

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

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

**AGENDA****June 13, 2007****9:00 AM****Committee Room****2nd Floor Durham City Hall**

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

**ACTION ITEMS****5. May 9, 2007 TAC Meeting Minutes  
(Attachment 5)**

A copy of the May 9, 2007 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the May 9, 2007 TAC meeting.

**6. 2007 Job Access Reverse Commute and New Freedom Call for Projects  
(Attachment 6, 6A, 6B, 6C, 6D)  
Ellen Beckmann, LPA Staff**

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future Job Access/Reverse Commute (JARC) and New Freedom (NF) projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining 2006 funds and the 2007 funds from transportation providers. Four applications were received by the April 27, 2007 deadline. The TCC Transit Subcommittee met on May 3, 2007 to review the applications and develop a recommendation for funding. This recommendation was presented to the TCC on May 23, 2007.

Attachment 6 is a memo that provides background on the JARC and NF programs and includes the TCC's recommendation for funding. Attachment 6A, 6B, 6C, and 6D are the four applications. The TCC also recommended that the requirements for applications be clarified for next year's call for projects, that projects receiving funds submit quarterly reports, and that the TCC Transit Subcommittee develop the schedule for next year's call for projects.

**TCC Recommendation:** That the TAC approve Job Access Reverse Commute and New Freedom funding for the DATA/TTA/CHT project (Attachment 6A), the DATA project

(Attachment 6B), and the CHT project (Attachment 6C) and that the TAC require the recipients to submit quarterly reports.

**TAC Action:** Approve the Job Access Reverse Commute and New Freedom funding for the DATA/TTA/CHT project (Attachment 6A), the DATA project (Attachment 6B), and the CHT project (Attachment 6C) and require the recipients to submit quarterly reports.

**7. STP-DA Allocation**

**(Attachment 7, 7A, 7B, 7C)**

**Mark Ahrendsen, TCC Chair**

At the meeting of the TAC on May 9, 2007, the Town of Chapel Hill requested modifications to the STP-DA funding table to include previously approved funding for the Chapel Hill-Carrboro Signal System and the Weaver Dairy Road Pedestrian and Bicycle Features. Attachment 7 is a STP-DA spreadsheet showing the requested modifications. The STP-DA funds for Weaver Dairy Road may not be needed since the project is fully funded with STP funds in the 2007-2013 STIP.

On May 9, 2007, the Town of Chapel Hill also requested STP-DA funding for NC 86/Martin Luther King Blvd Pedestrian and Bicycle Safety Improvements and for Bolin Creek Greenway Trail Construction (Attachment 7A). The TAC referred this request to the TCC. The City of Durham has identified several sidewalk construction projects for STP-DA funding (Attachment 7B). These requests reflect priority projects identified in the DurhamWalks! Pedestrian Plan, adopted in 2006. In response to these requests, the TCC recommended that LPA staff organize a call for projects for unallocated STP-DA funds and for the bicycle and pedestrian STP-DA allocation.

In addition, at the May TAC meeting there was a discussion of the MPO's policy for allocating STP-DA funds. Attachment 7C is a policy adopted in 2003 on STP-DA funds.

**TAC Action:** Receive update on the STP-DA issues raised at the May TAC meeting, take action as appropriate

**8. 2009-2015 Transportation Improvement Program Ranking Methodology**

**(Attachment 8, 8A, 8B)**

**Ellen Beckmann, LPA Staff**

**Mark Ahrendsen, TCC Chair**

The DCHC MPO will be providing NCDOT a Regional Priority List for the 2009-2015 Transportation Improvement Program (TIP) in fall 2007. This Regional Priority List is created by the MPO based on local priority lists submitted by the member jurisdictions, a technical ranking methodology, and input from the public and TAC members. Member jurisdictions have been requested to submit local priority lists by June 30, 2007.

After the submission of the 2007-2013 TIP Regional Priority List, the TAC instructed the TCC to revise the regional ranking methodology for the 2009-2015 TIP Regional Priority List. The

TCC TIP Subcommittee met several times in April and May to develop a recommended ranking methodology. This recommendation was discussed at the May 23, 2007, TCC meeting. TCC recommended that submitted projects be consistent with the 2030 LRTP. The TCC also raised concerns that ranking transit, TDM, and ITS projects may be challenging.

Attachment 8 is a brief memo outlining the recommended ranking methodology. Attachment 8A is a detailed description of the recommended ranking methodology. Attachment 8B is a schedule for the 2009-2015 TIP developed by NCDOT.

**TCC Recommendation:** That the TAC approve the 2009-2015 TIP Ranking Methodology (Attachment 8A).

**TAC Action:** Approve the 2009-2015 TIP Ranking Methodology (Attachment 8A).

**9. 2035 Long Range Transportation Plan Update**  
**(Attachment 9, 9A, 9B, 9C)**  
**Andy Henry, LPA Staff**

There are several important activities in the development process for the 2035 Long Range Transportation Plan (2035 LRTP) that will be completed or started in the next three months, including:

- SE Data – Staff has provided SE Data to the ITRE Service Bureau for testing with the Triangle Regional Model (TRM). The TAC will be asked to approve the SE Data at their September 2007 meeting.
- Goals and Objectives – Publish and receive public input on the LRTP Goals and Objectives, Targets (e.g., target value for Vehicle Miles Traveled), and Measures of Effectiveness (i.e., measures used to evaluate and compare various LRTP Alternatives). Public input will include two public workshops, one in Durham and one in Chapel Hill, scheduled for July 10 and July 12, respectively, and a Web-based survey. The public will be encouraged to develop some transportation goal and targets, and comment on how the Goals and Objectives, Targets, and Measures of Effectiveness used in the 2030 LRTP development process should be changed. The TAC will review the results of the public input at their August 2007 meeting and be asked to approve the Goals and Objectives, Targets, and Measures of Effectiveness them at their September 2007 meeting.

If the two workshops are delayed until the second half of August to accommodate the public's vacation schedule, the TAC could approve the Goals and Objectives in October 2007 without negatively impacting the LRTP development process.

- Deficiency Analysis and Needs Assessment – Staff will begin this task in the summer, and ask the TAC to approve the report at the October TAC meeting.
- Alternatives Analysis – Staff will begin developing the alternatives in early fall.

Attachment 9 is a revised development schedule for the 2035 LRTP and CTP.  
Attachment 9A is a copy of the 2030 LRTP Goals and Objectives.

Attachment 9B is a copy of the 2030 LRTP Targets.  
Attachment 9C is a copy of the 2030 LRTP Measures of Effectiveness.

**TCC Recommendation:** That the TAC release the 2030 LRTP Goals and Objectives, Targets and Measures of Effectiveness for a 42-day public comment period.

**TAC Action:** TAC release the 2030 LRTP Goals and Objectives, Targets and Measures of Effectiveness for a 42-day public comment period.

**10. Presentation on the Mayors' Regional Bus Expansion Plan**

**John Tallmadge, TTA**

In November 2006, Mayors Meeker and Bell directed the local transit providers to look at new transit corridors, improvements to existing services and un-served or under-served corridors, and develop \$5, \$10, and \$15 million expenditure scenarios. This information was to be completed by April 2007.

