The Workgroup also agreed that toll funds could be used to leverage Mobility Funds.</p> |
| <p>Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund</p> | <p>10%</p> | <p>The Workgroup acknowledged the Assembly's intent that certain projects which meet the Fund's criteria should receive preferential treatment. Workgroup agreed with Department's suggested 10% weight.</p> |

Scoring Option Two – Benefit-Cost Approach

While this approach is similar to the needs-based approach described on the previous pages, the most important distinction is that the cost of a project is considered in this approach. Some Workgroup members indicated a strong interest in this approach “so that we can tell which projects give us the biggest bang for our buck.” Other members expressed concern that good rural candidate projects would not compete well due to high construction costs (such as projects in the mountains).

| Criterion | Weight | Group discussion |
|--|--------|--|
| <p>Benefit-Cost Analysis</p> <ul style="list-style-type: none"> • Congestion relief benefits weighted 80% within this criterion – measured by travel-time savings and the number of users of the transportation infrastructure over a 30-year period • Economic vitality weighted 20% within this criterion – measured by economic impact (specific approach to be determined) • The benefits listed above are added together and then divided by the total project cost minus non-DOT dollars | 80% | <p>The original Department proposal suggested weighting transportation benefits at 70%; however, the workgroup recommended increasing the weight to 80% to better address congestion.</p> <p>Much like the earlier discussion, the workgroup recognized the importance of leveraging other funds and so agreed with the Department’s suggestion of subtracting the amount of non-DOT funds provided from sources other than the Department from the project costs. By subtracting non-DOT Funds, the cost is decreased, and the overall benefit/cost score will be improved, resulting in a higher project ranking.</p> <p>Some members also requested future population growth be factored into this calculation.</p> |
| <p>Statewide Tier Facility/Strategic Highway Corridor – measured by whether the project has been identified as a Statewide Tier facility or Strategic Highway Corridor</p> | 10% | <p>The workgroup discussed the importance of identifying projects to improve connectivity between major activity centers. They suggested adding this criterion in an effort to recognize those corridors that have already gone through a vetting process and have been identified as important to the state and/or region.</p> |

| | | |
|---|-----|---|
| Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund | 10% | The Workgroup acknowledged the Assembly's intent that certain projects, which meet the Fund's criteria, should receive preferential treatment. Workgroup agreed with Department's suggested 10% weight. |
|---|-----|---|

NEXT STEPS

The Department will continue to seek public comment, as well as stakeholder input, to refine the preliminary options through the month of October.

Looking ahead to November, the Department will continue to work in a collaborative way with the Workgroup by providing a summary of public comments and spending a significant amount of time during the November meeting to refine the project criteria and selection process for the Mobility Fund. Thereafter, a status update will be provided to the Board of Transportation.

After the Board of Transportation approves the project criteria and selection process, the Department will provide a final report to the JLTOC on December 15, 2010.

APPENDICES

A – Public Comments (in their entirety)