**TAC Action:** Receive a presentation on the Mayors' Regional Bus Expansion Plan

**REPORTS:**

**11. Report from the TAC Chair**

**Alice Gordon, TAC Chair**

**TAC Action:** Receive Report from TAC Chair

**12. Reports from Staff**

**(Attachment 12)**

**Felix Nwoko, LPA Staff**

**TAC Action:** Receive Report from Staff

**13. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

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

**14. NCDOT Report**

**(Attachment 14)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**TAC Action:** Receive report of Division Engineers

**INFORMATIONAL ITEMS**

**15. Recent News Articles and Updates**

**(Attachment 15)**

**16. Triangle Expressway Traffic Forecasts**

**(Attachment 16)**

**17. Letter from TTA to NC Turnpike Authority re Triangle Parkway**

**(Attachment 17)**

**18. Letter to NCDOT re U-3308 (Alston Avenue Widening) - May 11, 2007**

**(Attachment 18)**

**19. Letters to State Legislative Delegation re 2007 General Assembly Bills**

**(Attachment 19)**

**20. Chapel Hill 2005 Mobility Report Card**

**(Attachment available online and will be provided at the TAC meeting)**

**21. Carrboro 2005 Mobility Report Card**

**(Attachment available online and will be provided at the TAC meeting)**

**Adjourn**

**Next meeting: August 8, 2007**

## TAC Directives to Staff

11/06/02 – 12/31/05 (Pending/In Progress/On Going)

01/01/06 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/06/02	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress</u> : Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed</u> : Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>Completed:</u> See Attachment 9 of 09/13/06 TAC Agenda
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>Completed:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>Completed:</u> See Attachment 7C of 12/13/06 TAC Agenda. See Attachment 8F of 3/14/07 TAC Agenda.

06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>Completed:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u>
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda

04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>In Progress:</u> See Attachment 7C of 6/13/07 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>In Progress:</u>



39 Mark Ahrendsen stated that handouts were provided at the beginning of the meeting  
40 related to some of the items on the agenda. On agenda item #9, there are two revised resolutions  
41 that have minor word changes that were suggested by FHWA. Also, attached is a complete  
42 meeting schedule for the STAC which will be discussed later in the meeting.

43 **Public Comments**

44 There were no public comments.

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

46 There were no comments regarding the Directives to Staff.

47 **ACTION ITEMS:**

48 **April 11, 2007 TAC Meeting Minutes (Attachment 5)**

49 A motion was made by Kevin Foy and seconded by Diane Catotti to approve the April  
50 11, 2007 TAC Meeting Minutes.

51 **2007-2013 Metropolitan Transportation Improvement Program (Attachment 6, 6A, 6B, 6C,**  
52 **6D, 6E)**

53  
54 Mark Ahrendsen provided an introduction for the 2007-2013 Metropolitan Transportation  
55 Improvement Program, along with the attachments. We have amended our MTIP to be  
56 consistent for the first three years with the STIP. They are not approving the out years, so if  
57 there is a difference between the MTIP and STIP it occurs in the out years. There were several  
58 transit projects that were modified at the eleventh hour in response to the request from the transit  
59 operators. Those are reflected in the MTIP that we are recommending the TAC adopt and they  
60 will be addressed by NCDOT through an amendment to their 2007-2013 STIP so they will be  
61 consistent. There are two resolutions; one adopting the 2007-2013 MTIP and one finding that  
62 the MTIP is in conformance with air quality requirements.

63 Mark stated that the Town of Chapel Hill mentioned there is a correction on the STP-DA  
64 spreadsheet. David Bonk stated it is both a correction and a request for the inclusion of  
65 additional projects in the STP-DA program. The Town of Chapel Hill was surprised to see the  
66 allocation of STP-DA funds in the spreadsheet for a couple of projects in Durham. David  
67 understands that was part of the negotiation process between NCDOT Division 5 representatives  
68 and the MPO. The MPO has taken a position that the STP-DA funds should be set aside for non-  
69 roadway projects in an effort to rectify the imbalance that NCDOT has reflected in their TIP  
70 against non-roadway projects. Part of the request by the Town of Chapel Hill is to correct an  
71 issue which is reflected in the memo, STP-DA funds for the Chapel Hill-Carrboro Signal System  
72 and the Weaver Dairy Road Pedestrian and Bicycle Features are not included in the STP-DA  
73 spreadsheet. Those funds are necessary for them to begin the implementation of the projects.  
74 The Town of Chapel Hill has been in negotiation with NCDOT over the two projects. They have  
75 agreed to a modification of the TIP; but critical to the signal system is the design work be done  
76 as quickly as possible. In addition to these items, the Chapel Hill Town Council has recently  
77 endorsed the consultant recommendations for NC86/Martin Luther King Blvd Pedestrian and  
78 Bicycle Safety Improvements and Bolin Creek Greenway Construction and they are requesting  
79 funding for both of these projects.

80 Mark Ahrendsen stated there are three issues; the first is the correction for the oversight  
81 of the Chapel Hill-Carrboro Signal System for a funding of \$360,000 and the Weaver Dairy  
82 Road Pedestrian and Bicycle Features for \$566,000 that had previously been illustrated as  
83 receiving STP-DA funds. Mark stated he thinks the funding should be restored as previously  
84 indicated. Secondly, Mark stated to his knowledge the request for the NC86/Martin Luther King  
85 Blvd Pedestrian and Bicycle Safety Improvements and the Bolin Creek Greenway Construction

86 are new requests that have not been presented to the TCC or any other review process.  
87 Typically, for any projects they go through a review process through the TCC and then brought  
88 to the TAC with a recommendation from the TCC. Third, Mark recommended an amendment  
89 process to change the schedule to put the South Columbia Street project back in FY 2009. John  
90 Hodges-Copple stated we can do what Chapel Hill wants done for the South Columbia Street  
91 project, but it needs to be done through an amendment to the 2007-2013 STIP and the  
92 amendment has to occur after July 1, 2007.

93 A motion was made by Diane Catotti and seconded by Alex Zaffron to restore funding  
94 for the Chapel Hill-Carrboro Signal System, line item 41 in the amount of \$360,000 and the  
95 Weaver Dairy Road Pedestrian and Bicycle Features, line item 32 in the amount of \$566,000 and  
96 that we refer the request for the funding for NC86/Martin Luther King Blvd Pedestrian and  
97 Bicycle Safety Improvements and the Bolin Creek Greenway Construction to the TCC for a  
98 recommendation and bring the issue back at the next meeting for discussion.

99 Diane Catotti asked what the process would be if it went to TCC and the TCC came back  
100 with a recommendation. Ms. Catotti also asked what the timetable would be. Mark Ahrendsen  
101 stated that they would ask that these items be considered in setting our 2009-2015 TIP priority  
102 list which we are doing right now. We will base our recommendation on the feedback we get  
103 from the local jurisdictions over the next two to three months. That will be coming back to TAC  
104 in August to set priorities for the 2009-2015 TIP including how you allocate STP-DA funding.  
105 David Bonk objected to the process because that is not the process that Durham used. There was  
106 an internal process at a staff level where the committee he chairs was empowered to review STP-  
107 DA allocations. The committee never saw the request that Durham has now included in the  
108 STP-DA program to fund several roadway projects. Mark stated if you would refer to

109 attachment 6, the back page, it explains the STP-DA allocation and how the funds were  
110 reallocated among projects through this process through the TCC, the MTIP that you have  
111 received previously, and through our negotiations with NCDOT. These were previously  
112 discussed as to how NCDOT was reallocating some of the STP-DA funds. It resulted from the  
113 earmark that was received for the American Tobacco Trail which, because there were no  
114 additional funds, had to be offset somewhere. That is why STP-DA funds are allocated to the  
115 Holloway Street project. Kevin Foy asked did this request go through the TCC and Mark stated  
116 yes. David stated that it was presented at the last meeting as part of a spreadsheet stating this is  
117 the end product of negotiations that occurred with NCDOT. David's issue is that it is not  
118 consistent with the process we have followed in the past. Mark and Durham saying that this is  
119 how NCDOT says we should spend our STP-DA funds is completely inconsistent with our  
120 previous policy which is that we control those funds and we would allocate funds to projects  
121 based on the needs of the MPO.

122 Mark stated that this has gone through the TCC and there is a TCC recommendation.  
123 Alex Zaffron asked was there discussion on this item at the TCC meeting. David Bonk stated  
124 there was some discussion and he voted against the resolution approving this for the very reasons  
125 just described. There was no specific discussion about these projects other than they were in the  
126 packet. The meeting was the first time the TCC heard that some of the funds would be allocated  
127 toward some of these projects. Alice Gordon stated it is true that we don't like the STP-DA  
128 funds to be allocated by the NCDOT.