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|--|--|--|
| Jim McBryde - Blythe Construction Co. | <p>Priorities should be roadways or structures which are unsafe</p> <p>Modifications to existing roads to eliminate hydroplaning and accommodate current traffic</p> <p>Complete partially complete Interstates and major roads</p> <p>Repairs to extend useful life</p> <p>Do not spend funds on new road or expansion to enhance private, commercial or industrial development</p> | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> |
| Michele Smith - Mooresville | Consider road improvements in Mooresville Road area, i.e.. Perth Rd., Bluefield Rd., Cornelius Rd and 177 needs an interchange and Fern Hill Rod should be widened. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Kelly Sopp - Mooresville | Need timing for traffic lights in "historic area" and not for new development projects | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Unknown - Contact Us website | Why do we need roads when cities have no land use regulation. | Comment will be considered in developing project criteria. The Department believes that land use and transportation planning need to be better coordinated and integrated. |
| Kathy Brown | This area needs reliable, efficient public transportation- a perimeter route between Raleigh, Durham and Chapel Hill | The criteria for projects of Statewide and Regional significance is yet to be determined. If public transportation between Raleigh, Durham and Chapel Hill meets the regional and statewide significance criteria, it will be evaluated as a candidate projects for the Mobility Fund. |
| Gary Whitaker Law | Winston-Salem needs a beltway and Mobility Fund should build the Eastern Beltway. | The criteria for projects of Statewide and Regional significance is yet to be determined. If the Winston-Salem beltway project meets the regional and statewide significance criteria, it will be evaluated as a candidate projects for the Mobility Fund. |
| Colas - Mooresville | Route 150 needs to be widened and traffic lights coordinated. Also, add a light rail line from Statesville to Charlotte. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Bill Barlow - NCDOT Public Transportation Division | Mass transit for the Triangle. Also, if Yadkin River Bridge is the poster child, then other projects should be large projects not funded by Strategic Prioritization | The criteria for projects of Statewide and Regional significance is yet to be determined. If mass transit for the Triangle meets the regional and statewide significance criteria, it will be evaluated as a candidate projects for the Mobility Fund. The comment about large projects will be considered in the development of project criteria and selection process. |
| Pat Simmons - NCDOT Rail Division | Criteria should include partners who are willing to invest or assure service outcomes that are beneficial. Have good experience with use of private dollars invested, financial need and policy | This comment will be considered in developing the project criteria and selection process. |
| Jennifer Link | <p>Davis Dr. – access to 540 wants access restored.</p> <p>Highway 54 widening- Is only two lanes between Lichtin Blvd and Maynard Rd. in Cary- needs to be 4-lanes.</p> <p>McKrimmon Parkway & Davis Dr. Intersection-need re-strip lanes so 2 are straight through whereas now only 1 is straight through. May need additional lanes.</p> | <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> |
| Leona Johnson - Oates Rd. in Mooresville | Wants left turn restored into Fat Boys Restaurant and shopping center near NC 150. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Rick Vivolo - Savannah Subdivision in Wake County | Widening of Morrisville-Carpenter Road between Davis Dr. and NC 54 needs to be a priority- sidewalks are not complete. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Andrew Koeppel - Wilmington | <p>Restore rail line between Castel Hayne and Wallace to help Wilmington Multi-Modal facility and benefit State Port as well as passenger service.</p> <p>Complete Interstate connection between Wilmington and Charlotte. Now that Union County by-pass is about to begin, need a date to construct R-4441 (by-pass in Anson County) to link to Rockingham- Hamlet bypass.</p> | <p>NCDOT and local officials are working together to make this happen. DOT has applied for federal rail funds to re-study this corridor since the study done several years ago is out of date. The criteria for projects of Statewide and Regional significance is yet to be determined. If this rail link meets the regional and statewide significance criteria, it will be evaluated as a candidate projects for the Mobility Fund.</p> <p>Progress on upgrading the highway from Wilmington to Charlotte is moving forward. New interchange construction in Bolton and Evergreen will start this Fall. An at-grade intersection at Chadbourne has been closed. This corridor protection is very high on the MPO prioritization list. The criteria for projects of Statewide and Regional significance is yet to be determined. If this Interstate connection meets the regional and statewide significance criteria, it will be evaluated as a candidate projects for the Mobility Fund.</p> |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|-------------------------------------|---|---|
| | Shelby By-Pass will provide interstate connectivity between Charlotte and Asheville | This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund |
| Linda Godbout - Terrel, NC | Project R-2307 (NC 27 in Lincolnton to I-77- widen to multi-lanes) Sections B and C should have priority over Section A there are numerous accidents and this is a major access corridor and evacuation route. | Section C is funded in 10-year Work Program. Sections A and B are not funded simply because sufficient funding is not available. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund. |
| North Carolina Ports Authority | <p>Improve connectivity for freight</p> <p>Enhance/improve "last mile" connecting port facility to nearest Interstate/highway.</p> <p>Complete interstate grade highway access to/from key origin/destination markets within the State to ports (Wilmington to Charlotte; Morehead City to I-95)</p> <p>Initiation of intermodal service for containers on rail) and support CSX National Gateway project for access to markets.</p> <p>Capital funding for port improvements</p> <p>Unimpeded movement of goods from NC military installations through NC ports and airports via roads and rail</p> | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund</p> <p>This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund</p> <p>This comment provides some candidate projects. Project criteria and selection process are yet to be determined. If these projects meet the criteria, they will be evaluated for the Mobility Fund.</p> <p>This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund</p> <p>This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meet the criteria, it will be evaluated for the Mobility Fund</p> |
| Wendell Bailey - Bostic, NC | My idea for better traffic flow is better traffic lights at intersections. | This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund |
| Steve Hall | Need four solid lanes from New Bern to Jacksonville, NC and the actual development of Interstate 70 from New Bern to Raleigh. | This comment provides some candidate projects. Project criteria and selection process are yet to be determined. If these projects meet the criteria, they will be evaluated for the Mobility Fund |
| Douglas Jackson - Raleigh | <p>Add exit ramps to Jones Franklin Road on I-440 East and on-ramp on I-440 West</p> <p>Reedy Creek Br. over I-40 needs repair and add single lane on/off ramps. Add parking area on north side of I-40.</p> <p>Fix congestion at Crossroads. No easy way to access key roads upon exiting.</p> <p>Install exterior escalators in downtown Raleigh, North Hills and Cary similar to what is in Las Vegas</p> <p>Need elevated shopping center (like North Hills) where Aviation Parkway, Chapel Hill Rd and railroad meet and put railroad into a tunnel.</p> | <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> <p>This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration.</p> |
| Drew Johnson - Barnhill Contracting | <p>Consider projects in urban areas. A few projects were pulled to concentrate on Charlotte issues.</p> <p>Consider Goldsboro Bypass; Fayetteville Outer Loop; Columbia 64 improvements; Greenville US 264 Outer Loop completion for Mobility Fund projects.</p> | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment provides some candidate projects. Project criteria and selection process are yet to be determined. If these projects meet the criteria, they will be evaluated for the Mobility Fund.</p> |
| Anne Hughes - Plymouth | Need to improve traffic signal at US 17 /NC 45 in Merry Hill | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Daryl Vreeland - Greenville MPO | <p>Use benefit-cost methodology. More points for statewide impact, disaster evacuation routes, and hazardous material routes</p> <p>Something similar to Loop Process could be used. Other factors to consider:</p> <ul style="list-style-type: none"> travel time savings current and future volume-to-capacity ratios economic development economically distressed counties connections to intermodal terminals (airports, seaports, etc) military bases major hospitals universities/community colleges major employment centers current and future freight volumes ability to leverage other funds safety needs | <p>This comment and suggested ranking criteria will be considered in developing project criteria and selection process.</p> <p>This comment and supporting factors will be considered in developing project criteria and selection process.</p> |
| | <p>Clear definition of eligibility which eliminates projects without statewide impacts</p> <p>Use a six criterion selection matrix to rank projects (matrix is attached separately)</p> | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|---|--|---|
| High Point MPO | <p>Do NOT use cost as a ranking criterion but as a final selection filter.</p> <p>Projects must serve State or regional transportation (to/from regions, major activity centers, multi-modal hubs, passenger and freight hubs on principal arterials or higher, railway facilities, port facilities, fixed guide way facilities that offer an alternative to state or regional highway travel or pedestrian and bike facilities.</p> <p>Do not use "equity formula" to divide funds. Projects are likely to be in excess \$100 million, thus do not use cost as a ranking factor.</p> <p>Consider six criterion</p> <ol style="list-style-type: none"> 1. Economic Vitality- 20% - Economic effect measures include access to airports, intermodal hubs, major job centers, retail centers or tourist destinations 2. Safety- 25% - Projects should resolve safety problems 3. Freight Movement- 20% - Freight movement(logistics) should be separate consideration 4. Accessibility and Mobility- 20% - Reduced travel times, provide intermodal links, or eliminate bottlenecks. 5. Environmental and Social Factors- 10%- Projects should support environmental and economic sustainability 6. Eligibility for Congestion Relief and Intermodal Transportation 21st Century Fund- 5%- Legislated criterion-Projects not eligible receive no points. | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>Mobility Funds are not subject to the Equity Formula. This comment will be considered in developing the project criteria and selection process.</p> <p>This comment and the supporting six criterion will be considered in developing project criteria and selection process.</p> |
| Elena Talanker - Transportation Planning Branch | <p>Consider use of GIS in the project selection process but it may not be ready until Prioritization 3.0</p> <p>Cited a CALTRANS report which believes transportation is California's largest source of greenhouse gas (GHG) emissions (38% of the state's total GHG emissions). Also, increased VMT will increase GHG emissions but there is no research on how to prioritize projects on basis of GHG emissions.</p> <p>Cited a Utah 2009 graduate thesis paper proposing a two tier system. Tier 1 – population and education, existing infrastructure, economic attractiveness, tourism. Tier2 – congestion, economics, environmental impacts, safety</p> <p>Research from "Smart Growth America" shows that fixing transportation infrastructure through the economic stimulus programs underway improves capacity of facilities, resets depreciation clock and is more productive economically than expanding the capital stock</p> | <p>Thank you for the comment.</p> <p>Upon further review of the report, it also stated there are other important factors that play a role in assessing projects, including cost, regional scale impacts, and co-pollutants and operational impacts such as reductions in delay. Also, Duke Nicholas Institute professors claim 35% of GHG emissions in NC are from transportation sector and 65% from other sources.</p> <p>This thesis provides some excellent information via a literature review outlining project selection criteria from Ohio and a proposed Utah system. To our knowledge, however, the two-tier system outlined in the thesis however, has not yet been adopted by Utah DOT.</p> <p>Thank you for the comment and it will be considered in the development of project criteria and selection process.</p> |
| Avant Coleman - Upper Coastal Plain COG | <p>Each region should receive funds not just large metro regions. Concern is a fair distribution of funds. I-95 upgrade is needed.</p> | <p>This comment will be considered in developing the project criteria and selection process. The comment about I-95 upgrade is needed indicates this should be considered a candidate project. The criteria for projects is yet to be determined. If this meets the final criteria, it will be evaluated as a candidate projects for the Mobility Fund</p> |
| French Broad River MPO | <p>Passenger rail should receive priority</p> <p>Use mobility funds to fund Complete Streets policy, i.e. regional transit facilities and modify streets/thoroughfares to accommodate non-motorized traffic and reduce long-term VMT. Multi-modalism will create greater efficiency.</p> | <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> |
| Northwest Piedmont COG | <p>Don't let it become a slush fund for the General Assembly.</p> <p>Use it for projects that are more than 50% of the Division's TIP allocation, (i.e. costly projects)</p> <p>Use it for Interstate maintenance and bridges</p> <p>Look at secondary report to get more info.</p> <p>A significant amount of funding has gone East. How much?</p> <p>Who decides where the money goes?</p> <p>End the funding source after Yadkin River project and put funds back into TIP formula and pull it out when another emergency hits- i.e. US 64 bridge between Outer Banks and mainland.</p> <p>Should Universities and hospital get funding but these are not transportation oriented and are not usually in rural areas.</p> | <p>Thank you for the comment but it appears to be beyond developing project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>The Department abides by the equity formula in developing the TIP. Urban Loop projects are now prioritized and programmed according to a prioritization process which has been open and transparent to the public.</p> <p>See above response. Transportation reform is about taking the politics out of transportation decision-making.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> <p>This comment will be considered in developing the project criteria and selection process.</p> |
| Robert Webb - Asheville | <p>Fund the I-26 Connector in Asheville.</p> | <p>This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund This comment will be considered in developing the project criteria and selection process.</p> |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|--|--|---|
| Stuart Matthew - Onslow County Planning & Development Department | Projects should be of Statewide and Regional Significance, relieve congestion, enhance mobility across all modes of transportation, have economic benefits of the project to the area and please consider how long has the jurisdiction/area been waiting for the project to be funded. Measure significance to a region, i.e. universities, military, hospitals, airports, , etc. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |
| | Measure congestion (v/c or peak hour average travel speed) | This comment will be considered in developing the project criteria and selection process. |
| | Benefit Cost has strong merits, especially if benefits criteria were confined to reductions in traffic and cost was requested funding from Mobility Fund. | This comment will be considered in developing the project criteria and selection process. |
| | Give credit for increased access to one or more alternative modes of transportation. | This comment will be considered in developing the project criteria and selection process. |
| | Benefit Cost Considerations should include secondary benefits, calculate transportation efficiency benefits, standard planning horizon, discount rate, crash reduction benefits and service life of the project. | This comment will be considered in developing the project criteria and selection process. |
| Cabarrus-Rowan MPO | Emphasize projects of statewide significance. | This comment will be considered in developing the project criteria and selection process. |
| | Give preference to Mobility Projects on Statewide Tier from Prioritization 1.0. | This comment will be considered in developing the project criteria and selection process. |
| | Use traffic models to predict future volume/capacity ratios. | The Department does not have traffic models to predict v/c ratios across all modes statewide. |
| | Consider economic development as a variable but realize economic benefits are difficult to compare statewide. | This comment will be considered in developing the project criteria and selection process. |
| | Do not use Mobility Fund as matching funds for projects and use them only for projects that cannot advance otherwise. | This comment will be considered in developing the project criteria and selection process. |
| | Cost should not be a limiting factor as projects that will generate substantial benefit often have higher cost. | This comment will be considered in developing the project criteria and selection process. |
| | Seek concurrence from MPOs and RPOs to ensure consistency with local priorities and plans. | This comment will be considered in developing the project criteria and selection process. |
| | Initiate a Mobility Fund Committee with substantial local representation to review project submittals and selection, similarly as is done with enhancement projects and planning grants. | This comment will be considered in developing the project criteria and selection process. |
| Mecklenburg-Union MPO | Emphasize projects of statewide significance using projects from Prioritization 1.0 that ranked high on Mobility on Statewide tier. | This comment will be considered in developing the project criteria and selection process. |
| | Emphasize multi-modal, i.e. provides an alternative travel mode to relieve congestion or serves an alternative rout to a major travel corridor or Interstate. | This comment will be considered in developing the project criteria and selection process. |
| | Preference for Innovative or sustainable long-term value) projects. | This comment will be considered in developing the project criteria and selection process. |
| Gary Faulkner | First, define and identify Mobility Corridors (as was done for Strategic Highway Corridors) | This comment will be considered in developing the project criteria and selection process. |
| | Use factors of safety, traffic volumes, economic needs, cost to construct and delivery timeframe. | This comment will be considered in developing the project criteria and selection process. |
| | Once criteria is defined, put more access control policies in place. | Thank you for the comment. |
| | Mobility and land use must be part of a Mobility plan. | This comment will be considered in developing the project criteria and selection process. |
| | Building bypasses of bypasses must be reduced by better controlling the | Thank you for the comment. |
| Monica Sanders | NC needs to wake up to better public transit and light rail. | Thank you for the comment. |
| Joel Setzer - NCDOT Division 14 | Consider setting aside a small amount of funds to Divisions to address spot bottlenecks within a prescribed criteria. | This comment will be considered in developing the project criteria and selection process. |
| Stan Polanis - Winston-Salem Department of Transportation | Cost should not be a part of ranking factors because projects that have most benefits to a region are typically higher cost. | This comment will be considered in developing the project criteria and selection process. |
| | Focus on unimproved or unbuilt sections of national interstate system or multi-modal hubs critical to freight and passenger movements. | This comment will be considered in developing the project criteria and selection process. |
| | Include elements related to safety, congestion, freight mobility, air quality conformity, and economic development | This comment will be considered in developing the project criteria and selection process. |
| | Long Range Transportation Plans, Regional Travel Demand Models and MPO's should be consulted throughout process. | This comment will be considered in developing the project criteria and selection process. |
| | Initiate a Mobility Fund Committee with substantial local representation to review project submittals and make project selection recommendations to BOT. NCDOT has used similar committees for Enhancement projects and planning grants. | This comment will be considered in developing the project criteria and selection process. |
| Unknown - Contact Us website | Consider a rail system that will transport commuters throughout the State to the major cities of Charlotte, Winston-Salem, Greensboro, Raleigh, Durham, Wilmington, Fayetteville, etc. 24/7. | This comment provides a candidate project. Project criteria and selection process are yet to be determined. If this project meets the criteria, it will be evaluated for the Mobility Fund. |
| Wilmington MPO | Consider the following criteria: Level of Service analysis and ranking criteria for all modes. Measures of effectiveness fro multi-modal projects Efforts to leverage multiple funding sources Funding for all modes. Coordination with local land use development policies Consistency with community and statewide planning efforts Address economic growth, mode connectivity, environmental protection and safety | This comment and the supporting nine criterion will be considered in developing project criteria and selection process. |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|-----------------------------------|--|--|
| | Use a performance driven approach to projects Improved access to hospitals and improvements for hurricane evaluations. | |
| Unknown - Contact Us website | Do not use funds to replace existing facilities unless they add capacity. Consider investing a portion into railroad improvements to create the infrastructure for a commuter rail in the Piedmont (Charlotte thru Raleigh to Goldsboro). | This comment will be considered in developing the project criteria and selection process. This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund |
| David King - Triangle Transit | Minimum of 33% of funds go to Intermodal Fund to provide state matching funds for major transit projects. Currently, there is no funding source for Intermodal Fund. Score projects on consistency with locally adopted land use plans and how well they facilitate sustainable land use, economic development and competitiveness, environmental impacts, energy conservation, VMT reduction, greenhouse gas reduction, defining planned growth areas, connections to Major economic activity centers, support for existing infrastructure, promotion of choice via multi-modal transportation system, evaluation of Return on Investment on a per acre or per mile basis. Ensure sufficient funding goes to projects in urban and metropolitan areas. Projects should leverage other funding and give preference to projects competing for Federal funding outside normal funding. Project evaluation metrics be consistent with Federal government initiatives i.e. Housing and Urban Development, EPA. Also, consider recommendations of Legislative Study Commission on Urban Growth and Infrastructure Issues from last year's budget. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |
| Ralph Potter, Jr. - Cove City, NC | A letter was submitted. He asks to designate SER 1005 from Dover to NC 55 near New Bern as US 70A and it needs resurfacing. | Thank you for the comment. The issue has been referred to Division Engineer for follow-up. |
| Patricia Morton - Jacksonville | Lives on Halltown Road where it intersects to US 17 North to Maysville. Speed limit was 35 a long time ago but now is higher. Concerns are that children board the school bus and she has to remove many small animals because traffic will not slow down. | Thank you for the comment. The issue has been referred to Division Engineer for follow-up |
| Durham-Chapel Hill-Carrboro MPO | Set aside a substantial percentage for the Intermodal Fund to provide State share of large transit projects funded by local options taxes. Only allow large projects. Transit projects should receive equal consideration Scoring should be facilitate compact growth(liveable, walkable, bikeable communities), redevelopment of brown fields, promote multi-modal systems, reduce congestion and promote safe and efficient systems, enhance connectivity and accessibility, manage access, support economic development, protect critical natural environment and sensitive areas, incorporate context sensitive solutions, maintain safe levels of air quality, noise and transportation impacts, promote energy conservation, VMT reduction and greenhouse gas reduction goals. Jurisdictions or regions applying should be evaluated on following criteria: define planned growth areas, and encourage development of brown fields, coordinate transportation systems and future land use patterns, promote multi-modal transportation systems, reduce congestion and promotes safe system operations, enhance street connectivity and accessibility thru access management tools, design collector road systems to guide growth, support economic development, protect critical natural resources and environmentally sensitive areas, maintain safe levels of air quality , noise and other impacts, promote energy conservation, VMT reduction, and greenhouse gas reduction goals, reduce driver distraction through education, enforcement and sign control,, develop comprehensive action plans for highway safety, consistency with other transportation and land-use plans. Create a NC Mobility Fund Committee to review projects and makes project selection to NCDOT staff and BOT, similar to enhancement projects and bicycle and pedestrian planning grants. Commend work on TIP and loop prioritization processes, and use elements of those for Mobility Fund. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. Thank you for the comment. It will be considered in developing project criteria and selection process. |
| Anthony Prinz | Funds should be allocated to facilities with considerable strategic value. Specifically, strategic highway corridors, areas with a significant military presence and hurricane evacuation routes. Improvements should be targeted toward corridors and/or intersections with significant and consistent peak hour delay. While capacity improvements are key, safety should also be heavily weighed. Look favorably on projects to retrofit existing roadways with access controls such as improved driveway spacing and replacement of two-way left-turn lanes with raised medians. These are generally lower-cost, high-impact projects that result in improved roadway capacity and safety. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|--|--|--|
| | The above criteria are consistent with "preferential consideration" and advances the important state goals of "environmental sensitivity" and reducing VMT by at least "25%". Also this should provide insight into how well different projects would advance objective. | This comment will be considered in developing the project criteria and selection process. |
| AppalCART (Watauga County) | We have to reinvent the wheel for this. Our RPO has an objective Criteria for ranking projects that works very well. The state probably uses something similar. Why not take the money and use 1/3 for highway projects; 1/3 for public transportation projects; and 1/3 for rail projects Supplement existing formula programs rather than coming up with another grant process. There are too many funding pots for Public Transportation now. I would supplement the <i>FTA SECTION 5307</i> program for urban and 5311 for rural. It would be far better to increase the operating percentage than to come up with another program you do not have staff to administer and we do not have time to apply for. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |
| Comments Submitted via Citizens Connect | | |
| Bryan Morton | Cap tolls- we already pay so these are double taxation Direct highways - Consider building the following: 1. Raleigh to Charlotte 2. Charlotte to Fayetteville 3. Winston-Salem to Fayetteville Raleigh congestion areas: 1. Any place on Capital Blvd, Glenwood Ave., or Millbrook Ave. Capital Blvd on/off ramps from/to I-440. The 540 exit to I-40 & exiting I-40 to Page Rd. That's a commuting nightmare. Where I-40 splits into I-440 and the Benson (beach) exit | This comment will be considered in developing the project criteria and selection process. This comment contains potential candidate projects that will be considered if they meet the project criteria and selection process. This comment contains potential candidate projects that will be considered if they meet the project criteria and selection process. This comment contains potential candidate projects that will be considered if they meet the project criteria and selection process. This comment contains potential candidate projects that will be considered if they meet the project criteria and selection process. This comment contains a potential candidate projects that will be considered if it meet the project criteria and selection process. |
| Kathy Brown | Reliable, efficient public transportation. There needs to be a perimeter route that runs between Raleigh, Durham, and Chapel Hill which intersects at many points providing direct transportation with only one changeover. Also, there is no public transportation in Morrisville. | This comment will be considered in developing the project criteria and selection process. Thank you for the comment. |
| A.C. Reynolds | Northern Beltway in Forsyth County is the only road project that should be the highest priority in the state. Without cost where would project be ranked in Urban Loop Process? | This comment provides a candidate project once project criteria and selection process are in place. The project is ranked under the Urban Loop Process and that information has already been provided to Mr. Reynolds. Will evaluate it at the appropriate time under the Mobility Fund. |
| Chris Grano | Reinstall the trees that were taken down 10-15 years ago between MM17and 30. Motorists are looking at lake. No tolls Place signs to educate people about passing, merging and trucks out of left lane. | Thank you for the comment. This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |
| Derrick Rubright - Raleigh | Would like to see increased pedestrian accessibility in North Raleigh, specifically sidewalks on Litchford Road between Old Wake Forest Road and Rowland Road. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Lee Bonacum | Agrees with Chris Gano that I-77 is congested many days north and south because people like to look at the water between exits 28 and 33. | Thank you for the comment |
| Chris Law - Durham County | Consider widening Hwy 70 in Durham County due to the increase of traffic count and residents. | This comment is project related that appears to be more of a local issue rather than a project of regional or statewide significance. It has been referred to the NCDOT Division Engineer for consideration. |
| Alan Trieglaff | I think the money should be spent to pay more state employees to stand around and do nothing like most state workers do. | Thank you for the comment |
| Dennis Johnson | Instead of using the fund to start a new project we should use it to finish some projects that are only partly completed. Some projects that need completed are the loops that were started and only done halfway. | This comment will be considered in developing the project criteria and selection process. |
| Anthony Foster | 1) attract private sector money or support; 2) provide the greatest "bang for the buck" (e.g., efficient movement of transit and private vehicles); 3) address congestion on corridors of regional and statewide significance; 4) enhance traffic related information to residents and visitors (e.g., real-time travel information on highway signs or CAD/AVL projects for transit systems); and 5) improve the mobility options for seniors and persons with disabilities. | These comment will be considered in developing project criteria and selection process. |
| Kendal Smith | Roads widened and/or made bicycle friendly. It is important for both inside the city limits (Raleigh, Durham, Chapel hill...) creating connections to other transportations means (buses, trains) as well as routes that bicycle enthusiasts use. | This comment will be considered in developing the project criteria and selection process. |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|---------------------|--|---|
| Leo Suarez | Alternate transit growth is stagnant. Explore ways to make our current highways more efficient. Examples could include more information signs, real time traffic data on the web, faster response to accidents, traffic forecasting to encourage people to plan ahead, better lighting, more rest stops. HOV lanes. Current car sharring programs need a bigger boost, or attract smart entrepreneurs to start a private car sharing program. Education/marketing programs are needed to show alternatives exist. | This comment will be considered in developing the project criteria and selection process. |
| Michael DeHaan | Less construction focused on highways/rail and more on fixing regional/local bottlenecks like signaling intersections and widening short sections of roads to improve commute times. | This comment will be considered in developing the project criteria and selection process. |
| Verinda Perfinder | Stop with the after school license checks. Go fight crime. Develop criteria that analyzes how much the improvement would cost for the next 50 years if is constructed and compare it versus what it would cost the taxpayers if it were not built. The latter being based on commuter delays, emissions, etc. It seems that the criteria and analysis lacks the comparison of not doing something versus just looking at the benefits. Also, finish what has been started with loop projects. Need less new projects. | Thank you for the comment. This comment will be considered in developing the project criteria and selection process. |
| Loretta Barren | Consider developing performance measures for mobility and congestion and evaluate projects based on whether they will actually achieve the desire performance measure. The answer to relieving congestion is not always building a new location roadway or widening. Travel demand management and ITS should be considered as well. Rather than trying to compare apples to oranges (highways to transit or bikes/ped) designate the funds to the individual modes. This will let you compare transit projects against transit projects, etc. This could also allow you to take in to account livability and quality of life. | This comment will be considered in developing the project criteria and selection process. This comment will be considered in developing the project criteria and selection process. |
| Jenna Moore | Spend the money on a true analysis of where public transportation options are lacking a direct route and fill the hole. | This comment will be considered in developing the project criteria and selection process. |
| Rae Buckley | High speed rail for the Triangle | This comment provides a candidate project. Project criteria and selection process are yet to be determined. If the project meets the criteria, it will be evaluated for the Mobility Fund. |
| Jim McNealy | The current public transportation options need to be further researched and expanded, before money is spent on new options. | This comment will be considered in developing the project criteria and selection process. |
| Marian Sciacchitano | It would be nice to have more mobility on the Outer Banks such as bus service and more sidewalks. To enhance the sidewalks and Route 158 NCDOT should create a fund to hire people to clean up the TRASH and add more plantings to enhance the beauty of the Outer Banks. | This comment provides candidate projects. Project criteria and selection process are yet to be determined. If the projects meet the criteria, they will be evaluated for the Mobility Fund. |
| Phil Mason | Design new roads and retrofit existing roads where possible to accommodate transit, bicycles and pedestrians to enhance mobility options. Commuting infrastructure is needed for bicycles between communities in the Triangle. As it is, the roads are all about cars, that is very clear. | This comment will be considered in developing the project criteria and selection process. |
| Elizabeth Adams | Better signage for the park-n-ride lots, better amenities including real-time bus information, bike racks at bus stops, dedicated bus/HOV lanes for rush hour traffic, better integration of bus service with existing and future rail service, and other multi-modal investments are needed | Thank you for the comment. This comment also provides candidate projects. Project criteria and selection process are yet to be determined. If the projects meet the criteria, they will be evaluated for the Mobility Fund. |
| L C | <p>Consider smart investments for projects statewide.</p> <p>All traffic signals under NCDOT maintenance should be LED</p> <p>Roads that are slated to be four lanes, widen or built on new location should do right-of-way acquisition now. When it comes time to build the road, the land is already there.</p> <p>Turning lanes should be lengthen where necessary</p> <p>Implementation of 85th percentile studies on roadways that see a high number of motorists going more than 6mph over the speed limit</p> <p>All toll roads that pay off the bonds and loaned money, by state law, should be a free road.</p> <p>Counties should remain barred from maintaining roads in the state unless a county has a population of over 200,000 people and the county is more than 85% urbanized.</p> <p>All freeways that have not been assigned number exits, should be given that based on the highway's length. (like the interstates and freeways currently)</p> <p>New toll roads considered by the NC Turnpike Authority can only be a minimum length of 50 to 75 miles long with limited exits and must be high speed exits to major roads. The current toll roads that are under construction or waiting to be built are grandfathered.</p> <p>Propose a study for Interstate 95 to be relocated as a 6 lane freeway with limited exits between north of Fayetteville and Lucama & south of Fayetteville and by the SC state line before South Of The Border. The I-95 sections that are bypassed will revert to US 301.</p> | <p>This comment will be considered in developing project criteria and selection process</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>This comment contains a potential candidate project that will be considered if it meets the project criteria and selection process</p> |