129 Kevin Foy stated that we have traditionally agreed to use STP-DA funds for non-roadway  
130 projects and given the fact that Chapel Hill doesn't have any roadway projects this is our only  
131 way to get things done; so it is a big concern if we are moving in the direction of letting NCDOT

132 say we don't have any money for roads, so use STP-DA funds. Mr. Foy stated that we are  
133 moving in a direction where NCDOT is going to continue to say they don't have any money.  
134 Are we shifting our policy without explicitly saying it and if so that is of concern to Mr. Foy.  
135 We need to discuss the policy.

136 Alice Gordon asked if there is enough money to add the Chapel Hill projects for STP-DA  
137 funding if recommended and adopted by the TAC. Mark Ahrendsen stated he can't answer, he  
138 would have to look. Again, this is the first time we have seen the request. Mark stated if the  
139 funds on the table are correct, there are not enough funds to support the projects.

140 Mark Chilton stated that it puts Bicycle and Pedestrian projects in direct conflict with  
141 roadway projects.

142 Becky Heron stated that she can not support new projects at this time without taking care  
143 of the older projects such as the Hillandale Project and the Miami Boulevard Project that have  
144 been setting out there for years.

145 Alice Gordon restated the motion. The motion carried unanimously.

146 A motion was made by Diane Catotti and seconded by Alex Zaffron to approve the  
147 resolution adopting the 2007-2013 MTIP (Attachment 6C) and the resolution finding the MTIP  
148 in conformance with the North Carolina State Implementation Plan (SIP) (Attachment 6D) and  
149 direct staff to send the TIP transmittal letter (Attachment 6E) to NCDOT along with the adopted  
150 2007-2013 MTIP. The motion carried unanimously.

151 Kevin Foy stated that on a future agenda the TAC needs to look at the policy on the way  
152 STP-DA funds are spent. Becky Heron stated that staff needs to explain how the allocation of  
153 the funds is made. Diane Catotti stated that they also need to address percentage distribution by  
154 jurisdiction.

155 A motion was made by Kevin Foy and seconded by Alex Zaffron to take necessary action  
156 to amend the MTIP to incorporate these two projects. The motion carried unanimously.

157 **I-306C – I-85 Widening – Request for STPDA Funds (Attachment 7)**

158 A motion was made by Diane Catotti and seconded by Alex Zaffron to approve the City  
159 of Durham's request to allocate the \$70,000 of STPDA funds currently programmed as a  
160 placeholder for interchange fencing on I-85 for landscaped and stamped concrete islands at  
161 Hillandale and Guess Roads. The motion carried unanimously.

162 **MPO Five Year Work Program (Attachment 8)**

163 A motion was made by Alex Zaffron and seconded by Diane Catotti to adopt the MPO  
164 Five Year Work Program. The motion carried unanimously.

165 **2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and**  
166 **Analysis Report (Attachment 9)**

167  
168 A motion was made by Alex Zaffron and seconded by Diane Catotti to approve the  
169 resolution to adopt the Amended 2030 LRTP and the Air Quality Conformity Analysis and  
170 Determination Report.

171 Kevin Foy asked if we are going to discuss the Triangle Parkway gap funding issue  
172 further. Mark Ahrendsen stated that there was a resolution at the last TAC meeting to consider  
173 supporting the gap funding. The TAC discussed the resolution that had been presented by the  
174 N.C. Turnpike Authority to express their position regarding gap funding for the two turnpike  
175 projects. After the debate, there was a decision not to act on the resolution. Kevin Foy asked if  
176 the gap funding is part of this item. John Hodges-Copple stated that it is a small part. Kevin Foy  
177 stated that we have taken the position that toll roads are something that we have to do in order to  
178 get some other transportation project complete. What concerns him is that the cost has  
179 ballooned. If we can find \$18 to \$20 million dollars a year for this project, we have other

180 priorities that we should consider funding. Kevin Foy does not support the funding for the gap  
181 funding.

182 Becky Heron asked if we have received a response from the N.C. Turnpike Authority  
183 about carpooling and transit.

184 Jennifer Harris stated that at the last meeting the TAC had requested that the study  
185 include the effects of carpools, vanpools, and transit vehicles. We are expecting the report to be  
186 done in September of this year. Bill Strom stated that he doesn't see how the TAC can make an  
187 informed decision that considers the interests of our jurisdictions for transportation and multi-  
188 modal without a very specific understanding of what the source of the gap funds are.

189 Kevin Foy stated that he doesn't support a \$720 million dollar gap fund for the turnpike.

190 John Hodges-Copple stated that this project is already in the 2030 Long Range  
191 Transportation Plan. By making it a toll road, it is freeing up Highway Trust Fund Loop project  
192 money that right now is allocated to this project that competes with other Loop projects. The  
193 only thing adoption of the LRTP Amendment does is change the funding, some comes from  
194 tolls, TIFIA loan, and gap funding from the source in the plan right now. It is shifting the project  
195 across a air quality horizon year. If the Turnpike Authority's answers are satisfactory, he is not  
196 sure the project would move forward without the support of the MPO. As far as the plan, you  
197 are simply amending a project that is already in there to change the funding source, to shift it  
198 across a horizon year, and to model it as a toll road instead of a free road.

199 Ellen Reckhow asked if the TAC could approve the LRTP Amendment but go on record  
200 expressing concern over the gap funding for this region.

201 Kevin Foy stated that the TAC should vote to approve it and simultaneously vote to begin  
202 the process for removing the Triangle Parkway from the LRTP.

203 Ellen Reckhow stated that is a radical move. We need to go on record suggesting other  
204 approaches such as impact fees and real estate transfer taxes. Bill Strom stated that the same  
205 people that are pushing for gap funding are going to be opposed to the creative solutions that you  
206 are looking for and he doesn't think Kevin's approach is radical.

207 Alex Zaffron stated if we take Kevin's approach which is in some fashion or another to  
208 adopt the document before us with a policy statement that says we approve the plan and we are  
209 not going to approve the Turnpike gap funds; does that put us in non-conformity. John Hodges-  
210 Cople suggested doing it as two separate motions. One is to adopt the LRTP and the  
211 conformity resolution and the other is to adopt a policy statement to look into removing the  
212 portion of the N.C. Turnpike Authority project in the DCHC MPO.

213 The motion carried unanimously.

214 A motion was made by Kevin Foy and seconded by Alex Zaffron for staff to advise the  
215 TAC as to how they would begin the process to remove the N.C. Turnpike Authority from the  
216 2030 or 2035 LRTP.

217 Ellen Reckhow stated this is a very complex issue. We need to tread very carefully. We  
218 need to go on record as it relates as to how the gap funding is obtained.

219 Becky Heron asked where the \$18 million dollars is going to come from. How is the  
220 state going to fund this gap?

221 Ellen Reckhow stated that it is premature to send a signal about pulling the plug on this  
222 project until we have solid information. We should go on record that we against it counting  
223 toward our equity formula.

224 Joe Milazzo stated that they share the concern of the gap funding. There are only a few  
225 sources available for the funding. One is a statewide one time gap funding payment a little over

226 \$200 million dollars and the second is \$18 million per year for 39 years. The third might be a  
227 public-private partnership of some sort.

228 Kevin Foy stated when we supported the N.C. Turnpike Authority; the \$720 million  
229 dollars was not the number that he perceived it being. If that is the number, Kevin Foy doesn't  
230 support it coming from anywhere. That is money that can be used somewhere else. Kevin  
231 thought the purpose of the toll road was that the tolls paid for the road. Now we hear, no you  
232 pay \$720 million plus the tolls.

233 A motion was made by Alex Zaffron that the MPO objects to the amount of the gap  
234 funding being proposed for the Triangle Parkway and will consider removing its support for the  
235 project if the source of the gap funding comes from Division 5 and Division 7 or other  
236 transportation priorities in the state. This motion received no second.

237 Ellen Reckhow asked if the TAC could go on record asking them to come up with a  
238 source of funding that does not negatively impact our region and to look at creative sources of  
239 revenue based on best practices in other parts of the country.

240 A motion was made by Alex Zaffron and seconded by Diane Catotti stating that the MPO  
241 objects to the projected amount of gap funding as currently stated at \$18 million for 40 years.  
242 We request a reanalysis and exploration of additional creative sources of revenue and further re-  
243 iterate that at no time would we support dollars coming from either Division 5 or Division 7.  
244 The motion carried with Kevin Foy opposing.

245 **Southwest Durham Southeast Chapel Hill Collector Street Plan (Attachment 10, 10A)**

246 A motion was made by Diane Catotti and seconded by Alex Zaffron to adopt the  
247 recommended collector street and fixed-guideway corridors where the corridors cross I-40. The  
248 motion carried unanimously.

249 **Safe Routes to School Resolution (Attachment 11)**

250 A motion was made by Kevin Foy and seconded by Diane Catotti to approve the  
251 resolution to request that NCDOT appoint a permanent Safe Routes to School Coordinator.  
252 Mark Ahrendsen stated that when the resolution was recommended by the TCC, the position was  
253 vacant. In the past two weeks it has been filled. Mark asked that they modify the “Now  
254 Therefore” and remove the part that says “Hereby requests NCDOT to appoint a Safe Routes to  
255 School Coordinator.” The motion carried unanimously.

256 **H-1462 – Municipal Street Provision (Attachment 12)**

257 Kevin Foy doesn't want to send a letter expressing opposition to the bill. He thinks we  
258 are in favor of more local control of the roads, what we object to is the lack of funding and the  
259 lack of a negotiated process, not the fact that they want us to take over our municipal roads.  
260 Kevin wants to take over our municipal roads. The bill has problems, he doesn't mind objecting  
261 to the bill; but what he doesn't want is our objection to be misinterpreted as the municipality  
262 doesn't want the roads. Mark Ahrendsen stated the staff's position wasn't objecting to the take  
263 over, it was the mandate to maintain the roads with no additional funding. The staff is open to  
264 the concept if it is done through a negotiated process with appropriate funding.

265 A motion was made by Kevin Foy and seconded by Alex Zaffron to express opposition to  
266 the bill as stated; but that municipalities would be in favor of taking over responsibility of roads  
267 if there was funding and the bill was drafted through a negotiated process. The motion carried  
268 unanimously.

269 **Land Transfer Tax (Attachment 13, 13A)**

270 A motion was made by Kevin Foy and seconded by Alex Zaffron to send a letter of  
271 support for a local government land transfer tax to the DCHC MPO state legislative delegation.  
272 The motion carried unanimously.

273 **Earmark Requests (Attachment 14, 14A, 14B, 14C)**

274 Mark Ahrendsen provided an introduction for the Earmark Requests, along with the  
275 attachments.

276 Ellen Reckhow asked why we should spend time and political capital on transportation  
277 earmarks. Mark Ahrendsen stated that there are some earmark requests that bring with them  
278 funding, above and beyond what you would otherwise get. That is what we are expressing  
279 support for with these earmarks.

280 Becky Heron thinks this is doing a tremendous benefit for the developer near Hopson  
281 Road.

282 A motion was made by Alex Zaffron and seconded by Kevin Foy to express support for  
283 the NCDOT, City of Durham, and Town of Chapel Hill earmark requests if the earmarks will not  
284 adversely affect the funding of other projects due to the application of the state equity formula.  
285 The motion carried with Becky Heron opposing.

286 **Carrboro STP-DA Bike/Ped Projects**

287 This item will be discussed at the next meeting.

288 **REPORTS:**

289 **Report from the TAC Chair**

290 Alice Gordon stated a complete list of the meeting schedule for the STAC was distributed  
291 at the beginning of the meeting. The first meeting on May 2, 2007 was an orientation.

292 **Reports from Staff (Attachment 17)**

293 The report from staff is attached for review.

294 **Report from the TCC Chair**

295 Mark Ahrendsen stated he did not have anything additional to bring up at this time that  
296 will not be addressed during the meeting.

297 Bill Strom asked about the status of the gap funding on the N.C. Turnpike Authority.  
298 Jennifer Harris is not very familiar with the gap funding bills. She believes there are three bills  
299 that are under consideration regarding gap funds. Bill Strom asked if the amount of the gap  
300 funding has been set. Jennifer Harris stated it is between \$12 and 18 million dollars a year and a  
301 total amount of \$285 million. The total amount of the gap will not be known until they have the  
302 project costs. Bill Strom stated that it would be helpful if Jennifer works with staff to provide an  
303 update on the gap funding. Bill Strom's concern is how can the N.C. Turnpike Authority not  
304 know what the gap funding will be and fund it. Jennifer stated that they are asking for the  
305 maximum amount of gap funding to make sure it is covered. Bill Strom stated that the MPO's  
306 concern is where are the funds going to come from and how is going to affect projects.

307 Mark Ahrendsen stated that Charlotte is tracking the request for the funding because they  
308 have turnpike projects elsewhere in the state. The concern was raised that should they be  
309 looking at statewide funding instead of for a project in a particular area.

310 Ellen Reckhow asked what precedent is there in other states on this issue. Jennifer Harris  
311 stated that she is not familiar enough to answer Ms. Reckhow's question. She will get the  
312 information and provide it to Mark Ahrendsen. Joe Milazzo stated that the tolls are supposed to  
313 go away when the project is finished. Jennifer Harris stated that part of the cost will be paid with  
314 bonds, TIFIA loan, and after that, if there is still a loan, it will have to come from public-private  
315 partnership and the legislature. Ellen Reckhow is interested in knowing if modeling has been

316 done that shows what the impact the turnpike would have on the other roads in the area. Jennifer  
 317 Harris stated that they have provided traffic forecasts to the air conformity group that is being  
 318 used for the environmental studies for the projects. The staff of the MPO has those forecasts.  
 319 Ms. Reckhow stated that traffic forecasts on the turnpike is one thing, but what happens to I-40  
 320 when the road is built. Mark Ahrendsen stated that we have not received that information as of  
 321 yet from the N.C. Turnpike Authority. Jennifer Harris stated that they could work on providing  
 322 that information to the TAC and Ms. Reckhow requested that it be emailed to the TAC members.

323 Becky Heron asked when the gap funding begins, will it begin with this legislative  
 324 budget or will it be years from now. When will it become available?

325 Reid Hartzoge stated that they feel very optimistic that the gap funding will be included  
 326 in the session. They have had conversations with members of the House and Senate. It wasn't  
 327 included in the House budget, but they are very optimistic it will be in the Senate budget and  
 328 worked out this year. Ms. Heron asked how much are we talking; and Ms. Hartzoge stated \$18  
 329 million recurring for the period of the bond.

330 **NDOT Report (Attachment 19)**

331 Mike Cowan, NCDOT Division 7 Engineer, provided an update on projects.

332 **INFORMATIONAL ITEMS:**

333 **Recent News Articles and Updates (Attachment 20)**

334 The recent news articles and updates are attached.

335 **Letter from NCDOT re-U-3308 Alston Avenue Widening – April 10, 2007 (Attachment 21)**

336 The letter from NCDOT re-U-3308 Alston Avenue Widening – April 10, 2007 is  
 337 attached.

338 **Letter from DCHC MPO to NCDOT re Federal Rescission – March 1, 2007 Letter from**  
 339 **NCDOT re Federal Rescission – April 12, 2007 (Attachment 22, 22A)**

340  
341           The letter from DCHC MPO to NCDOT re Federal Rescission – March 1, 2007 Letter  
342 from NCDOT re Federal Rescission – April 12, 2007 is attached.