Mobility Fund Project Criteria and Selection Process - Comments from First Comment Period

| Commenter | Comment | Response |
|-----------------|---|---|
| | <p>Propose a study to build a Durham to Spartanburg SC Turnpike Road that parallels I-85 with limited exits. This could be the only road that can remain as a toll road whether it is paid or not. It would facilitate inter-regional traffic to avoid the congested parts of the Triangle/Triad/Charlotte</p> <p>Hire an inspector to do quality assurance on our roadways to make the signs are posted. Signs such as where primary numbered highways are turning and making sure all speed drops have the "REDUCE SPEED AHEAD" and if applicable "BEGIN XX 1000 FEET AHEAD" signs. Finally, speed limit signage are properly posted and not obstructed by vegetation or anything else.</p> <p>Rumble strips on ALL four lane highways</p> <p>Highway reflectors mandatory on roadways seeing traffic volumes more than 20,000 to 30,000 AADT on a case by case study</p> <p>Improved traffic light synchronization</p> <p>A study to improve the I-40 corridor and add travel lanes with collector/distributor lanes at busy interchanges.</p> | <p>This comment contains a potential candidate project that will be considered if it meets the project criteria and selection process</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>Thank you for the comment.</p> <p>This comment will be considered in developing project criteria and selection process</p> <p>This comment contains a potential candidate project that will be considered if it meets the project criteria and selection process</p> |
| Robert Stratton | Maintain what we have now, no more intermodal, replace all the mass transit planners, enforce speed limits, stop trucks that over weight and speeding. | Thank you for the comment. |
| William Hague | <p>Increase the level of service on existing facilities before constructing new routes.</p> <p>Score structurally deficient and functionally obsolete bridges – Non-bridge projects in the STIP that include replacing structurally deficient and functionally obsolete bridges should be scored and weighted.</p> <p>Fund the most-needed sections of a project, rather than the entire project. Example is the new I-26 bridge across the French Broad River (Section B) use the mobility fund, but leave the other sections (widening of I-240 [Section A] and reconfiguring Section C(I-26 interchange) subject to current funding and scheduling.</p> <p>Regional significance versus state significance – A notable example of this is with the urban loop prioritization process. It is unfair for the smaller cities to compete against larger cities for urban loop funding and unfair to fund the lower ranked projects with the mobility fund. NCDOT should consider using the mobility fund to help fund the highest ranked urban loop projects.</p> <p>Widen exit-to-exit and use the mobility fund to widen the sections with the highest congestion and traffic volumes closest to a city first.</p> | <p>This comment will be considered in developing project criteria and selection process</p> <p>This comment will be considered in developing project criteria and selection process</p> <p>This comment will be considered in developing the project criteria and selection process. This comment also contains a potential candidate project that will be considered if it meets the project criteria and selection process.</p> <p>This comment will be considered in developing project criteria and selection process</p> <p>This comment will be considered in developing project criteria and selection process</p> |
| Sean Ulmer | Pave every gravel road in the state and people will buy better, higher price vehicle's. thus the state bringing in more tax rev. with the price of land now low buying right of ways would be less now than in 25 yrs. make a bold move now and the state will reap the Benefits down the road.. | Thank you for the comment. |

B – Mobility Fund Legislation

Also located at: <http://www.ncleg.net/Sessions/2009/Bills/Senate/PDF/S897v8.pdf>

ESTABLISH NC MOBILITY FUND

SECTION 28.7.(a) Chapter 136 of the General Statutes is amended by adding a new Article to read:

"Article 14A.

"North Carolina Mobility Fund.

"§ 136-187. Creation of the North Carolina Mobility Fund.

(a) A special fund designated as the North Carolina Mobility Fund is hereby created. The Mobility Fund consists of revenue from appropriations or transfers by the General Assembly.

(b) The amounts deposited to the Mobility Fund shall be used as provided in this Article, notwithstanding any provision of Article 14 of this Chapter to the contrary. The provisions of G.S. 136-17.2A shall not apply to the application of the Mobility Fund.

"§ 136-188. Use of North Carolina Mobility Fund.

(a) The Department of Transportation shall use the Mobility Fund to fund transportation projects, selected by the Department, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The Department of Transportation shall establish project selection criteria based on the provisions of this Article.

(b) The initial project funded from the Mobility Fund shall be the widening and improvement of Interstate 85 north of the Yadkin River Bridge.

"§ 136-189. Reports by Department of Transportation.

The Department of Transportation shall develop, and update annually, a report containing a completion schedule for all projects to be funded from the Mobility Fund, including the SL2010-0031 Session Law 2010-31 Page 155 selection criteria and reasoning used for each project. The annual update shall indicate the projects, or portions thereof, that were completed during the preceding fiscal year, any changes in the original completion schedules, and the reasons for the changes. The report shall also include the Department's anticipated schedule for future projects. The Department shall submit the report and the annual updates to the Joint Legislative Transportation Oversight Committee."

SECTION 28.7.(b) The Department of Transportation shall develop selection criteria under G.S. 136-188, as enacted by this act, and shall report to the Joint Legislative Transportation Oversight Committee on its development of the selection criteria. A preliminary report on the selection criteria for projects is due to the Joint Legislative Transportation Oversight Committee by October 1, 2010. A final report is due to the Joint Legislative Transportation Oversight Committee by December 15, 2010. When developing the project criteria and selection process, the Department shall give

preferential consideration to projects qualified to receive State grants from the Congestion Relief and Intermodal Transportation 21st Century Fund under Article 19 of Chapter 136 of the General Statutes. When developing the project criteria and selection process, the Department shall involve the public and other stakeholders, including, but not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

SECTION 28.7.(c) G.S. 136-176(b2), as amended by Subsection 25.5.(f) of S.L. 2008-107, reads as rewritten:

"(b2) There is annually appropriated to the North Carolina Turnpike Authority from the Highway Trust Fund the sum of ninety-nine million dollars (\$99,000,000). eighty-four million dollars (\$84,000,000). Of the amount allocated by this subsection, twenty-five million dollars (\$25,000,000) shall be used to pay debt service or related financing costs and expenses on revenue bonds or notes issued for the construction of the Triangle Expressway, twenty-four million dollars (\$24,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Monroe Connector/Bypass, fifteen million dollars (\$15,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Mid-Currituck Bridge, and thirty-five million dollars (\$35,000,000) twenty million dollars (\$20,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Garden Parkway. The amounts appropriated to the Authority pursuant to this subsection shall be used by the Authority to pay debt service or related financing costs and expenses on revenue bonds or notes issued by the Authority to finance the costs of one or more Turnpike Projects, to refund such bonds or notes, or to fund debt service reserves, operating reserves, and similar reserves in connection therewith. The appropriations established by this subsection constitute an agreement by the State to pay the funds appropriated hereby to the Authority within the meaning of G.S. 159-81(4). Notwithstanding the foregoing, it is the intention of the General Assembly that the enactment of this provision and the issuance of bonds or notes by the Authority in reliance thereon shall not in any manner constitute a pledge of the faith and credit and taxing power of the State, and nothing contained herein shall prohibit the General Assembly from amending the appropriations made in this subsection at any time to decrease or eliminate the amount annually appropriated to the Authority. Funds transferred from the Highway Trust Fund to the Authority pursuant to this subsection are not subject to the equity formula in G.S. 136-17.2A."

SECTION 28.7.(d) Any funds appropriated to the North Carolina Turnpike Authority in fiscal year 2009-2010 under G.S. 136-176(b2) to cover debt service or related financing costs for the Monroe Connector/Bypass project and that remain unencumbered at the end of fiscal year 2009-2010 are hereby transferred to the North Carolina Mobility Fund, as enacted by this act, to be used for Phase II of the Yadkin River Bridge project, which is the widening and improvement of Interstate 85 north of

the Yadkin River Bridge. Additionally, there is transferred from the Highway Trust Fund to the Mobility Fund the sum of fifteen million dollars (\$15,000,000) for fiscal year 2010-2011 to be used for Phase II of the Yadkin River Bridge project.

SECTION 28.7.(e) The Joint Legislative Transportation Oversight Committee shall study the debt affordability for State transportation funding. The study shall include a comparison of State transportation debt practices to those of other states with strong credit Page 156 Session Law 2010-31 SL2010-0031 ratings and shall make recommendations on the appropriate use of debt for strategic transportation projects. The Committee shall contract with the Kenan-Flagler Business School at the University of North Carolina at Chapel Hill for the completion of the study. The committee shall report the results of the study to the 2011 General Assembly.

SECTION 28.7.(f) G.S. 105-187.9 reads as rewritten:

"§ 105-187.9. Disposition of tax proceeds.

...

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

(1) The sum of seventy-one million dollars (\$71,000,000). forty million dollars (\$40,000,000).

...

(c) Mobility Fund Transfer. – In each fiscal year, the State Treasurer shall transfer thirty-one million dollars (\$31,000,000) from the taxes deposited in the Trust Fund to the Mobility Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue."

SECTION 28.7.(g) G.S. 136-176(b2), as amended by subsection (c) of this section, reads as rewritten:

"(b2) There is annually appropriated to the North Carolina Turnpike Authority from the Highway Trust Fund the sum of eighty-four million dollars (\$84,000,000). ninety-nine million dollars (\$99,000,000). Of the amount allocated by this subsection, twenty-five million dollars (\$25,000,000) shall be used to pay debt service or related financing costs and expenses on revenue bonds or notes issued for the construction of the Triangle Expressway, twenty-four million dollars (\$24,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Monroe Connector/Bypass, fifteen million dollars (\$15,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Mid-Currituck Bridge, and twenty million dollars (\$20,000,000) thirty-five million dollars (\$35,000,000) shall be used to pay debt service or related financing

expenses on revenue bonds or notes issued for the construction of the Garden Parkway. The amounts appropriated to the Authority pursuant to this subsection shall be used by the Authority to pay debt service or related financing costs and expenses on revenue bonds or notes issued by the Authority to finance the costs of one or more Turnpike Projects, to refund such bonds or notes, or to fund debt service reserves, operating reserves, and similar reserves in connection therewith. The appropriations established by this subsection constitute an agreement by the State to pay the funds appropriated hereby to the Authority within the meaning of G.S. 159-81(4). Notwithstanding the foregoing, it is the intention of the General Assembly that the enactment of this provision and the issuance of bonds or notes by the Authority in reliance thereon shall not in any manner constitute a pledge of the faith and credit and taxing power of the State, and nothing contained herein shall prohibit the General Assembly from amending the appropriations made in this subsection at any time to decrease or eliminate the amount annually appropriated to the Authority. Funds transferred from the Highway Trust Fund to the Authority pursuant to this subsection are not subject to the equity formula in G.S. 136-17.2A."

SECTION 28.7.(h) G.S. 105-187.9, as amended by subsection (f) of this section, reads as rewritten:

"§ 105-187.9. Disposition of tax proceeds.

...

(b) General Fund Transfer. – In each fiscal year, the State Treasurer shall transfer the amounts provided below from the taxes deposited in the Trust Fund to the General Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue. (1) The sum of forty million dollars (\$40,000,000). twenty-six million dollars (\$26,000,000).

...

SL2010-0031 Session Law 2010-31 Page 157

(c) Mobility Fund Transfer. – In each fiscal year, the State Treasurer shall transfer thirty-one million dollars (\$31,000,000) forty-five million dollars (\$45,000,000) from the taxes deposited in the Trust Fund to the Mobility Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue."

SECTION 28.7.(i) G.S. 105-187.9(b) is repealed.

SECTION 28.7.(j) G.S. 105-187.9(c), as amended by subsection (h) of this section, reads as rewritten:

"(c) Mobility Fund Transfer. – In each fiscal year, the State Treasurer shall transfer forty-five million dollars (\$45,000,000) fifty-eight million dollars (\$58,000,000) from the taxes deposited in the Trust Fund to the Mobility Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each

quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue."

SECTION 28.7.(k) G.S. 136-176(b2), as amended by subsection (g) of this section, reads as rewritten:

"(b2) There is annually appropriated to the North Carolina Turnpike Authority from the Highway Trust Fund the sum of ninety-nine million dollars (\$99,000,000). one hundred twelve million dollars (\$112,000,000). Of the amount allocated by this subsection, twenty-five million dollars (\$25,000,000) shall be used to pay debt service or related financing costs and expenses on revenue bonds or notes issued for the construction of the Triangle Expressway, twenty-four million dollars (\$24,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Monroe Connector/Bypass, fifteen million dollars (\$15,000,000) twenty-eight million dollars (\$28,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Mid-Currituck Bridge, and thirty five million dollars (\$35,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Garden Parkway. The amounts appropriated to the Authority pursuant to this subsection shall be used by the Authority to pay debt service or related financing costs and expenses on revenue bonds or notes issued by the Authority to finance the costs of one or more Turnpike Projects, to refund such bonds or notes, or to fund debt service reserves, operating reserves, and similar reserves in connection therewith. The appropriations established by this subsection constitute an agreement by the State to pay the funds appropriated hereby to the Authority within the meaning of G.S. 159-81(4). Notwithstanding the foregoing, it is the intention of the General Assembly that the enactment of this provision and the issuance of bonds or notes by the Authority in reliance thereon shall not in any manner constitute a pledge of the faith and credit and taxing power of the State, and nothing contained herein shall prohibit the General Assembly from amending the appropriations made in this subsection at any time to decrease or eliminate the amount annually appropriated to the Authority. Funds transferred from the Highway Trust Fund to the Authority pursuant to this subsection are not subject to the equity formula in G.S. 136-17.2A."

SECTION 28.7.(l) Subsections (f) and (g) of this section become effective July 1, 2011. Subsection (h) of this section becomes effective July 1, 2012. Subsections (i), (j), and (k) of this section become effective July 1, 2013. The remainder of this section becomes effective July 1, 2010.

C – Congestion Relief & Intermodal 21st Century Transportation Fund

Also located at:

http://www.ncdot.org/download/about/mobilityfund/Article19_IntermodalCongestionRelief.pdf

NC General Statutes - Chapter 136 Article 19.
Congestion Relief and Intermodal 21st Century Transportation Fund.

§ 136-250. Congestion Relief and Intermodal Transportation 21st Century Fund.

There is established in the State treasury the Congestion Relief and Intermodal Transportation 21st Century Fund, hereinafter referred to as the Fund. The Fund shall consist of all revenues appropriated and allocated to it. Interest on earnings of the Fund shall remain within the Fund. (2009-527, s. 1.)

§ 136-251. Findings of fact.