343   **Letter from NCDOT re Amtrak Station – April 2, 2007 (Attachment 23)**

344           The letter from NCDOT re Amtrak Station – April 2, 2007 is attached.

345   **Letter from Durham to Chapel Hill re Southwest Durham County Land Use Plans –**  
346   **February 23, 2007**

347  
348           The letter from Durham to Chapel Hill re Southwest Durham County Land Use Plans –  
349 February 23, 2007 is attached.

350   **Adjournment**

351           There being no further business of the Transportation Advisory Committee, a motion was  
352 made by Kevin Foy and seconded by Bill Strom to adjourn the meeting at 11:27 a.m. The  
353 motion carried unanimously.

## MEMORANDUM

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

**FROM:** Lead Planning Agency (LPA)

**DATE:** June 13, 2007

**RE:** 2007 Job Access Reverse Commute (JARC) and New Freedom (NF) Call for Projects

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### Background

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future Job Access/Reverse Commute (JARC) and New Freedom (NF) projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining 2006 funds and the 2007 funds from transportation providers. Four applications were received by the April 27, 2007 deadline. The TCC Transit Subcommittee met on May 3, 2007 to review the applications and develop a recommendation for funding. The TCC made a recommendation to the TAC at their May 23, 2007 meeting.

### Overview of Available Funding

The available funds are from two sources – JARC and NF. JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance. Up to 10% of annual funds are permitted to be spent on administration of the program.

The DCHC MPO has JARC and NF funds from 2006 and 2007. The MPO allocated \$96, 876 in 2006 JARC funds to DATA to operate service to Brier Creek. The MPO also allocated 10% of 2006 JARC and NF funds to TTA to develop the Coordinated Public Transit - Human Services Transportation Plan. DATA has been selected as the designated recipient of the funds for the MPO. DATA has requested 8% of the 2007 JARC and NF

funds for administration of the program. The tables below summarize the remaining funds available for the JARC and NF programs for 2006 and 2007.

JARC (Section 5316)

2006 allocation	\$152,453
- 10% administration to TTA	-\$15,245
- allocation to DATA for Brier Creek service	-\$96,876
Remaining 2006 allocation	\$40,332
2007 allocation	\$160,702
- 8% administration to DATA	-\$14,463
Remaining 2007 allocation	\$146,239
<b>TOTAL Remaining 2006 + 2007</b>	<b>\$186,571</b>

NF (Section 5317)

2006 allocation	\$71,878
- 10% administration to TTA	-\$7,188
Remaining 2006 allocation	\$64,690
2007 allocation	\$71,810
- 8% administration to DATA	-\$5,745
Remaining 2007 allocation	\$66,065
<b>TOTAL Remaining 2006 + 2007</b>	<b>\$130,755</b>

**Overview of Applications**

The DCHC MPO received four applications:

1. Attachment 6A: DATA, Chapel Hill Transit, and TTA: Application for Funding Paratransit Functional Assessment Provider – NF – \$17,500
2. Attachment 6B: DATA: Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – JARC - \$100,000
3. Attachment 6C: Chapel Hill Transit – Application for Evening Service Extension – JARC - \$50,549
4. Attachment 6D: 2 U Transit, LLC – Application for Disabilities and Job Access Empowerment Project – JARC and NF - \$104,112

The Transit Subcommittee reviewed the applications based on the project requirement criteria and project evaluation criteria that were included in the funding application. All of the answers to the project requirement criteria had to be yes in order for a project to be considered for funding. The following table displays the results of the project requirement criteria.

<b>Project Requirement Criteria</b>	<b>DATA, CHT, TTA</b>	<b>DATA</b>	<b>CHT</b>	<b>2UTransit</b>
Is the proposed project a non-duplicative service or program?	Yes	Yes	Yes	No
Are eligible matching funds identified and available?	Yes	Yes	Yes	No
Is the proposed project a new or expanded service or program?	Yes	Yes	Yes	Yes
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	Yes	Yes	Yes	Yes
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	Yes	Yes	Yes	Yes

The Transit Subcommittee determined that the application from 2UTransit did not propose a non-duplicative service and that the financial information provided was not sufficient to prove that matching funds were available. The Subcommittee would like to add a requirement for future applications that certified financial statements are required for private sector applications. In addition, the Subcommittee had concerns that 2UTransit was requesting capital funds for vehicle purchases and that the MPO needs to clarify the issues regarding legal ownership of these vehicles. Since the application from 2UTransit did not meet the screening criteria it was not reviewed against the project evaluation criteria. Since the joint application from DATA, CHT, and TTA was the only application remaining for NF funds, it was endorsed by the Subcommittee and also not reviewed against the project evaluation criteria. The following table displays the results of the project evaluation criteria for the DATA and CHT JARC applications.

<b>Project Evaluation Criteria</b>	<b>Possible Points</b>	<b>DATA</b>	<b>CHT</b>
<b>Project Need/Goals &amp; Objectives</b>			
How well does this project address high-priority needs identified in the Coordinated Plan?	20	15	15
How effectively will this project increase the numbers of target market customers served?	10	8	10
<b>Implementation Plan</b>			
What is the quality of the implementation plan?	20	15	18
<b>Project Budget</b>			
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)?	10	7	7
How financially sustainable is the program/service beyond the grant period?	5	5	5
<b>Partnerships and Outreach</b>			

How effectively are partnerships used in provision of the program/service?	5	5	5
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	5	5
What is the quality of marketing/outreach plan?	5	5	5
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	5	5
<b>Program Effectiveness and Performance Indicators</b>			
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	7	8
<b>Innovation</b>			
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	3	5
<b>TOTAL</b>	<b>100</b>	<b>80</b>	<b>88</b>

### TCC Recommendation

In addition to DATA's proposal for administration of the program, the TCC recommends the funding of three applications:

1. DATA, Chapel Hill Transit, and TTA: Application for Funding Paratransit Functional Assessment Provider – NF – \$17,500
2. DATA: Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – JARC - \$100,000
3. Chapel Hill Transit – Application for Evening Service Extension – JARC - \$50,549

The TCC recommends that the recipients provide the MPO quarterly reports on the funded projects. The following table displays the TCC recommendation for funding.

	<b>2006</b>	<b>2007</b>	<b>Total</b>
JARC Funding Available	\$40,332	\$160,702	\$201,034
8% Administration for DATA		-\$14,463	-\$14,463
DATA	-\$40,332	-\$59,668	-\$100,000
CHT		-\$50,549	-\$50,549
<b>Total Remaining JARC</b>	<b>\$0</b>	<b>\$36,022</b>	<b>\$36,022</b>
NF Funding Available	\$64,690	\$71,810	\$136,500
8% Administration for DATA		-\$5,745	-\$5,745
DATA/CHT/TTA	-\$17,500		-\$17,500
<b>Total Remaining NF</b>	<b>\$47,190</b>	<b>\$66,065</b>	<b>\$113,255</b>

The TCC also recommended that the TCC Transit Subcommittee reevaluate the application process for next year to ensure that the application instructions are clear, to clarify the ownership of capital expenses, and to develop a schedule that will allow the TCC and TAC more time to review applications.