The General Assembly finds that:

- (1) Increased use of rail for transport of freight will reduce highway congestion as well as allow economic expansion in a way that lessens the impact on the State highway system.
- (2) Public transportation, in addition to a program of urban loops and toll roads, will enable North Carolina to have a balanced 21st century transportation system.
- (3) As part of its initial program of internal improvements, the State capitalized the North Carolina Railroad in the 1840s and invested in other railroads, and those internal improvements led to North Carolina's rapid economic development. The North Carolina Railroad, with a 317-mile corridor from Charlotte to Morehead City, is still owned by the State.
- (4) Improved rail facilities and restoration of abandoned rail lines can allow increased access to the North Carolina State ports and military installations located within the State.
- (5) Session Law 2005-222 found that expanding and upgrading passenger, freight, commuter, and short-line rail service is important to the economy of North Carolina; and provided that the State would seek to provide matching funds partly so it can leverage the maximum federal and private participation to fund needed rail initiatives, such as the restoration of the rail corridor from Wallace to Castle Hayne and a rail connection between north-south and east-west routes in the vicinity of Pembroke.
- (6) Rail freight plays a vital role in economic development throughout the State. Intermodal service depends on partnerships with railroads, trucking companies, seaports, and others in the transportation logistics chain. North Carolina has 3,250 mainline miles of track, with Class I railroads holding seventy-nine percent (79%) of the trackage rights, the remainder controlled by local railroads and switching and terminal railroads. The 2006 Mid-Cycle Update to the North Carolina Statewide Intermodal Transportation Plan identified seven hundred ninety-nine million dollars (\$799,000,000)

in freight rail needs over the next 25 years, including maintenance and preservation, modernization, and expansion.

(7) North Carolina's short-line railroads play a key role in the State's economic development and transportation service and are needed to provide essential services to other modes of transportation and the North Carolina port system. North Carolina agriculture is dependent upon essential service by short-line railroads. State funds are needed to maintain short-line railroads as viable contributors to economic development, agriculture, and transportation in this State in order to prevent the loss of regional rail service. The Department of Transportation reported that 44,992 rail cars handled by short-lines kept 179,688 trucks off North Carolina highways. Short-line railroads are essential to preserve and develop jobs in rural and small urban areas of North Carolina.

(8) Intermodal facilities and inland ports can greatly reduce freight traffic on North Carolina's highway system, reducing demand, congestion, and damage.

(9) The proposed North Carolina International Terminal will need high-capacity intermodal access.

(10) Most of North Carolina's growth is in its urban regions. According to the State Data Center, during the first decade of the 21st century, sixty-six percent (66%) of the projected 1,270,000 growth in population is in 15 urban counties surrounding Charlotte, Raleigh, and the Triad, while forty percent (40%) is in just six counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and Guilford.

(11) This large urban population growth greatly taxes resources. Despite the visionary creation of the Highway Trust Fund by the 1989 General Assembly and the funding of urban loop highways, congestion continues to worsen. Creation of a special fund to help meet urban transportation needs with alternatives such as rail transit and buses, coupled with land-use planning, will spur and guide economic development in a more economically and environmentally sound manner. Investment in public transportation facilitates economic opportunity to the State through job creation, access to employment, and residential and commercial development. Public transportation also protects the public health by decreasing air pollution and reducing carbon emissions. It reduces traffic congestion, road expenditures, public and private parking costs, and the number of traffic accidents. Charlotte's recent success in opening the first phase of its light rail system, with ridership significantly over projections, shows that North Carolinians are willing to use transportation alternatives.

(12) Significant local revenues are needed to match State funds so that a major portion of the expenses is borne by the localities receiving the majority of the benefits. A local option sales tax for public transportation was approved by a fifty-eight percent (58%) favorable vote in Mecklenburg County in 1998 and reaffirmed by a seventy percent (70%) favorable vote in 2007. Extending this authority to additional jurisdictions, along with other revenue options, will enable localities to demonstrate local support for additional transit options.

(13) Surveys have indicated broad public support for providing additional public transportation options and for allowing localities to generate revenue to match State grants. (2009-527, s. 1.)

§ 136-252. Grants to local governments and transportation authorities.

(a) Eligible Entities. – The following entities are eligible to receive grants under this

section from the Fund for public transportation purposes, which includes planning and engineering:

- (1) Cities.
- (2) Counties.
- (3) Public transportation authorities under Article 25 of Chapter 160A of the General Statutes.
- (4) Regional public transportation authorities under Article 26 of Chapter 160A of the General Statutes.

NC General Statutes - Chapter 136 Article 19 3

- (5) Regional transportation authorities under Article 27 of Chapter 160A of the General Statutes.

(b) Requirements. – A grant may be approved from the Fund only if all of the following conditions are met:

- (1) The application is approved by all Metropolitan Planning Organizations under Article 16 of this Chapter whose jurisdiction includes any of the service area of the grant applicant.
- (2) The applicant has approved a transit plan that includes the following:
 - a. Relief of anticipated traffic congestion.
 - b. Improvement of air quality.
 - c. Reduction in anticipated energy consumption.
 - d. Promotion of a pedestrian- and bike-friendly environment around and connected to transit stations.
 - e. Promotion of mixed-use and transit-oriented developments and other land-use tools that encourage multimodal mobility.
 - f. Coordination with the housing needs assessment and plan provided in subdivision (3) of this subsection.
 - g. Promotion of access to public transportation for individuals who reside in areas with a disproportionate number of households below the area median income.
 - h. Coordination and planning with local education agencies to reduce transportation costs.
 - i. Coordination with local governments with zoning jurisdiction to carry out elements of the plan.

The applicant may also include plans for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

- (3) The applicant has approved a housing needs assessment and plan, or includes with its application such assessment and plan (or assessments and plans) approved by another unit or units of local government within its service area, that includes the following:
 - a. A housing inventory of market rate, assisted housing units, and vacant residential parcels.
 - b. An analysis of existing housing conditions, affordable housing needs, and housing needs for specific population groups, such as people who are elderly, are disabled, have special needs, or are homeless.

- c. A catalogue of available resources to address housing needs.
 - d. Identification of potential resources and a strategy to provide replacement housing for low-income residents displaced by transit development and to create incentives for the purpose of increasing the stock of affordable housing to at least fifteen percent (15%) within a one-half mile radius of each transit station and bus hub to be affordable to families with income less than sixty percent (60%) of area median income.
 - e. Goals, strategies, and actions to address housing needs over a five-year period.
- (4) The applicant has an adequate and sustainable source of funding established for its share of project costs.
- (5) The applicant agrees to submit to both the Secretary and each Metropolitan Planning Organization that approved the application a periodic update of the implementation of both the transit plan and the housing needs assessment and plan. Each Metropolitan Planning Organization receiving such update shall afford interested parties the opportunity to comment on the update.
- (c) Multiyear Allotments. – Grants from the Fund may be committed for a multiyear basis to stabilize the phased implementation of a plan, including multiyear allotments. The Secretary of Transportation, after consultation with the Board of Transportation, shall approve, and amend from time to time, a rolling multiyear projection of up to 15 years for allocation of funds under this section. No applicant is eligible under the 15-year plan projection for more than one-third of the total funds to be granted under this Article during that 15-year period.
- (d) Cap; Matching Requirement. – A grant under this section may not exceed twenty-five percent (25%) of the cost of the project and must be matched by an equal or greater amount of funds by the applicant. In evaluating projects, qualification for federal funding shall be considered. (2009-527, s. 1.)

§ 136-253. Grants to other units.

- (a) Eligible Entities; Purposes. – State agencies and railroads are eligible to receive grants under this section from the Fund for any of the following purposes:
- (1) Assistance to short-line railroads to continue and enhance rail service in the State so as to assist in economic development and access to ports and military installations. This may involve both the Rail Industrial Access Program and the Short Line Infrastructure Access Program, as well as other innovative programs. Grants under this subdivision shall not exceed fifty percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed five million dollars (\$5,000,000) per fiscal year.
 - (2) Assistance to any railroad in the construction of rail improvements, intermodal or multimodal facilities or restorations to (i) serve ports, military installations, inland ports or (ii) improve rail infrastructure to reduce or mitigate truck traffic on the highway system. Grants under this subdivision shall not exceed fifty percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.
 - (3) Assistance (i) to the State ports in terminal railroad facilities and operations, (ii) to improve access to military installations, and (iii) to the North Carolina International Terminal. Grants under this subdivision shall not exceed fifty

percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.

(4) Expansion of intercity passenger rail service, including increased frequency and additional cities serviced. Routes under this subdivision must extend beyond the territorial jurisdiction of a transportation authority.

(b) Commuter Rail Service Grants. – State agencies, railroads, transportation authorities under Article 25 of Chapter 160A of the General Statutes, regional public transportation authorities under Article 26 of Chapter 160A of the General Statutes, and regional transportation authorities under Article 27 of Chapter 160A of the General Statutes are eligible to receive grants under this section from the Fund for the introduction of commuter rail service. Routes under this subsection must extend beyond the territorial jurisdiction of a transportation authority. (2009-527, s. 1.)

§ 136-254. Grant approval.

All grants made under this Article are subject to approval of the Secretary of Transportation after consultation with the Board of Transportation. The Fund may be administered in conjunction with G.S. 136-44.20 and G.S. 136-44.36, but any funds allocated under those sections shall continue to be available as provided therein. (2009-527, s. 1.)

§ 136-255. Expenditure.

No monies shall be expended from the Fund until appropriated by the General Assembly. (2009-527, s. 1.)

§ 136-256. Funds remain available until expended.

Appropriations to the Fund remain available until expended. (2009-527, s. 1.)

D – Workgroup Members

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 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

October 29, 2010

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

Dear Mr. Voelker:

Thank you for the opportunity to provide comments on the prioritization of N.C. Mobility Fund Projects.

The legislation creating the N.C. Mobility Fund indicates that the purpose is to finance transportation projects of statewide and regional significance that relieve congestion and enhance mobility across the state.

The DCHC MPO provided comments on September 8. The DCHC MPO has reviewed the October 1 preliminary report and offers the following comments regarding the project criteria and selection process:

1. More information is needed on the project selection process. The preliminary report states that the candidate projects would be submitted in spring of 2011. Thereafter, would projects be selected as part of the TIP or a separate process?
2. The project criteria should be a hybrid of the needs-based and the cost-based approach, using the following elements: benefit-cost analysis, congestion, multi-modal, safety, and congestion/intermodal fund.
3. The mobility fund is not for economic development or maintenance, so the economic vitality and infrastructure health criteria are not appropriate.
4. Statewide tier is not an appropriate criterion because it would automatically penalize any passenger rail or transit project that does not cross state or county lines.
5. Due to the difficulty of developing comparable criteria for different modes, a large percentage of the NC Mobility Fund should be set aside for transit projects.

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September 8, 2010

6. Reference is made to “non-DOT” dollars in the criteria. Clarification is needed on the meaning of this term; for instance, are federal dollars that flow through NCDOT considered “non-DOT” dollars? This criterion would also appear to give a significant advantage to toll-road projects.
7. Under minimum project requirements, it would be more appropriate to confirm that projects are in conformity with air quality regulations, rather than focusing on positive or neutral effects.
8. While it is desirable that projects be delivered in a relatively short amount of time, projects should be eligible even if they do not have a completed environmental document. Under current processes, it is often difficult to complete an environmental document unless a substantial amount of construction funding has been committed to the project.
9. DCHC had previously stated that the project selection criteria provide an opportunity to support other state goals, such as reduction of VMT and greenhouse gas emissions, land use and transportation integration, and the encouragement of transportation best practices. Consideration should again be given to these criteria and the liveability criteria being used for recent federal grant programs, such as TIGER II.

Thank you again for the opportunity to comment. Please contact Mark Ahrendsen (mark.ahrendsen@durhamnc.gov) or Dale McKeel (dale.mckeel@durhamnc.gov) to discuss these comments further.

Sincerely,

J. Michael Woodard, Chair
Transportation Advisory Committee

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



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September 8, 2010

Mr. Don Voelker
 Director, Strategic Planning Office of Transportation
 N.C. Department of Transportation
 1501 Mail Service Center
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Dear Mr. Voelker:

Thank you for the opportunity to provide comments on the prioritization of N.C. Mobility Fund Projects.

The legislation creating the N.C. Mobility Fund indicates that the purpose of the fund is to finance transportation projects of statewide and regional significance that relieve congestion and enhance mobility across the state.

It is significant that the N.C. Mobility Fund differs from other state highway funding sources in that the funds are not subject to the equity formula and the legislation does not specify the projects to be funded (with the exception of I-85 widening near the Yadkin River Bridge).

Therefore, due to the discretionary nature of the N.C. Mobility Fund, the project selection criteria provide an opportunity to support other state goals, such as reduction of VMT and greenhouse gas emissions, land use and transportation integration, and the encouragement of transportation best practices.

Here are suggestions regarding the project selection criteria:

1. Set aside a substantial percentage of the Mobility Fund for the Intermodal Fund to provide the State's share of large transit projects funded by local options taxes under the HB 148 Congestion Relief and Intermodal bill.
2. Only allow large projects to qualify for funding through the Mobility Fund. This new source of funding should be reserved for costly projects, such as the Yadkin River bridge, that would be difficult or impossible to fund through the equity formula and would create a financial burden by programming the majority of a Division's equity funds into a single project, leaving little funding available for other needed projects. Less costly projects should not be eligible because they can be funded through equity formula funding.

3. Ensure that transit projects receive equal consideration for funding through the Mobility Fund.
4. Proposed N.C. Mobility Fund projects should be scored on the degree to which they:
 - Facilitate compact growth, and livable, walkable, and bikeable communities.
 - Encourage redevelopment of brownfields and other sites with existing infrastructure.
 - Expand mobility choices by promoting multi-modal transportation systems.
 - Reduce congestion and promote safe and efficient system operation.
 - Enhance connectivity and accessibility of the transportation system.
 - Manage access in order to maintain desired traffic flow.
 - Support economic development, productivity, and competitiveness.
 - Protect critical natural resources and environmentally sensitive areas.
 - Enhance community appearance and incorporate context-sensitive solutions.
 - Maintain safe levels of air quality, noise, and other transportation impacts.
 - Promote energy conservation, VMT reduction, and greenhouse gas reduction goals.
5. Jurisdictions or regions applying for funding should be evaluated on the degree to which their transportation plans and implemented policies/programs achieve the following goals. The application of these criteria should be sensitive to the differences between urban and rural areas and municipalities of different sizes:
 - Define planned growth areas and encourage development in brownfields and other sites with existing infrastructure.
 - Coordinate transportation systems and future land-use patterns.
 - Expand mobility choices by promoting multi-modal transportation systems, including the adoption of pedestrian, bicycle, and transit plans and local “complete streets” policies.
 - Reduce congestion and promote safe and efficient system operation.
 - Enhance street connectivity and accessibility of the transportation system, including the use of efficient median, turn lane, and other access management tools.
 - Design collector road systems to guide growth in developing areas.
 - Support economic development, productivity, and competitiveness.
 - Protect critical natural resources and environmentally sensitive areas
 - Maintain safe levels of air quality, noise, and other transportation impacts.
 - Promote energy conservation, VMT reduction, and greenhouse gas reduction goals.
 - Reduce driver distraction through education, enforcement, and sign control.
 - Develop comprehensive action plans for highway safety that include enforcement, education, and pedestrian and bicycle safety components.

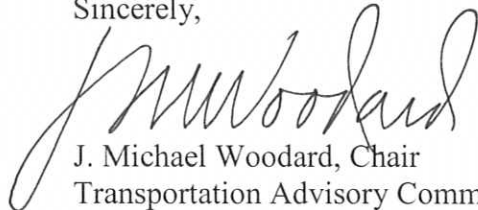
- Are consistent with other local, regional, and state transportation and land-use plans.
6. Due to the inherent difficulty of selecting projects solely through a scoring system, consideration should be given to the creation of a N.C. Mobility Fund Committee that reviews projects based on the above criteria and makes project selection recommendations to NCDOT staff and the Board of Transportation. NCDOT has had a positive experience with similar committees in selecting Enhancement projects and in awarding bicycle and pedestrian planning grants.

We commend NCDOT for its work developing prioritization process/criteria for TIP and loop projects. The prioritization process for Mobility Fund projects can use elements of the TIP and loop processes.

Please note that some of these ideas are based on recommendations in the 2001 final report of the Commission on Smart Growth, Growth Management and Development and the 2009 report of the 21st Century Transportation Committee (particularly the Intermodal Recommendations). Other insights may be gained by reviewing the criteria being used for recent federal grant programs, such as TIGER II, and other associated with both the USDOT/HUD/EPA Sustainable Communities Partnership and the N.C. Sustainable Communities Task Force.