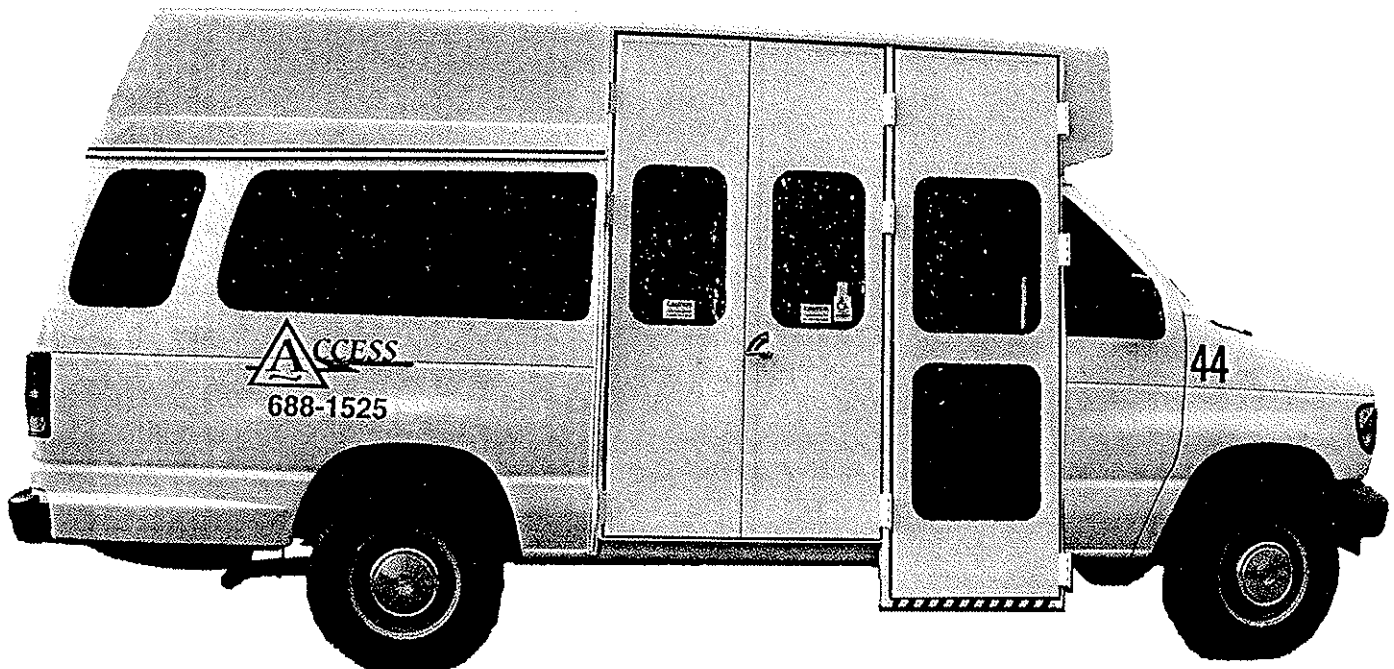
**TAC Action:** Approve Job Access Reverse Commute and New Freedom funding for the projects in the above table and request that recipients provide the MPO quarterly reports.

# New Freedom Fund Application for Funding FY 2006 & FY 2007 for Paratransit Functional Assessment Provider

Submitted to Chairman DCHC MPO  
Date: April 27, 2007

**Chapel Hill  
transit**

**DATA**  
DURHAM AREA TRANSIT AUTHORITY



## **PART I - TRANSMITTAL**

### **Applicant Data**

**Legal Name:** Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT),  
Triangle Transit Authority (TTA)

**Contact Person:** Steve Mancuso, Transit Administrator

**Address:** 1907 Fay Street.

**City, State, Zip:** Durham, NC 27704

**Telephone:** (919) 560-1535

**Fax:** (919) 560-1534

**E-mail:** [stephen.mancuso@durhamnc.gov](mailto:stephen.mancuso@durhamnc.gov)

Project Description

**TITLE:** Paratransit Functional Assessment Provider

**BRIEF DESCRIPTION:** This proposal is to obtain New Freedom funds to enable DATA, TTA, and Chapel Hill to contract its certification process to a third party assessor to provide professional evaluation of paratransit clients for the three transit systems in order to improve, streamline, and improve consistency of the eligibility process across the systems.

**FUNDING PROGRAM:** JARC   New Freedom

**PROJECT TYPE:**  Capital Only  Capital and Operating  
 Operating Only  Mobility Management/Coordinated Planning

**SERVICE DAYS/HOURS:** N/A

**ESTIMATED COST PER ONE WAY TRIP:** N/A

**ESTIMATED DAILY RIDERS:** N/A

## PART 1 FUNDING REQUEST

### **Project Overview**

The Durham Area Transit Authority, Triangle Transit Authority, and Chapel Hill Transit System are pleased to submit this application in response to the DCHC-MPO's recent request for projects to be funded using New Freedom funds from the Federal Transit Administration. This proposal is to obtain New Freedom funds to enable DATA, TTA, and Chapel Hill to contract its certification process to a third party assessor to provide professional evaluation of paratransit clients for the three transit systems in order to improve, streamline, and improve consistency of the eligibility process across the systems. The cost of the service is \$35, 000 and the request is for \$17,500 (50%) in JARC assistance for the implementation of the service. The required 50% match will be provided by the three systems.

### **Background**

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) recently announced solicitation for proposals for funding under the Job Access and Reverse Commute (JARC) and New Freedom Fund program. DCHC-MPO is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. DATA, TTA, Chapel Hill operates fixed route and paratransit services within a large portion of the DCHC-MPO jurisdiction. New Freedom funds are intended to assist new transportation services and public transportation alternatives for persons with disabilities over and above the requirements of the American with Disabilities Act (ADA,). The New Freedom funding request will allow DATA, TTA, and Chapel Hill paratransit systems to provide improved, consistent and professional evaluations by using a designated licensed agency to perform the assessment.

## PART II PROJECT NARRATIVE

### **Existing Transportation Services**

ACCESS is the paratransit system operated by Durham Area Transit Authority and primarily serves the clients of Durham City and Chapel Hill for medical trips. The ACCESS service operates within the City of Durham and also locations outside of the City limits that are within ¼ of a mile from any fixed route service. This service is available 7 days each week from 5:00 a.m. until 12:30 a.m. Sixty-percent of ACCESS clients are ADA certified while the remaining clients are certified through the Department of Social Services.

Chapel Hill's EZ Rider is operated by Chapel Hill Transit. EZ Rider is a special paratransit service which transports individuals with mobility limitations in and around Chapel Hill and the adjoining communities. Apart from the regular ADA service, Chapel Hill also offers Subscription services up to 6 months at a time. Paratransit services are

available to eligible clients five days a week however, weekday evening and Sunday services are available through another service called Shared-Ride.

Triangle Transit Authority's paratransit system is designed to serve individuals whose disabling conditions or functional limitations prevent them from using the TTA fixed route services. TTA's ADA certified clients primarily use the service to commute to work. TTA's paratransit services begin and end ¼ mile from the fixed route system. The TTA's bus service runs fixed route in Raleigh, Durham, and Chapel Hill. The paratransit service area includes routes 105, 107, 402, 403, 412, 413, the RTP Shuttle, and the RDU Airport.

### **Project Needs/Goals and Objectives**

The functional assessments program is intended to provide an objective appraisal of one's abilities to perform the tasks necessary to use or navigate a fixed route system. Ideally, functional assessments serve as an important part of a strength-based eligibility model that identifies abilities and potentials. The result of a functional assessment can serve be of great benefit to an assessor in determining an individual's cognitive, psychological or emotional abilities and capabilities. Functional assessments have been proven to be a valuable addition to the eligibility determination process.

Eligibility determinations can often involve extremely complex considerations, and yet are often the responsibility of individuals with limited relevant experience or training. As it is the case with the three transit systems. Many people with disabilities who should be eligible for paratransit services are denied or given too much service availability because transit our transit agency staff are not accurately trained to be able to effectively assess clients functional capabilities. Currently DATA, TTA, and Chapel Hill eligibility determinations are done by clerical workers whose primary experiences are in the transit field rather than the disability or health care professions. This is generally true of the small and medium-size transit agencies.