Please contact Mark Ahrendsen (mark.ahrendsen@durhamnc.gov) or Dale McKeel (dale.mckeel@durhamnc.gov) to discuss these comments further.

Sincerely,



J. Michael Woodard, Chair
Transportation Advisory Committee

cc: The Honorable Bob Atwater
The Honorable Bill Faison
The Honorable Joe Hackney
The Honorable Larry Hall
The Honorable Verla Insko
The Honorable Eleanor Kinnaird
The Honorable Paul Luebke
The Honorable Floyd McKissick
The Honorable Mickey Michaux
The Honorable W.A. Wilkins
DCHC MPO TAC
Mark Ahrendsen, City of Durham/DCHC MPO
Joe Milazzo, Regional Transportation Alliance

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September 8, 2010

David L. Burns, NC Board of Transportation
Michael S. Fox, NC Board of Transportation
Nina Szlosberg-Landis, NC Board of Transportation
Chuck Watts, NC Board of Transportation
TAC Members

MEMORANDUM

**TO: Technical Coordinating Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: October 27, 2010

SUBJECT: 2010-2011 Unified Planning Work Program (UPWP) – Amendment #1.

The TAC approved the 2010-2011 UPWP on May 12, 2010. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. The amendment of the UPWP is also used to include additional funding that was available during the UPWP approval process.

Accordingly, the proposed amendment reflects an addition of Section 104 (f) Planning funds and an addition/reallocation of Section 5303 Metropolitan Transit Planning funds for DATA and Chapel Hill Transit. Attachment 9A is the schedules that support changes. Page 1 of attachment 9A shows the PL & STP-DA approved by TAC on May 12, 2010, \$2,442,736. Attachment 9B is a resolution regarding Amendment #1 to the 2010-2011 UPWP.

1. FY2011 PL funds that was not available during the initial UPWP approval process.
 - Durham (LPA) - An additional \$64,093 (\$51,274 federal portion) (9A - pg.2)
 - Carrboro – An additional \$4,793 (\$3,834 federal portion)(9A - pg.3)
 - Chapel Hill – An additional \$8,044 (\$6,435 federal portion) in PL as well as a \$15,000 reallocation of STP-DA funds. (9A – pg. 4)
 - The amended PL & STP-DA after the additions is \$2,519,666.(9A - pg.5)
2. FY2011 Section 5307 Metropolitan Transit Planning funds are also included in this amendment.
 - DATA – An additional \$96,683 (\$77,347 federal/\$9,668 state portions) (9A – pg. 7)

- CHT – No additional funds added to the program. They proposed an \$8,800 reallocation between task II-C-1 and III-E-1 (9A – pg. 8)

The other item of consideration is the previously rescinded FY2009 PL funds. On September 8, 2010, NC DOT has made previously rescinded PL funds available to the MPO for programming during the FY2011 UPWP planning year. NC DOT gives a specific directive that “revisions must be for a specific work task(s) that can be delivered by June 30, 2011. Revisions without specific details or deliverables, whose intent is to obligate funds to protect against future rescissions, will not be approved.”ⁱ The amounts of funds available are \$22,432. The LPA staff has recommended the following two options:

Option #1 – Allow the LPA staff to program these funds to facilitate a current request for funds from Carrboro & Hillsborough. Carrboro & Hillsborough would have to provide the LPA the local match required to complete their respective projects.

Option #2 – Distribute the funds among member agencies as follows:

| <u>Agency</u> | <u>Amount</u> | <u>Allocation %</u> |
|---------------|------------------|---------------------|
| Durham | 16,599.68 | 74% |
| Chapel Hill | 3,589.12 | 16% |
| Carrboro | 2,243.20 | 10% |
| | <u>22,432.00</u> | |

ⁱ DCHC MPO Rescission Letter, dated September 8, 2010. (Attachment 9C)

| | Task Description | STP-DA Section 133(b)(3)(7) | | | PL Section 104(f) | | | Total Approved - by TAC, May 12, 2010 | | |
|---------------|--|--------------------------------|------------------|------------------|----------------------|----------------|----------------|--|------------------|------------------|
| | | Local | FHWA | Total | Local | FHWA | Total | Local | FHWA | Total |
| | | 20% | 80% | 100% | 20% | 80% | 100% | 20% | 80% | 100% |
| II A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | 4,725 | 18,900 | 23,625 | 90 | 360 | 450 | 4,815 | 19,260 | 24,075 |
| | 2 Vehicle Miles of Travel | - | - | - | - | - | - | - | - | - |
| | 3 Street System Changes | - | - | - | - | - | - | - | - | - |
| | 4 Traffic Accidents | 825 | 3,300 | 4,125 | 48 | 192 | 240 | 873 | 3,492 | 4,365 |
| | 5 Transit System Data | 13,750 | 55,000 | 68,750 | - | - | - | 13,750 | 55,000 | 68,750 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 3,750 | 15,000 | 18,750 | 3,313 | 13,250 | 16,563 | 7,063 | 28,250 | 35,313 |
| | 7 Air Travel | 125 | 500 | 625 | 325 | 1,300 | 1,625 | 450 | 1,800 | 2,250 |
| | 8 Vehicle Occupancy Rates | - | - | - | - | - | - | - | - | - |
| | 9 Travel Time Studies | 10,960 | 43,838 | 54,798 | 2,385 | 9,540 | 11,925 | 13,345 | 53,378 | 66,723 |
| | 10 Mapping | 5,000 | 20,000 | 25,000 | 5,627 | 22,506 | 28,133 | 10,627 | 42,506 | 53,133 |
| | 11 Central Area Parking Inventory | 1,250 | 5,000 | 6,250 | - | - | - | 1,250 | 5,000 | 6,250 |
| | 12 Bike & Ped. Facilities Inventory | 1,000 | 4,000 | 5,000 | 48 | 192 | 240 | 1,048 | 4,192 | 5,240 |
| | 13 Bike & Ped. Counts | 4,650 | 18,600 | 23,250 | 240 | 960 | 1,200 | 4,890 | 19,560 | 24,450 |
| II B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | 9,000 | 36,000 | 45,000 | 2,706 | 10,824 | 13,530 | 11,706 | 46,824 | 58,530 |
| | 2 Collection of Network Data | 1,825 | 7,300 | 9,125 | 960 | 3,840 | 4,800 | 2,785 | 11,140 | 13,925 |
| | 3 Travel Model Updates | 46,610 | 186,440 | 233,050 | 5,000 | 20,000 | 25,000 | 51,610 | 206,440 | 258,050 |
| | 4 Travel Surveys | - | - | - | - | - | - | - | - | - |
| | 5 Forecast of Data to Horizon year | 3,550 | 14,200 | 17,750 | 3,752 | 15,006 | 18,758 | 7,302 | 29,206 | 36,508 |
| | 6 Community Goals & Objectives | 5,250 | 21,000 | 26,250 | 2,998 | 11,992 | 14,990 | 8,248 | 32,992 | 41,240 |
| | 7 Forecast of Future Travel Patterns | - | - | - | 250 | 1,000 | 1,250 | 250 | 1,000 | 1,250 |
| | 8 Capacity Deficiency Analysis | 2,450 | 9,800 | 12,250 | - | - | - | 2,450 | 9,800 | 12,250 |
| | 9 Highway Element of th LRTP | 250 | 1,000 | 1,250 | - | - | - | 250 | 1,000 | 1,250 |
| | 10 Transit Element of the LRTP | 250 | 1,000 | 1,250 | 750 | 3,000 | 3,750 | 1,000 | 4,000 | 5,000 |
| | 11 Bicycle & Ped. Element of the LRTP | 9,500 | 38,000 | 47,500 | 2,500 | 10,000 | 12,500 | 12,000 | 48,000 | 60,000 |
| | 12 Airport/Air Travel Element of LRTP | - | - | - | - | - | - | - | - | - |
| | 13 Collector Street Element of LRTP | 750 | 3,000 | 3,750 | - | - | - | 750 | 3,000 | 3,750 |
| | 14 Rail, Water or other mode of LRTP | 250 | 1,000 | 1,250 | 125 | 500 | 625 | 375 | 1,500 | 1,875 |
| | 15 Freight Movement/Mobility Planning | 3,500 | 14,000 | 17,500 | 1,100 | 4,400 | 5,500 | 4,600 | 18,400 | 23,000 |
| | 16 Financial Planning | - | - | - | 750 | 3,000 | 3,750 | 750 | 3,000 | 3,750 |
| | 17 Congestion Management Strategies | 15,500 | 62,000 | 77,500 | 3,558 | 14,230 | 17,788 | 19,058 | 76,230 | 95,288 |
| | 18 Air Qual. Planning/Conformity Anal. | 3,125 | 12,500 | 15,625 | 1,675 | 6,700 | 8,375 | 4,800 | 19,200 | 24,000 |
| II C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | 5,500 | 22,000 | 27,500 | 210 | 840 | 1,050 | 5,710 | 22,840 | 28,550 |
| III-A | Planning Work Program | 1,250 | 5,000 | 6,250 | 5,268 | 21,072 | 26,340 | 6,518 | 26,072 | 32,590 |
| III-B | Transp. Improvement Plan | 1,250 | 5,000 | 6,250 | 8,763 | 35,050 | 43,813 | 10,013 | 40,050 | 50,063 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | - | - | - | - | - | - | - | - | - |
| | 2 Environmental Justice | 1,425 | 5,700 | 7,125 | 1,650 | 6,600 | 8,250 | 3,075 | 12,300 | 15,375 |
| | 3 Minority Business Enterprise | 3,250 | 13,000 | 16,250 | - | - | - | 3,250 | 13,000 | 16,250 |
| | 4 Planning for the Elderly & Disabled | 4,250 | 17,000 | 21,250 | 310 | 1,240 | 1,550 | 4,560 | 18,240 | 22,800 |
| | 5 Safety/Drug Control Planning | 2,750 | 11,000 | 13,750 | - | - | - | 2,750 | 11,000 | 13,750 |
| | 6 Public Involvement | 7,850 | 31,400 | 39,250 | 3,821 | 15,284 | 19,105 | 11,671 | 46,684 | 58,355 |
| | 7 Private Sector Participation | 1,000 | 4,000 | 5,000 | - | - | - | 1,000 | 4,000 | 5,000 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | - | - | - | - | - | - | - | - | - |
| | 2 Enviro. Analysis & Pre-TIP Plng. | 13,500 | 54,000 | 67,500 | 2,090 | 8,360 | 10,450 | 15,590 | 62,360 | 77,950 |
| | 3 Special Studies | 125,314 | 501,257 | 626,571 | 1,943 | 7,772 | 9,715 | 127,257 | 509,029 | 636,286 |
| | 4 Regional or Statewide Planning | 19,375 | 77,500 | 96,875 | 867 | 3,468 | 4,335 | 20,242 | 80,968 | 101,210 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | 65,478 | 261,910 | 327,388 | 25,392 | 101,566 | 126,958 | 90,869 | 363,476 | 454,345 |
| Totals | | 400,036 | 1,600,145 | 2,000,181 | 88,511 | 354,044 | 442,555 | 488,547 | 1,954,189 | 2,442,736 |

City of Durham

**Durham-Chapel Hill-Chapel Hill Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables**

| Task Description | Change in PL | | | Change in STP-DA | | | Amendment #1 | | |
|---------------------|---------------------------------------|-------------|---------------|------------------------|-------------|---------------|-------------------------------------|-------------|---------------|
| | Sec. 104(f) PL | | | STP-DA 133(b)(3)(7) | | | TOTAL Sec/ 104(f) & 133(b)(3)(7) | | |
| | Local 20% | FHWA 80% | Total 100% | Local 20% | FHWA 80% | Total 100% | Local 20% | FHWA 80% | Total 100% |
| II-A | Surveillance of Change | | | | | | | | |
| 1 | Traffic Volume Counts | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 2 | Vehicle Miles of Travel | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 3 | Street System Changes | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4 | Traffic Accidents | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Transit System Data | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Dwelling Unit, Pop. & Emp. Change | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 7 | Air Travel | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 | Vehicle Occupancy Rates | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 9 | Travel Time Studies | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 | Mapping | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 | Central Area Parking Inventory | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | Bike & Ped. Facilities Inventory | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 | Bike & Ped. Counts | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| II-B | Long Range Transp. Plan | | | | | | | | |
| 1 | Collection of Base Year Data | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 2 | Collection of Network Data | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 3 | Travel Model Updates | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4 | Travel Surveys | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Forecast of Data to Horizon year | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Community Goals & Objectives | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 7 | Forecast of Future Travel Patterns | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 | Capacity Deficiency Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 9 | Highway Element of the LRTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 | Transit Element of the LRTP | \$ 12,819 | \$ 51,274 | \$ 64,093 | \$ - | \$ - | \$ - | \$ 12,819 | \$ 51,274 |
| 11 | Bicycle & Ped. Element of the LRTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | Airport/Air Travel Element of LRTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 | Collector Street Element of LRTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 14 | Rail, Water or other mode of LRTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 15 | Freight Movement/Mobility Planning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 16 | Financial Planning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 17 | Congestion Management Strategies | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 18 | Air Qual. Planning/Conformity Anal. | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| II-C | Short Range Transit Planning | | | | | | | | |
| 1 | Short Range Transit Planning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| III-A | Planning Work Program | | | | | | | | |
| | Planning Work Program | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| III-B | Transp. Improvement Plan | | | | | | | | |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | |
| 1 | Title VI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 2 | Environmental Justice | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 3 | Minority Business Enterprise | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4 | Planning for the Elderly & Disabled | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Safety/Drug Control Planning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Public Involvement | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 7 | Private Sector Participation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| III-D | Incidental Plng./Project Dev. | | | | | | | | |
| 1 | Transportation Enhancement Plng. | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 2 | Enviro. Analysis & Pre-TIP Plng. | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 3 | Special Studies | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4 | Regional or Statewide Planning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| III-E | Management & Operations | | | | | | | | |
| 1 | Management & Operations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Totals | | \$ 12,819 | \$ 51,274 | \$ 64,093 | \$ - | \$ - | \$ - | \$ 12,819 | \$ 51,274 |