Larger transit systems, on the other hand, are able to afford an established contracting relationship with a variety of third-party assessment agencies, in response to volume and diversity of the applications received. Some agencies that have been contracted to perform the eligibility determination function include rehabilitation centers, hospitals, nursing agencies, and those with expertise in a specialized area, such as visual disabilities.

The goal of this project is to facilitate more accurate ADA paratransit eligibility determinations by partially contracting out the eligibility determination function of the three transit agencies. This program will enable people with disabilities to obtain an accurate and fair ADA paratransit eligibility determination. In addition, it would reduce the number of protests that are incidental to the determination process. Also, given the substantial budgetary constraints of these transit systems, improvements in the eligibility process would help the three transit system control cost.

project is estimated to be \$35,000. The three transit agencies together are asking for \$17,500 (50%) in New Freedom funding assistance. The three transit systems have worked out an arrangement to cover the remaining 50% match. Also, arrangements are in the works to share out the cost of the program for future years. If approved, DATA, TTA, and Chapel Hill intend to implement the project 60 days after funds have been awarded.

The attached proposal is in response to the announcement from DCHC-MPO calling for transportation projects in the region to be funded using FY 07 Job Access Reverse Commute (JARC) and New Freedom funds. This proposal has been prepared following the guidelines set forth in the project announcement.

The Durham Area Transit Authority, TTA, and Chapel Hill would be very grateful if this funding request is approved.

Any issues/questions related to this application should be directed to me (x209) or to Pierre Owusu at (x214) (919) 560-1535.

Attachments

Above all, we expect that service volumes would decrease with the program, as many potential clients who do not qualify to use the paratransit service would be weaned or transitioned to the fixed route systems. When service volumes are decreased, funds would then become available that could be used to make fixed-route service more inviting to riders with disabilities. Eligibility procedures therefore play a key role in achieving the ADA goal of encouraging the use of fixed-route service by all those who are able.

### **Implementation Plan**

The timeline for the implementation of the project will depend upon the award of the funds. However, this request is for FY2008 funds, beginning on July 1, 2007. It is anticipated that the services would begin no later than 60 days after the award of the funds. This would allow DATA, TTA, and Chapel Hill staff to work with their Public Affairs Departments to provide adequate notices to applicants and to make changes to printed material related to the evaluation procedures and agency information.

### **Coordination and Program Outreach**

Paratransit eligibility determinations are ultimately the responsibility of the Durham, Chapel Hill, and Triangle Transit systems. The three transit systems intend to provide all applicants and stakeholders with the opportunity to use the new assessment program to ensure fairness and due consideration of the transportation needs of all applicants. Also, through this application process the three transit systems are demonstrating regional partnership to better assess and obtain accurate picture of the strengths and abilities of paratransit applicants. Additionally, DATA, TTA, and Chapel Hill hope to promote this new program as a process that is unbiased and objective, and would help support the goals of the ADA making it possible for people with disabilities to effectively use accessible fixed-route public transportation.

### **Program Effectiveness**

A thorough and accurate eligibility determination process is the key for ensuring that adequate resources exist to provide a higher level of paratransit service that is the right of eligible individuals and meets the overriding goal of ADA. Eligibility procedures play a key role in achieving this goal, and also encouraging the use of fixed-route service by all those who are able.

Proficient determination of paratransit eligibility will be a significant component of successful mobility planning for DATA, TTA, and Chapel Hill. These assessments will hopefully increase fixed-use ridership among people with disabilities, improve paratransit for eligible users, and advance relations between the transportation authority and the disability community.

Given the substantial fiscal and social implications associated with incorrect assessment or certifications, this program aims to improve accuracy and cost efficiency by using specialized professionals. By reducing service volumes, funds can be reallocated to improve fixed route services in Durham, Chapel Hill, and the surrounding service areas. Overall this program should be effective at reducing the growth of paratransit services and improve the current service availability to those who are fully eligible.

### **Part III. PROPOSED PROJECT BUDGET**

The total cost of the service is \$35,000. DATA, TTA, and Chapel Hill are requesting \$17,500 (50%) in New Freedom Funds assistance to help cover the cost of the service. The remaining amount would be provided by the three transit systems. For subsequent years DATA, TTA, and CHT hope to include the total expense as part of their respective annual budget.

**Project Funding**

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ 35,000.00 (operating and capital only)

Capital Federal Share \$ \_\_\_\_\_  
\_\_\_\_\_ %

Capital Local Match \$ \_\_\_\_\_  
\_\_\_\_\_ 50 \_\_\_\_\_ %

Operating Federal Share \$17,500.00 50%

Operating Local Match \$17,500.00 50% Total

Local Match Funding

Source: \_From individual transit system's budget.

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Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.

Will there be a commitment of funds beyond the grant period? X Yes  
\_\_\_\_ No

Describe: DATA plans to make a formal request for the remaining balance from Durham City Council once the JARC funding is approved. Also, in subsequent years, DATA hopes to include the total expense as part of its annual budget.

**Chapel Hill  
transit**

**DATA**  
DURHAM AREA TRANSIT AUTHORITY



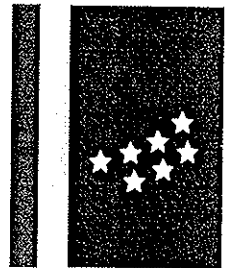


**Application for Funding FY 2006 & FY 2007  
Job Access And Reverse Commute (JARC) Grant  
for  
Expansion Of The Data Night Service Hours  
From 6:00 p.m. to 7:00 p.m.**

**Submitted to Chairman DCHC MPO  
Date: April 27, 2007**



**DURHAM**



**1869**  
CITY OF MEDICINE



CITY OF DURHAM

Memorandum

**PART I - TRANSMITTAL**

**Applicant Data**

**Legal Name:** City of Durham, Durham Area Transit Authority

**Contact Person:** Steve Mancuso, Transit Administrator

**Address:** 1907 Fay Street.

**City, State, Zip:** Durham, NC 27704

**Telephone:** (919) 560-1535

**Fax:** (919) 560-1534

**E-mail:** stephen.mancuso@durhamnc.gov



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**Project Description**

**TITLE** Expansion Of The DATA Night Service Hours From 6: p.m. to 7:00 p.m.

**BRIEF DESCRIPTION** This proposal is to obtain JARC funds to enable DATA better serve passengers commuting from work by continuing half hour bus service until 7 p.m. Currently, DATA's night service begins at 6 p.m., which is the beginning of hourly bus service.

**FUNDING PROGRAM:** JARC  New Freedom

**PROJECT TYPE** Capital Only  Capital and Operating   
 Operating Only  Mobility Management/Coordinated   
 Planning

**SERVICE DAYS/HOURS** 306 days per year \* 11 rev hrs per day = 3,366 hours per year

**ESTIMATED COST PER ONE WAY TRIP** \$2.96 Avg Cost/Passenger

**ESTIMATED DAILY RIDERS** 1,176 passengers per week



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To: Felix Nwoko, TSP Manager  
From: Steve Mancuso, Transit Administrator  
Date: April 26, 2007  
**RE: Application for JARC Funding**

The City of Durham is pleased to submit this application on behalf of the Durham Area Transit Authority (DATA) for Job Access Reverse Commute (JARC) funding. The funding assistance will enable DATA better serve passengers commuting from work by continuing the current half hour bus service until 7 p.m. Currently, DATA's night service begins at 6 p.m., which is the beginning of hourly bus service. Moreover, many of the last trips leaving the Downtown Transfer Facility at 5:30 p.m. do not return to the Downtown Transfer Facility; therefore, many passengers throughout the City of Durham and at the Downtown Transfer Facility have to wait up 1.5 hours on their commute from work.

The total cost of the service is \$203,138.00 DATA is asking for \$100,000 (49%) in JARC funding to assist with this service enhancement. If approved, DATA will implement this service enhancement in July 2007. The remaining balance for this service enhancement, \$103,138.00 will be requested from the Durham City Council.