Town of Carrboro
Amendment #1

Durham-Chapel Hill-Chapel Hill Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables

| Task Description | Change in PL | | | Change in STP-DA | | | Total changes # 1 | | |
|---------------------|---------------------------------------|--------------|--------------|------------------------|-------------|------------|-------------------------------------|--------------|--------------|
| | Sec. 104(f) PL | | | STP-DA 133(b)(3)(7) | | | TOTAL Sec/ 104(f) & 133(b)(3)(7) | | |
| | Local 20% | FHWA 80% | Total 1 | Local 20% | FHWA 80% | Total 1 | Local 20% | FHWA 80% | Total |
| II-A | Surveillance of Change | | | | | | | | |
| 1 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 2 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 3 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 4 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 5 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 6 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 7 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 8 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 9 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 10 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 11 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 12 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 13 | (42) | (168) | (210) | 0 | | 0 | (42) | (168) | (210) |
| II-B | Long Range Transp. Plan | | | | | | | | |
| 1 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 2 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 3 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 4 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 5 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 6 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 7 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 8 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 9 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 10 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 11 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 12 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 13 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 14 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 15 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 16 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 17 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 18 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| II-C | Short Range Transit Planning | | | | | | | | |
| 1 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| III-A | Planning Work Program | | | | | | | | |
| | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| III-B | Transp. Improvement Plan | | | | | | | | |
| | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | |
| 1 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 2 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 3 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 4 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 5 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 6 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 7 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | |
| 1 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 2 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| 3 | 1,000 | 4,000 | 5,000 | 0 | | 0 | 1,000 | 4,000 | 5,000 |
| 4 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| III-E | Management & Operations | | | | | | | | |
| 1 | 1 | 2 | 3 | 0 | | 0 | 1 | 2 | 3 |
| Totals | 959 | 3,834 | 4,793 | 0 | 0 | 0 | 959 | 3,834 | 4,793 |

| Town of Chapel Hill Amendment #1 -Budget Table | | Durham-Chapel Hill-Chapel Hill Urban Area FY 2010-2011 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | |
|---|---------------------------------------|---|-------------|---------------|------------------------|-------------|---------------|-------------------------------------|-------------|---------------|
| | | Change in PL | | | Change in STP-DA | | | Amendment # 1 | | |
| | | Sec. 104(f) PL | | | STP-DA 133(b)(3)(7) | | | TOTAL Sec/ 104(f) & 133(b)(3)(7) | | |
| | | Local 20% | FHWA 80% | Total 100% | Local 20% | FHWA 80% | Total 100% | Local 20% | FHWA 80% | Total 100% |
| II-A | <u>Surveillance of Change</u> | | | | | | | | | |
| 1 | Traffic Volume Counts | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 2 | Vehicle Miles of Travel | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 3 | Street System Changes | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 4 | Traffic Accidents | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 5 | Transit System Data | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 6 | Dwelling Unit, Pop. & Emp. Change | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 7 | Air Travel | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 8 | Vehicle Occupancy Rates | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 9 | Travel Time Studies | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 10 | Mapping | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 11 | Central Area Parking Inventory | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 12 | Bike & Ped. Facilities Inventory | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 13 | Bike & Ped. Counts | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| II-B | <u>Long Range Transp. Plan</u> | | | | | | | | | |
| 1 | Collection of Base Year Data | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 2 | Collection of Network Data | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 3 | Travel Model Updates | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 4 | Travel Surveys | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 5 | Forecast of Data to Horizon year | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 6 | Community Goals & Objectives | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 7 | Forecast of Future Travel Patterns | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 8 | Capacity Deficiency Analysis | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 9 | Highway Element of the LRTP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 10 | Transit Element of the LRTP | 859 | 3,435 | 4,294 | 0 | | 0 | 859 | 3,435 | 4,294 |
| 11 | Bicycle & Ped. Element of the LRTP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 12 | Airport/Air Travel Element of LRTP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 13 | Collector Street Element of LRTP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 14 | Rail, Water or other mode of LRTP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 15 | Freight Movement/Mobility Planning | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 16 | Financial Planning | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 17 | Congestion Management Strategies | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 18 | Air Qual. Planning/Conformity Anal. | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| II-C | <u>Short Range Transit Planning</u> | | | | | | | | | |
| 1 | Short Range Transit Planning | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| III-A | <u>Planning Work Program</u> | | | | | | | | | |
| | Planning Work Program | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| III-B | <u>Transp. Improvement Plan</u> | | | | | | | | | |
| | TIP | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| III-C | <u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u> | | | | | | | | | |
| 1 | Title VI | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 2 | Environmental Justice | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 3 | Minority Business Enterprise | 0 | | 0 | (2,000) | (8,000) | (10,000) | (2,000) | (8,000) | (10,000) |
| 4 | Planning for the Elderly & Disabled | 0 | | 0 | 2,000 | 8,000 | 10,000 | 2,000 | 8,000 | 10,000 |
| 5 | Safety/Drug Control Planning | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 6 | Public Involvement | 0 | | 0 | 1,000 | 4,000 | 5,000 | 1,000 | 4,000 | 5,000 |
| 7 | Private Sector Participation | 0 | | 0 | (1,000) | (4,000) | (5,000) | (1,000) | (4,000) | (5,000) |
| III-D | <u>Incidental Plng./Project Dev.</u> | | | | | | | | | |
| 1 | Transportation Enhancement Plng. | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 2 | Enviro. Analysis & Pre-TIP Plng. | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 3 | Special Studies | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| 4 | Regional or Statewide Planning | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| III-E | <u>Management & Operations</u> | | | | | | | | | |
| 1 | Management & Operations | 750 | 3,000 | 3,750 | 0 | | 0 | 750 | 3,000 | 3,750 |
| Totals | | 1,609 | 6,435 | 8,044 | 0 | 0 | 0 | 1,609 | 6,435 | 8,044 |

FHWA Planning Funds
MPO PL & STP-DA Total

Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
MPO PL & STP-DA Funding Tables

| | Task Description | STP-DA | | | PL | | | Proposed Totals | | |
|---------------|--|----------------------|------------------|------------------|----------------|----------------|----------------|--------------------|------------------|------------------|
| | | Section 133(b)(3)(7) | | | Section 104(f) | | | After Amendment #1 | | |
| | | Local | FHWA | Total | Local | FHWA | Total | Local | FHWA | Total |
| | | 20% | 80% | 100% | 20% | 80% | 100% | 20% | 80% | 100% |
| II A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | 4,725 | 18,900 | 23,625 | 90 | 360 | 450 | 4,815 | 19,260 | 24,075 |
| | 2 Vehicle Miles of Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 Street System Changes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4 Traffic Accidents | 825 | 3,300 | 4,125 | 48 | 192 | 240 | 873 | 3,492 | 4,365 |
| | 5 Transit System Data | 13,750 | 55,000 | 68,750 | 0 | 0 | 0 | 13,750 | 55,000 | 68,750 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 3,750 | 15,000 | 18,750 | 3,313 | 13,250 | 16,563 | 7,063 | 28,250 | 35,313 |
| | 7 Air Travel | 125 | 500 | 625 | 325 | 1,300 | 1,625 | 450 | 1,800 | 2,250 |
| | 8 Vehicle Occupancy Rates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9 Travel Time Studies | 10,960 | 43,838 | 54,798 | 2,385 | 9,540 | 11,925 | 13,345 | 53,378 | 66,723 |
| | 10 Mapping | 5,000 | 20,000 | 25,000 | 5,627 | 22,506 | 28,133 | 10,627 | 42,506 | 53,133 |
| | 11 Central Area Parking Inventory | 1,250 | 5,000 | 6,250 | 0 | 0 | 0 | 1,250 | 5,000 | 6,250 |
| | 12 Bike & Ped. Facilities Inventory | 1,000 | 4,000 | 5,000 | 48 | 192 | 240 | 1,048 | 4,192 | 5,240 |
| | 13 Bike & Ped. Counts | 4,650 | 18,600 | 23,250 | 198 | 792 | 990 | 4,848 | 19,392 | 24,240 |
| II B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | 9,000 | 36,000 | 45,000 | 2,706 | 10,824 | 13,530 | 11,706 | 46,824 | 58,530 |
| | 2 Collection of Network Data | 1,825 | 7,300 | 9,125 | 960 | 3,840 | 4,800 | 2,785 | 11,140 | 13,925 |
| | 3 Travel Model Updates | 46,610 | 186,440 | 233,050 | 5,000 | 20,000 | 25,000 | 51,610 | 206,440 | 258,050 |
| | 4 Travel Surveys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 Forecast of Data to Horizon year | 3,550 | 14,200 | 17,750 | 3,752 | 15,006 | 18,758 | 7,302 | 29,206 | 36,508 |
| | 6 Community Goals & Objectives | 5,250 | 21,000 | 26,250 | 2,998 | 11,992 | 14,990 | 8,248 | 32,992 | 41,240 |
| | 7 Forecast of Future Travel Patterns | 0 | 0 | 0 | 250 | 1,000 | 1,250 | 250 | 1,000 | 1,250 |
| | 8 Capacity Deficiency Analysis | 2,450 | 9,800 | 12,250 | 0 | 0 | 0 | 2,450 | 9,800 | 12,250 |
| | 9 Highway Element of th LRTP | 250 | 1,000 | 1,250 | 0 | 0 | 0 | 250 | 1,000 | 1,250 |
| | 10 Transit Element of the LRTP | 250 | 1,000 | 1,250 | 14,427 | 57,709 | 72,136 | 14,677 | 58,709 | 73,386 |
| | 11 Bicycle & Ped. Element of the LRTP | 9,500 | 38,000 | 47,500 | 2,500 | 10,000 | 12,500 | 12,000 | 48,000 | 60,000 |
| | 12 Airport/Air Travel Element of LRTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 13 Collector Street Element of LRTP | 750 | 3,000 | 3,750 | 0 | 0 | 0 | 750 | 3,000 | 3,750 |
| | 14 Rail, Water or other mode of LRTP | 250 | 1,000 | 1,250 | 125 | 500 | 625 | 375 | 1,500 | 1,875 |
| | 15 Freight Movement/Mobility Planning | 3,500 | 14,000 | 17,500 | 1,100 | 4,400 | 5,500 | 4,600 | 18,400 | 23,000 |
| | 16 Financial Planning | 0 | 0 | 0 | 750 | 3,000 | 3,750 | 750 | 3,000 | 3,750 |
| | 17 Congestion Management Strategies | 15,500 | 62,000 | 77,500 | 3,558 | 14,230 | 17,788 | 19,058 | 76,230 | 95,288 |
| | 18 Air Qual. Planning/Conformity Anal. | 3,125 | 12,500 | 15,625 | 1,675 | 6,700 | 8,375 | 4,800 | 19,200 | 24,000 |
| II C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | 5,500 | 22,000 | 27,500 | 210 | 840 | 1,050 | 5,710 | 22,840 | 28,550 |
| III-A | Planning Work Program | 1,250 | 5,000 | 6,250 | 5,268 | 21,072 | 26,340 | 6,518 | 26,072 | 32,590 |
| III-B | Transp. Improvement Plan | 1,250 | 5,000 | 6,250 | 8,763 | 35,050 | 43,813 | 10,013 | 40,050 | 50,063 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Environmental Justice | 1,425 | 5,700 | 7,125 | 1,650 | 6,600 | 8,250 | 3,075 | 12,300 | 15,375 |
| | 3 Minority Business Enterprise | 1,250 | 5,000 | 6,250 | 0 | 0 | 0 | 1,250 | 5,000 | 6,250 |
| | 4 Planning for the Elderly & Disabled | 6,250 | 25,000 | 31,250 | 310 | 1,240 | 1,550 | 6,560 | 26,240 | 32,800 |
| | 5 Safety/Drug Control Planning | 2,750 | 11,000 | 13,750 | 0 | 0 | 0 | 2,750 | 11,000 | 13,750 |
| | 6 Public Involvement | 8,850 | 35,400 | 44,250 | 3,821 | 15,284 | 19,105 | 12,671 | 50,684 | 63,355 |
| | 7 Private Sector Participation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | 13,500 | 54,000 | 67,500 | 2,090 | 8,360 | 10,450 | 15,590 | 62,360 | 77,950 |
| | 3 Special Studies | 125,314 | 501,257 | 626,571 | 2,943 | 11,772 | 14,715 | 128,257 | 513,029 | 641,286 |
| | 4 Regional or Statewide Planning | 19,375 | 77,500 | 96,875 | 867 | 3,468 | 4,335 | 20,242 | 80,968 | 101,210 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | 65,478 | 261,910 | 327,388 | 26,142 | 104,568 | 130,710 | 91,620 | 366,478 | 458,098 |
| Totals | | 400,036 | 1,600,145 | 2,000,181 | 103,897 | 415,587 | 519,484 | 503,933 | 2,015,732 | 2,519,665 |

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**Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables**

| | Task Description | Section 5307 (Approved - May 12, 2010 By TAC) | | | Section 5307 Amendment #1 | | | Section 5307 (Proposed Revision) | | |
|---------------|--|---|----------|-----------|------------------------------|---------|----------|-------------------------------------|----------|-----------|
| | | Local | NCDOT | FTA | Local | NCDOT | FTA | Local | NCDOT | FTA |
| | | 10% | 10% | 80% | 10% | 10% | 80% | 10% | 10% | 80% |
| II-A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Vehicle Miles of Travel | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Street System Changes | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Traffic Accidents | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Transit System Data | 1,120 | 1,120 | 8,957 | | | | 1,120 | 1,120 | 8,957 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 7 Air Travel | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 8 Vehicle Occupancy Rates | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 9 Travel Time Studies | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 10 Mapping | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 11 Central Area Parking Inventory | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 12 Bike & Ped. Facilities Inventory | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 13 Bike & Ped. Counts | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| II-B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Collection of Network Data | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Travel Model Updates | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Travel Surveys | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Forecast of Data to Horizon year | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 6 Community Goals & Objectives | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 7 Forecast of Future Travel Patterns | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 8 Capacity Deficiency Analysis | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 9 Highway Element of the LRTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 10 Transit Element of the LRTP | 811 | 811 | 6,486 | | | | 811 | 811 | 6,486 |
| | 11 Bicycle & Ped. Element of the LRTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 12 Airport/Air Travel Element of LRTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 13 Collector Street Element of LRTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 14 Rail, Water or other mode of LRTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 15 Freight Movement/Mobility Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 16 Financial Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 17 Congestion Management Strategies | 1,616 | 1,616 | 12,928 | | | | 1,616 | 1,616 | 12,928 |
| | 18 Air Qual. Planning/Conformity Anal. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| II-C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | 0 | 0 | 0 | 7,251 | 7,251 | 58,010 | 7,251 | 7,251 | 58,010 |
| III-A | Planning Work Program | 2,983 | 2,983 | 23,866 | | | | 2,983 | 2,983 | 23,866 |
| III-B | Transp. Improvement Plan | 239 | 239 | 1,912 | | | | 239 | 239 | 1,912 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | 0 | 0 | 0 |
| | 1 Title VI | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Environmental Justice | 500 | 500 | 4,000 | | | | 500 | 500 | 4,000 |
| | 3 Minority Business Enterprise | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Planning for the Elderly & Disabled | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Safety/Drug Control Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 6 Public Involvement | 5,271 | 5,271 | 42,165 | 2,417 | 2,417 | 19,337 | 7,688 | 7,688 | 61,502 |
| | 7 Private Sector Participation | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | 0 | 0 | 0 |
| | 1 Transportation Enhancement Plng. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Special Studies | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Regional or Statewide Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | 25,794 | 25,794 | 206,351 | | | | 25,794 | 25,794 | 206,351 |
| Totals | | \$38,333 | \$38,333 | \$306,665 | \$9,668 | \$9,668 | \$77,347 | \$48,001 | \$48,001 | \$384,012 |

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
 FY 2010-2011 Unified Planning Work Program
 Proposed Funding Source Tables

| | Task Description | Section 5307 (Approved - May 12, 2010) | | | Section 5307 Amendment #1 | | | Section 5307 (Proposed Revision) | | |
|---------------|--|---|--------------|------------|------------------------------|--------------|------------|-------------------------------------|--------------|------------|
| | | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% |
| II-A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Vehicle Miles of Travel | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Street System Changes | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Traffic Accidents | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Transit System Data | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 7 Air Travel | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 8 Vehicle Occupancy Rates | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 9 Travel Time Studies | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 10 Mapping | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 11 Central Area Parking Inventory | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 12 Bike & Ped. Facilities Inventory | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 13 Bike & Ped. Counts | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| II-B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Collection of Network Data | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Travel Model Updates | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Travel Surveys | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Forecast of Data to Horizon year | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 6 Community Goals & Objectives | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 7 Forecast of Future Travel Patterns | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 8 Capacity Deficiency Analysis | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 9 Highway Element of th L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 10 Transit Element of the L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 11 Bicycle & Ped. Element of the L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 12 Airport/Air Travel Element of L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 13 Collector Street Element of L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 14 Rail, Water or other mode of L RTP | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 15 Freight Movement/Mobility Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 16 Financial Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 17 Congestion Management Strategies | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 18 Air Qual. Planning/Conformity Anal. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| II-C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | 8,000 | 8,000 | 64,000 | 1,100 | 1,100 | 8,800 | 9,100 | 9,100 | 72,800 |
| III-A | Planning Work Program | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-B | Transp. Improvement Plan | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Environmental Justice | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Minority Business Enterprise | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Planning for the Elderly & Disabled | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 5 Safety/Drug Control Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 6 Public Involvement | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 7 Private Sector Participation | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 3 Special Studies | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| | 4 Regional or Statewide Planning | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | 3,003 | 3,003 | 24,024 | (1,100) | (1,100) | (8,800) | 1,903 | 1,903 | 15,224 |
| Totals | | \$11,003 | \$11,003 | \$88,024 | \$0 | \$0 | \$0 | \$11,003 | \$11,003 | \$88,024 |

RESOLUTION

TO APPROVE AMENDMENT #1 TO THE FY 2010-2011 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

October 27, 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, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2010-2011 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2010-2011.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2010-2011 as described in the attached sheets.

I, J. Michael Woodard, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 27th day of October, 2010.

Signature of TAC Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that J. Michael Woodard personally appeared before me on the 27th day of October, 2010, to affix his signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

September 8, 2010

Mr. Felix Nwoko
City of Durham - Transportation Div.
101 City Hall Plaza, 4th Floor
Durham, North Carolina 27701

Subject: Durham-Chapel Hill-Carrboro MPO, Availability of Rescinded PL Funds

Dear Felix:

NCDOT is making available previously rescinded PL funds at 100% to the MPOs who had previous unobligated balances. The total amount of unrescinded PL funds is \$5,419,747. They are available for programming beginning October 1, 2010.

The MPO has an available balance of \$83,974.59. This includes your unrescinded PL funds of \$22,432 and a previous balance of \$61,542.59. Once your FY 2010 final invoice has been submitted and paid, any remaining funds from FY 2010 will also be available.

If you plan to program any of the rescinded PL funds, you will need to revise your FY 2011 work program prior to May 1, 2011. Revisions must be for specific work tasks that can be delivered by June 30, 2011. Revisions without specific details or deliverables, whose intent is to obligate funds to protect against future rescissions, will not be approved. Also, your revised work program will not be approved until your final invoice for FY 2010 has been submitted and processed.

Your revised PWP should include four paper copies, including one unbound (front only, 8 1/2 x 11) copy of each of the following: cover letter, adoption resolution, summary budget table (with revision highlighted), and an item by item task description (if prefer, may include revised line items only). Work plans lacking any of these documents will not be processed.

If you have any questions, please do not hesitate to call or email me: (919) 733-4705, mbruff@ncdot.gov.

Sincerely,

Mike Bruff, P.E.
Manager, Transportation Planning Branch

cc: Jill Stark
Julie Bollinger, P.E.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: October 27, 2010

SUBJECT: STP-DA Reallocation for I-85 Project

The municipal agreements for the I-85 widening project (I-0306DB/ I-0306C) make provisions for project enhancement features which include brick noise wall betterment costs, landscape median planters, sidewalks, pedestrian trail, and stamped and colored concrete traffic islands. When the agreements were prepared and executed in 2001 and 2003, the N. C. Department of Transportation estimated the total costs of the enhancements at \$4,098,740.00. As stated in the agreements, the costs were to be covered with a combination of STP-DA funds (\$3,267,232.00), City funds (\$795,500) and State funds (\$36,008).

The tables below reflect the funding allocations specified in the I-0306DB Municipal Agreement, the I-0306C Municipal Agreement, and the I-306C Supplemental Agreement. The final cost of the I-306C median planter was \$538,654.79 below estimate, leaving an unused STP-DA allocation of \$430,923.83 (80%). The I-306DB Duke Park Pedestrian Trail cost \$1,389.21 below estimate, leaving an unused STP-DA allocation balance of \$1,111.37 (80%). This leaves a total unused STP-DA balance of \$432,035.20 not applied to the project element overruns totaling \$617,085.60 since the agreements make no allowances to do so.

Reallocating the unused STP-DA balance within the project will substantially reduce the City's financial obligation, fully deplete the project's allocated STP-DA funds and require no additional State funds. Recognizing the invoices are prepared in accordance with the terms of the respective agreements, we request supplemental agreements which

adjust the cost allocations to match actual costs as reflected in the attached tables. We believe doing so reflects the original intent and purpose of the STP-DA allocations.

I-306C

| Project Element | Municipal Agreement Allocation | Proposed Allocation (reflecting actual cost) | Percent | Change |
|--------------------------------|--------------------------------------|---|---------------|---------------------|
| <i>Median Planter</i> | | | | |
| STP-DA Funds | 1,122,563.20 | 691,639.37 | 80.0% | (430,923.83) |
| City Share | 280,640.80 | 172,909.84 | 20.0% | (107,730.96) |
| Total | 1,403,204.00 | 864,549.21 | 100.0% | (538,654.79) |
| <i>Brick Noise Wall</i> | | | | |
| STP-DA Funds | 447,723.20 | 516,964.62 | 80.0% | 69,241.42 |
| City Share | 111,930.80 | 129,241.15 | 20.0% | 17,310.35 |
| Total | 559,654.00 | 646,205.77 | 100.0% | 86,551.77 |
| <i>Sidewalk</i> | | | | |
| STP-DA Funds | 75,073.60 | 97,699.98 | 80.0% | 22,626.38 |
| City Share | 18,768.40 | 24,425.00 | 20.0% | 5,656.60 |
| Total | 93,842.00 | 122,124.98 | 100.0% | 28,282.98 |
| <i>Totals</i> | | | | |
| STP-DA Funds | 1,645,360.00 | 1,306,303.97 | 80.0% | (339,056.03) |
| City Share | 411,340.00 | 326,575.99 | 20.0% | (84,764.01) |
| State Share | - | - | 0% | - |
| Total | 2,056,700.00 | 1,632,879.96 | 100.0% | (423,820.04) |

I-306C Supplemental

| Project Element | Municipal Agreement Allocation | Proposed Allocation (reflecting actual cost) | Percent | Change |
|--|--------------------------------------|---|---------------|------------------|
| <i>Stamped and Colored Concrete Islands</i> | | | | |
| STP-DA Funds | 60,000.00 | 149,898.27 | 80.0% | 89,898.27 |
| City Share | 29,700.00 | 37,474.57 | 20.0% | 7,774.57 |
| Total | 89,700.00 | 187,372.84 | 100.0% | 97,672.84 |

| | | | | |
|----------------------|------------------|-------------------|---------------|------------------|
| <i>Totals</i> | | | | |
| STP-DA Funds | 60,000.00 | 149,898.27 | 80.0% | 89,898.27 |
| City Share | 29,700.00 | 37,474.57 | 20.0% | 7,774.57 |
| State Share | - | - | 0% | - |
| Total | 89,700.00 | 187,372.84 | 100.0% | 97,672.84 |

I-306DB

| Project Element | Municipal Agreement Allocation | Proposed Allocation (reflecting actual cost) | Percent | Change |
|--|--------------------------------------|---|---------------|-------------------|
| <i>Median Planter</i> | | | | |
| STP-DA Funds | 478,080.00 | 720,031.45 | 80.0% | 241,951.45 |
| City Share | 119,520.00 | 180,007.86 | 20.0% | 60,487.86 |
| Total | 597,600.00 | 900,039.31 | 100.0% | 302,439.31 |
| <i>Brick Noise Wall</i> | | | | |
| STP-DA Funds | 921,562.00 | 929,879.68 | 75.0% | 8,317.68 |
| City Share | 230,390.00 | 310,786.65 | 25.0% | 80,396.65 |
| Total | 1,151,952.00 | 1,240,666.33 | 100.0% | 88,714.33 |
| <i>Sidewalk</i> | | | | |
| STP-DA Funds | 144,030.00 | 144,030.00 | 74.4% | - |
| City Share | - | 13,424.37 | 6.9% | 13,424.37 |
| State Share | 36,008.00 | 36,008.00 | 18.6% | - |
| Total | 180,038.00 | 193,462.37 | 100.0% | 13,424.37 |
| <i>Duke Park Pedestrian Trail</i> | | | | |
| STP-DA Funds | 18,200.00 | 17,088.63 | 80.0% | (1,111.37) |
| City Share | 4,550.00 | 4,272.16 | 20.0% | (277.84) |
| Total | 22,750.00 | 21,360.79 | 100.0% | (1,389.21) |
| <i>Totals</i> | | | | |
| STP-DA Funds | 1,561,872.00 | 1,811,029.76 | 76.9% | 249,157.76 |
| City Share | 354,460.00 | 508,491.04 | 21.6% | 154,031.04 |
| State Share | 36,008.00 | 36,008.00 | 1.5% | - |
| Total | 1,952,340.00 | 2,355,528.80 | 100.0% | 403,188.80 |

Summary

| | Municipal Agreement Allocation | Proposed Allocation (reflecting actual cost) | Percent | Change |
|----------------------------|--------------------------------------|---|---------|-----------|
| <i>Grant Totals</i> | | | | |
| STP-DA Funds | 3,267,232.00 | 3,267,232.00 | 78.2% | - |
| City Share | 795,500.00 | 872,541.60 | 20.9% | 77,041.60 |
| State Share | 36,008.00 | 36,008.00 | 0.9% | - |
| <i>Grand Totals</i> | 4,098,740.00 | 4,175,781.60 | 100.0% | 77,041.60 |

**RESOLUTION TO REQUEST THE REALLOCATION OF
SURFACE TRANSPORTATION PROGRAM – DIRECT ATTRIBUTABLE (STP-DA)
FUNDS BETWEEN THE THREE PHASES THE I-85 PROJECT
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

November 11, 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, Surface Transportation Program – Direct Attributable (STPDA) funds are provided to the DCHC MPO for transportation projects and planning activities; and

WHEREAS, the DCHC MPO approved FFY 2001 and FFY 2003 STP-DA funds for I-306 (I-85) Project to be managed and completed by NCDOT; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) is in agreement with the reallocation of STP-DA funds between the phases of the I-85 project; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby grants permission for the NC DOT to reallocate the Surface Transportation Program Direct Attributable (STPDA) funds for the I-85 projects between the three different phases of the project as summarized on the attached table, provided here on this, the 11th day of November 2010

TAC Chair

STATE of: North Carolina
COUNTY of: _____

I, _____, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the ____ day of _____ 2010, to affix his signature to the foregoing document.

(Seal) _____
Notary Public
My commission expires _____

Proposed STP-DA Allocations

| Project | Agreement STP-DA Allocation | Proposed STP-DA Allocation | STP-DA Adjustment | % Change |
|---------------------|-----------------------------|----------------------------|-------------------|----------|
| I-306C | 1,645,360.00 | 1,306,303.97 | (339,056.03) | -20.6% |
| I-306C Supplemental | 60,000.00 | 149,898.27 | 89,898.27 | 149.8% |
| I-306DB | 1,561,872.00 | 1,811,029.76 | 249,157.76 | 16.0% |
| Total | 3,267,232.00 | 3,267,232.00 | 0.00 | 0.0% |

MEMORANDUM

To: Transportation Coordinating Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 27, 2010

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2010/January 2011 – Depends on NCDOT Schedule
- 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
- Local agency review - ongoing
- Study completion – March 2011

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Project near completion
- Final Report/Draft Dataset – December 2010

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase 2 to commence in January 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- Phase 2- Parcel level model for DCHC – To commence in January 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress

MPO Parking Survey and Study (postponed)

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

MPO Community Viz. Scenarios Planning and Visualization

- Project kick- off in November 2010

| | |
|---|--|
| 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: 5.7% |
| 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: 9/17/2010 |
| Last Estimate Thru: 5/31/2010 | Scheduled Progress: 100% |
| Last Estimate Paid: 6/8/2010 | Actual Progress: 99.84% |

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|---|---|
| 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: 5.3% |
| 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: 10/15/2010 |
| Last Estimate Thru: 9/22/2010 | Scheduled Progress: 100% |
| Last Estimate Paid: 10/4/2010 | Actual Progress: 90.67% |

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|---|---|
| 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: |

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|--|--|
| 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: 2.12% |
| 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: 9/22/2010 | Scheduled Progress: 25% |
| Last Estimate Paid: 9/28/2010 | Actual Progress: 33.32% |

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|--|--|
| 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:** 1.21%
Availability Date: 3/1/2010 **Letting Date:** 1/19/2010
Completion Date: 12/31/2010 **Work Began:** 4/1/2010
Revised Completion Date: 1/7/2011 **Estimated Completion:** 12/31/2010
Last Estimate Thru: 9/21/2010 **Scheduled Progress:** 69.57%
Last Estimate Paid: 9/23/2010 **Actual Progress:** 64.2%

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$4,222,625.78 **Cost Overrun/Underrun:**
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2012 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202408 **Route:** US-501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 18.15 miles **Federal Aid Number:**
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
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:** 17.44%
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:** 10/15/2010
Last Estimate Thru: 9/15/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 9/28/2010 **Actual Progress:** 99.92%

Contract Number: C202493 **Route:** I-85
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164A
Length: 9.6 miles **Federal Aid Number:** STM-085-4(114)171
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
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:** 0%
Availability Date: 3/15/2010 **Letting Date:** 1/19/2010
Completion Date: 12/16/2010 **Work Began:** 8/4/2010
Revised Completion Date: **Estimated Completion:** 12/16/2010
Last Estimate Thru: 9/7/2010 **Scheduled Progress:** 35%
Last Estimate Paid: 9/10/2010 **Actual Progress:** 22.38%

Contract Number: C202496 **Route:** US-15501
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164C
Length: 2.9 miles **Federal Aid Number:** STM-0015(30)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
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:** 1.59%
Availability Date: 5/19/2010 **Letting Date:** 1/19/2010
Completion Date: 9/15/2010 **Work Began:** 5/19/2010

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|---|---|
| <p>Revised Completion Date: 9/25/2010 Last Estimate Thru: 9/7/2010 Last Estimate Paid: 9/27/2010</p> | <p>Estimated Completion: 9/29/2010 Scheduled Progress: 100% Actual Progress: 55.41%</p> |
| <p>Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Availability Date: 3/15/2010 Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: 9/22/2010 Last Estimate Paid: 9/27/2010</p> | <p>Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 1.21% Letting Date: 1/19/2010 Work Began: 4/5/2010 Estimated Completion: 12/16/2010 Scheduled Progress: 45% Actual Progress: 48.17%</p> |
| <p>Contract Number: DO00031 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES #160, 163, 144, 138, AND 140 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$782,555.00 Availability Date: 5/3/2010 Completion Date: 9/14/2010 Revised Completion Date: Last Estimate Thru: 9/22/2010 Last Estimate Paid: 9/24/2010</p> | <p>Route: NC-147 County: Durham TIP Number: B-4700AD Federal Aid Number: BRNHS-000S(370) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: -2.29% Letting Date: 3/18/2010 Work Began: 6/15/2010 Estimated Completion: 10/15/2010 Scheduled Progress: 100% Actual Progress: 100%</p> |
| <p>Contract Number: DO00050 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES #71 ON US-15/501, 191, 192, 177, 180, 173, 175, 164, & 166 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$792,555.00 Availability Date: 5/3/2010 Completion Date: 9/14/2010 Revised Completion Date: Last Estimate Thru: 9/22/2010 Last Estimate Paid: 9/24/2010</p> | <p>Route: NC-147 County: Durham TIP Number: B-4700AC Federal Aid Number: BRNHS-000S(370) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: -0.76% Letting Date: 3/18/2010 Work Began: 8/5/2010 Estimated Completion: 10/15/2010 Scheduled Progress: 70% Actual Progress: 90.78%</p> |
| <p>Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: S & D INDUSTRIAL PAINTING, INC. Contract Amount: \$922,562.15 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p> | <p>Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p> |

TCC 10/27/10 Attachment 13
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 | Advertisement for Let 11/4/10 |
| 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 | Design by District- F.A. const. to begin after U-4726 IE and M.A. w/UNC/Town for crosswalks, WCR, & ped heads- FA const. underway |
| 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 sent to Town for execution 3/9/10- resent 9/30/10 ; Const. FY '10-'11 |
| Orange | 43030 | SR 1843 (Seawell School Rd.) | Safety improvements near railroad crossing #736157R (signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers) | \$45,000 | F.A. construction to be co-ordinated w/ 2011 resurfacing; est. compl. 5/30/11 |
| Orange | 7CR.10681.16 7CR.20681.16 | NC 54 from 560' west of Greenwood Dr. to County line and 11 sections of secondary roads | Milling, resurfacing and shoulder reconstruction | \$3.028 million | S.T. Wooten Corp. = 92.3% compl. |
| Orange | B-4216 | SR 1002 (St. Mary's Road) | Replacement of Bridge # 66 over Stroud's Creek | \$800,000 | Dane Const. Inc.= 88% compl.; Ingle & Son Landscaping, Inc.= low bid for landscape project on slope |
| Orange | I-4716 | I-40 | Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added) | \$7.4 million | Safety Grooving & Grinding, L.P., Napolean, Ohio - = 82.63% compl.; grinding compl.- joint sealing underway |

TCC 10/27/10 Attachment 13
ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

| | | | | | |
|--|----------------------------------|--|---|-----------------|---|
| Orange | I-5142 | I-85/I-40 | Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange | \$8.60 million | C.C. Mangum Co., LLC=12% compl.; pre-con 6/7/10; will begin work 8/9/10 and compl. all WB lanes by Dec.-EB lanes 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 | JP env. field review-4/21/10; DPOC pending signal design ; R/W compl.-final utility & signal meeting 7/30/10; signal plans being revised -multi-use pole; Let 10/20/10 |
| 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 |
| Orange | SS-4907AC 43040.1.1 PE 07-10-727 | SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill | Installation of a left turn lane on Erwin Rd. and a traffic signal | | Survey pending |
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | |
| County | TIP # | Route | Location Description | TIP Est. | Est. Let Date |
| Durham/ Orange | EB-4707 | DURHAM/ CHAPEL HILL (SR 1838/SR 2220) FROM SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY | Bicycle improvements(Bikeway and signals) | \$3.75 million | 19-Apr-11 |
| 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 |

TCC 10/27/10 Attachment 13
**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

| County | WBS # | Route | Location Description | Amount | Status |
|--------|------------|---|---|---------------|---|
| Orange | EL-4601 | Morgan Creek Greenway | Construct Greenway | \$940,000 | ARRA- Sullivan Eastern =16.5% compl.Invoice #1 reimbursed 5/18/10; Inv. #2 app. for reimbursement; ARRA funds added(\$47,488) Suppl. to Town 9/13/10 |
| Orange | EL-5103 | Carrboro | Construct bus shelters at 4 locations | \$48,296 | ARRA- WC Construction =100% compl.; M.A. compl. 7/14/10-revised to 9/14/10; invoice reimbursement pending final inspection |
| 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- =100% compl.-rev. compl. 7/30/10 |
| 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.; work began 6/2/10; 94.89% compl. |
| Orange | R-5178B | NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave. | Mill, resurface, and replace curb and gutter | \$200,000.00 | ARRA-Eastern Services, LLC dba Raleigh Paving= 71.8% compl. |
| Orange | TA-5117 | | Two 28' light transit vehicles w/ wheelchair lift | \$183,200.00 | ARRA-funds flexed to FTA; Buses ordered by Chapel Hill Transit for delivery in Summer 2010 & then leased to Orange Co.- vehicles have been received by C.H. Transit |
| 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= 70.8% compl. |

TCC 10/27/10 Attachment 13
**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

| | | | | | |
|--------|--|--|---|--------------------------|--|
| Orange | U-3306 34913.3.ST1 STM-1733 (16) | SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road | Grading, drainage, paving, signals, curb and gutter, retaining wall | \$13.4 million | Yates Construction Co., Inc. to be compl. by 6/15/13; began const. 9/710 |
| Orange | U-4704 | Chapel Hill- Carrboro | Computerized Traffic Signal System | \$5.175 million | ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =14.37% 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.=100% compl. ; reimbursement #1 on 6/15/10; M.A. compl. 7/2/10-rev. to 9/2/10; inv. reimbursement pending final inspection |
| 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; =100% compl.;reimburse ment #1 on 6/15/10;; M.A. compl. 7/2/10- rev. to 9/2/10; inv. reimbursement pending final inspection |
| 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 =42.6% compl. ;structure design review has been received; M.A. compl. 1/16/11; inv. Reimbursed; Suppl. Const. Agree. for bridge pending |
| Orange | U-4726 IA | Chapel Hill | ADA ramps at selected locations | \$53,924.00 | ARRA- Econ International =100% compl.; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending |

TCC 10/27/10 Attachment 13
**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

| | | | | | |
|--|--------------|--------------|--|-----------------|---|
| Orange | U-4726 IB | Chapel Hill | Raised crosswalks/traffic calming | \$65,189.00 | ARRA -Turner Asphalt =100% compl.; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending |
| Orange | U-4726 IC | Chapel Hill | Pedestrian safety improvements (refuge islands @ 7 locations) | \$370,014.80 | ARRA-Econ International=100% compl.-M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending |
| 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=100% compl. - Supplemental construction agreement to be paid by Town; Final insp. held 4/30/10; Final 5/27/10; M.A. compl. 7/16/10-rev. to 8/31/10; inv. reimbursement pending |
| Orange | U-4726 JA | Hillsborough | Construct sidewalks | \$1,034,110.00 | ARRA, STP-DA, & Contingency - S.T. Wooten Corp.= 36.54% compl. ; Inv. #2 app. for reimbursement; M.A. compl. 7/24/11-rev. to 9/17/11 |
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | |
| County | TIP # | Route | Location Description | TIP Est. | Est. Let Date |
| | | | | | |

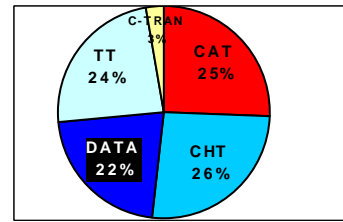
CAMPO and DCHC joint TAC meeting Transit Update

STIP UPDATE and the 5/10 YEAR PLANNING RESULTS

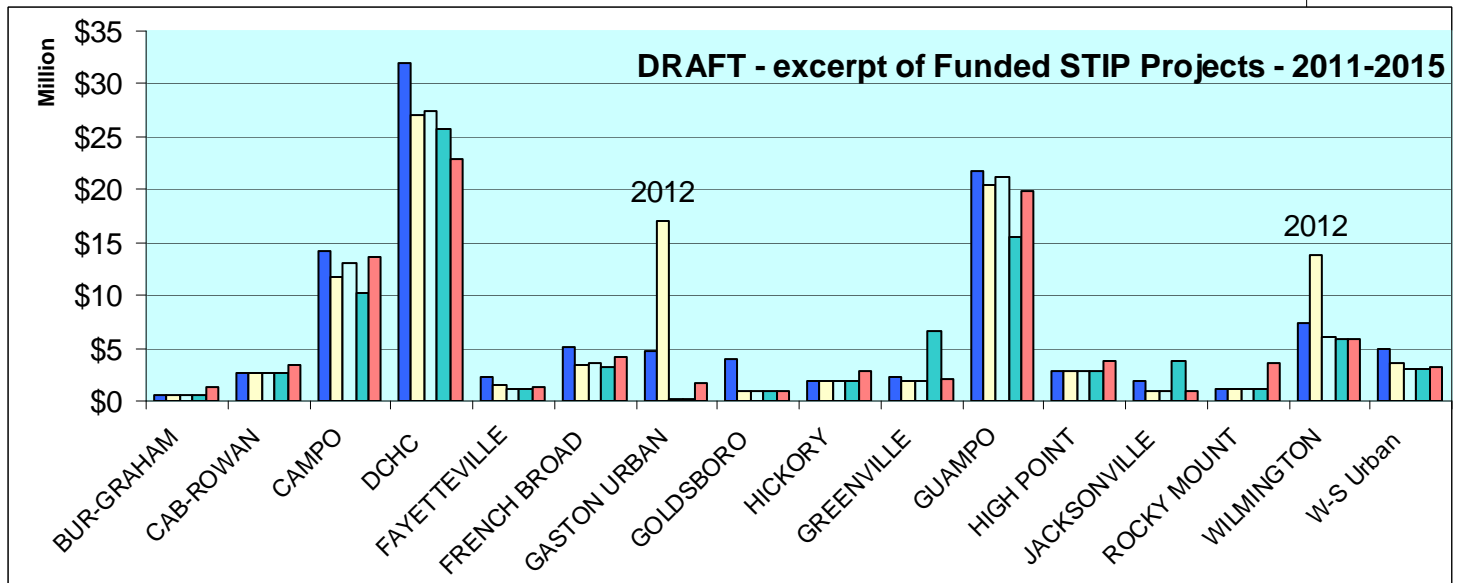
The 2011-2017 Draft STIP approved by the state Board of Transportation was released by NCDOT in July 2010. The STIP is now embedded in the 5/10 Wok Program. The transit items can be found together by transit system at the back of the STIP at www.ncdot.org/download/performance/Draft_STIP.pdf. Urban projects with assumed annual **funding** of about \$225 million a year are found in the first list on pages 264 of 299. Urban system **unfunded** projects are on pages 279 of 299. Following those pages are the N.C. Legislated **rural operating funds** that are organized by RPOs, on pages 290-298, which total about \$22 million per year. The final list on page 299 are the rural system funds (\$37 million annually) that flow throughout the State to support rural general public transportation, intercity transportation, training and technology projects.

The Triangle region's urban projects in the draft STIP average more than \$38 million annually, with another \$2.5 million in funds to support rural services—60% of the money is FTA Section 5307 formula funds given directly to the urban transit systems, about 25% comes from N.C. legislated State Maintenance Assistance averaging \$11 million per year. FTA bus and facilities program (5309) constituted 7%. CMAQ and STPDA highway funds flexed to transit by the MPO's makes up an impressive 5% at \$2.3 million in 2011. *PLEASE REVIEW YOUR DRAFT STIP AND MAKE YOUR CORRECTIONS*

URBAN FUNDED DATA



| | |
|---------------------|-----|
| Operate Assistance | 34% |
| Replacement bus | 28% |
| Routine Capital | 12% |
| prevent maintenance | 10% |
| Expansion vehicle | 6% |
| Facilities | 3% |
| Park & Ride | 2% |
| JARC | 2% |
| New Freedom | 2% |
| Technology | 1% |
| Planning | 1% |



TRACKING THE STPDA HIGHWAY FUNDS FLEX PROCESS TO FTA

On May 7, a NCDOT-PTD handout initiated a STIP modification for \$8.1 million worth of bus purchases and routine capital based on a CAMPO TAC resolution. The STIP amendment was approved at the June 3 BOT meeting. On June 16, PTD received a request from CAMPO to transfer the funds from FHWA to FTA. The same day PTD submitted a letter to the Federal Funds Management Unit of NCDOT requesting the release of these funds from the Highway side of the budget. That letter was followed by a complementary letter to FHWA to process the transfer. The letter was cleared in Raleigh by the local Federal Highway Unit upon verification of the fund availability and proper entry in the STIP. The local FHWA office sent the request onto their headquarters in Washington, D.C. The headquarters usually processes these requests every two months. The request hit only days before the request for the bundle of transfers was assembled. FTA received the funds on Aug. 25. We salute our Federal counterparts! However, this phenomenal turnaround can only be held up as the shortest possible time that the transit systems should anticipate in the flex process. NOTE: during a subsequent transfer request (submitted Aug. 30) it was discovered that FHWA has a deadline for current year projects, e.g. FFY2010, of Aug. 27. *Please be aware of this deadline for next year!!*



Assistance to Elderly and Disabled Persons (FTA section 5310 grant) - gets popular with urban and rural systems.

PTD received more than 20 applications for the SFY2010 call for 5310 grant applications; totaling just under \$6 million in total project dollars: just over \$4 million in FTA funding requests, about \$400,000 in state match and \$1.4 million in local share commitment. This is one of the few FTA Grants administered by NCDOT that does not have a rural focus requirement. The bulk of this money will be going to Community Transit Systems that operate in predominantly urban counties (Durham, Mecklenburg and Guilford). *Durham County Access* applied for a voucher program that will be used to provide about 7,000 low-cost door-to-door trips to seniors who need special medical transportation; this is being done by brokering these trips to the Red Cross that utilizes sedans and volunteer drivers to provide low-cost services. The total project is about \$114,000, with 80% funded by FTA and 10% by NCDOT. A total of \$1.6 million will be shared by CATS, CHT and Triangle Transit. Triangle Transit will use these grant funds to support improved mobility management system wide over the upcoming two-year period; including extensive outreach and marketing to the elderly and disabled. Travel training and focused attention on needs of the cognitively disabled is one focus. The project includes travel training that has been used throughout the country not only to improve mobility, but also to effectively control costs of demand response operation. The requested amount was for \$136,500 in federal and \$17,052 in state match to support the project. Chapel Hill Transit will use the grant funds to improve mobility management over the next two years, introduce a voucher program providing 40,000 trips and upgrading bus stops by removing physical barriers for mobility impaired individuals. The proposed travel training for the elderly and disabled will improve mobility, as well as effectively control costs of demand response operation. An inventory of the 600 bus stops will be conducted and 42 will be upgraded with grant funds. The requested amount was for \$354,000 in federal and \$23,363 in state match to support the project. The Chatham County Council on Aging will make a significant improvement in the life of about 40 senior citizens in eastern Chatham County who are limited in the number of times they can participate in the Council on Aging nutrition program, via a supplemental contract with Chatham Transit Network. Once at the center, these individuals can join many other activities such as health management, disease prevention, health screenings along with trips to the bank, post office, pharmacy and grocery shopping. The estimated annual number of trips is 7,600 and the average cost per trip is \$9.21; however the fare will only be \$1.00. Total project cost is estimated to be \$70,000. These four projects totaling \$642,500 in federal funds were on the October 2010 BOT agenda for approval. *THE SFY2012 APPLICATIONS WILL BE POSTED ON THE NCDOT-PTD WEB SITE LATER THIS YEAR.*

RECENT STIP Modifications and Additions

Between April and October of 2010, NCDOT-PTD processed 116 STIP amendments. Almost every transit system in the State of North Carolina had at least one amendment in this period of time. These amendments take many of the transit projects from the unfunded list to the funded list. More than half of the amendments (68) stem from small adjustments to the FTA FY2010 5307 formula fund appropriations. Greensboro, Western Piedmont and Charlotte Area Transit had the largest number of amendments. NCDOT-PTD has made special effort to incorporate all of the recent amendments into the new draft STIP. Despite tremendous effort to streamline the STIP amendment process, there continues to be a scramble to get projects updated correctly.

Ten amendments were generated as a consequence of MPO commitment to use more than \$10 million in STPDA funds to advance transit projects in the Triangle region.

| STIP # | DIV | COUNTY | SYSTEM | DESCRIPTION | funds | FY10 (\$000) | FY11 (\$000) | BOT apr'v'd |
|---------|-----|-------------------|-------------------------|--|------------|--------------------|------------------|----------------|
| TA-4818 | 5 | Wake - CAMPO | Triangle Transit | Replacement bus: (11) over the road coaches | STPDA L | \$4,400 \$1,100 | | 7/1/10 |
| TA-4994 | 5 | Wake - CAMPO | Triangle Transit | Replacement bus: (4) para- transit light transit | STPDA L | \$176 \$44 | | 7/1/10 |
| TG-4821 | 5 | Wake - CAMPO | Triangle Transit | Routine Capital: bus vehicle lift, WiFi on board | STPDA L | \$228 \$57 | | 7/1/10 |
| TT-4911 | 5.7 | Orange- Durham | Triangle Transit | Technology—automatic passenger counters | STPDA L | | \$39 \$10 | 9/2/10 |
| TD-4729 | 5 | Wake- CAMPO | Capital Area Transit | Facility - new M&O facility - engineer, design, construct | STPDA L | \$3,080 \$770 | | 7/1/10 |
| TT-5110 | 5 | Durham- DCHC | Durham /DATA | Technology—automatic passenger counters | STPDA L | | \$79 \$20 | 9/2/10 |
| TG-4935 | 5 | Wake- CAMPO | Cary/C-Tran | Routine Capital: automated passenger counter | STPDA L | | \$227 \$57 | 9/2/10 |
| TG-4731 | 7 | Orange- DCHC | Chapel Hill | Routine Capital: preventive maintenance - | STPDA L | | \$204 \$51 | 5/6/10 |
| TT-5109 | 7 | Orange- DCHC | Chapel Hill | Routine Capital: automated passenger counter | STPDA L | | \$44 \$11 | 9/2/10 |
| TT-5109 | 7 | Orange- DCHC | Chapel Hill | Technology: FCC radio upgrade | STPDA L | | \$1,325 \$331 | 5/6/10 |

The use of funding sources beyond the traditional 5307 and 5309 transit funding programs (i.e. STPDA, CMAQ, 5310, 5316, and 5317) is forcing MPOs to revisit how they evaluate and integrate transit into the MTIP process.

For more information:

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