The attached proposal is in response to the DCHC-MPO solicitation for transportation projects for FY 07 Job Access Reverse Commute (JARC) funding. This proposal has been prepared following the guidelines set forth in the project announcement.

The Durham Area Transit Authority would be very grateful if this funding request is approved.

Any questions related to this application should be directed to Pierre Owusu at (919) 560-1535, x214.

Attachments



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## PART 1 FUNDING REQUEST

### Project Overview

The Durham Area Transit Authority is pleased to submit this application in response to the DCHC-MPO request for projects to be funded using Job Access Reverse Commute (JARC) funds. This proposal is to obtain JARC funds to enable DATA better serve passengers commuting from work by continuing half hour bus service until 7 p.m. Currently, DATA's night service begins at 6 p.m., which is the beginning of hourly bus service. Moreover a number of the last trips leaving the Downtown Transfer Facility at 5:30 p.m. do not return to the Downtown Transfer Facility; therefore, many passengers throughout the City of Durham and at the Downtown Transfer Facility may have to wait up to 1.5 hours on the commute from work. The cost of the service enhancement is \$203,138 and DATA is requesting for \$100,000 (49%) in JARC assistance for the implementation of the service. The remaining balance for this service enhancement, \$103,138 will be requested Durham City Council.

### Background

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) recently announced solicitation of grant proposals for funding under the JARC program. DCHC-MPO is the regional organization responsible for transportation planning for Durham, Chapel Hill, and Carrboro, North Carolina. DATA provides over 14,000 passengers trips daily on its fixed-route bus service, which operates within a portion of the DCHC jurisdiction. JARC funds provide financial assistance to improve mobility and economic opportunities through a local/regional collaborative transportation planning process. A Job Access project provides transportation services that, among other things, are designed to transport welfare recipients and other low-income individuals to jobs and job related activities. According to a customer survey conducted by DATA in August 2006, approximately 72% of DATA's customers earn less than \$20,000 a year. Therefore, a significant number of patrons of the DATA bus system are considered low income and qualify transit service as outline by the JARC grant.



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## PART II PROJECT NARRATIVE

### Night Service Improvement

Five years ago DATA developed a five-year Transit Development Plan (TDP) using outside consultants. The plan had a number of recommendations for improving the fixed-route service. Because of funding limitations, a substantial portion of the plan has not been implemented to date. Limited transit funding has created an enormous backlog of service enhancements request by citizens.

Two years ago, DATA staff determined that in the absence of funds to implement the recommended service changes suggested by the TDP, including several requests from citizens, DATA could improve service on several routes by cutting back on the day service and using the available revenue service hours to improve services on routes that needed service enhancements that improved connectivity and frequency. Once these service changes were implemented, the 30 minutes daytime service was reduced one hour. Consequently, hourly night service begun at 6 p.m. instead of 7 p.m. and reduced service on each route by two trips. The available hours were then applied to improve service on a number of various routes.

Below, you will find a summary of the routes that were affected by the change in night service in order to free up time that was then applied to various routes to improve service to the DATA fixed- route bus system.

### **Routes Affected by Night Service Cuts**

Routes	Available Hours After Change
1,2,3,4,6,8,11	63 Hours/Week
5, 9, 10	40.5 Hours/Week
7	19.5 Hours/Week
Total Hours Available After Change	123 Hours/Week

The changes enabled staff to use the available hours to make a number of improvements on routes 13, 16, and 17, as well as, provide Sunday on all routes, except Routes 14 (NCCU) and 15 (Brier Creek). Also, DATA was able to provide night and weekend service to a number of areas that did not have service during those times.



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Below, please find the improvements (hours of service) that were applied to select routes using the available hours from the night service cuts described above.

#### Service Improvements that Resulted from Night Service Reduction

Routes & Improvement	Hours of service needed
Route 13 Sunday Service	13 Hours/Week
Routes 16 & 17 Sunday Service	26 Hours/Week
Routes 16 & 17 Weeknights	50 Hours/Week
Routes 16 & 17 Saturdays	37 Hours /Week
<b>Total Hours Needed for Service Improvement</b>	<b>126 Hours/Week</b>

Despite the overall success of this initiative, DATA staff later realized that a number of riders were adversely impacted by the service change. The service change required a two-trip reduction on each route which has affected transit passengers as they commute home from work. Since the changes were implemented, a number of complaints have been received by passengers because we still have various segments along routes that are not served at night. Therefore, those passengers are unable to use public transit to commute home at 5 p.m.

As noted above, due to service change, a number of patrons now have to wait more than one hour at the Downtown Transfer Facility in order to connect to their respective buses. This happens when a bus is late arriving at the Downtown transfer center during the end of the day service and the start of the night service. Passengers who utilized the Triangle Transit Authority (TTA) to commute to and from Chapel Hill, ultimately have to wait an hour daily to on their return commute when they connect to DATA buses. Unfortunately, many more passengers are impacted by this situation because they commute from work during the 5 p.m. rush hour. All buses must make the 5:30 p.m. connection at the Downtown Transfer Facility in order to make their connection before hourly night service begins. When a 5:30 p.m. bus is late arriving at the transfer facility, all commuters on those late buses miss their connections and are forced to wait for one hour or more for the evening service bus. This wasn't the case before the night service reduction occurred. Staff anticipates that reverting back to the old start time for the night service at 7 p.m. would reduce passenger wait time, improve connectivity and reduce customer complaints. Currently it is estimated that over 112 patrons (4 buses x 28 passengers/bus) miss their connections each day.



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For the past two years, staff has requested funding to implement this change through the annual budget, but City's budget has not been able to accommodate the total cost of this request. Therefore staff is requesting for JARC funding to help improve job access for passengers who commute by transit in the City of Durham.

### **Project Needs/Goals and Objectives**

The objective of the project is to help improve job access for the low income passenger, transit dependent commuter using the DATA fixed-route service. Other objectives of this project include increasing daily passenger trips by making the DATA bus system more convenient and easily to use. Also this project is consistent with the goals of JARC in regards to being able to provide job access needs to low-income workers with non-traditional work schedules. It is estimated that this project will provide 1,176 passenger trips per week. This estimate was calculated from the formula that follows:  
 $14 \text{ pass/hr} * 14 \text{ routes} * 6 \text{ days} = 1,176 \text{ passengers per week}$ . Some equally important goals include:

- Modify existing bus routes and schedules to increase the frequency of service, add destinations, or provide connections to other services.
- New services, operating on fixed or flexible routes and schedules, to link city residents with regional transit services or employers and other major destinations.
- Increase coordination of paratransit services.
- Expand paratransit system to offer service to new user groups or add hours of service.
- Increase distribution of public transportation information to users, including trip-planning services.
- Implement DATA's TransPass program and other incentives for using transit.

### **Implementation Plan**

The timeline for the implementation of the project will depend upon the award of the funds. However, this request is for FY 2008 which begins on July 1, 2007. It is anticipated that the service change would begin no later than 30 days after the award of the funds. This would allow the planning and public affairs staff to provide notice to passengers, as well as, and make changes to public schedules and educate riders about the service change.



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### **Coordination and Program Outreach**

In working with the PRIDE (People Ride in Durham Everyday) Ambassadors and the SPEC (Service Planning and Efficiency Committee) programs, DATA has received input from both the community and operators of the system. Passengers have expressed their concerns about night service beginning at 6:00 pm. Also in working with the Triangle Transit Authority, DATA ACCESS, and WORK FIRST Program coordinators of Durham County, many social service clients' needs would be met. List below are program outreach strategies:

- Assess the transportation requirements of WORK FIRST program participants and identify transportation-related barriers to obtaining and retaining work;
- Identify strategies to increase availability, affordability and effectiveness of transportation services;
- Establish agreements among the transportation providers, employers and the Social Services Agency (SSA) to ensure the availability of transportation options.

### **Program Effectiveness**

Transportation is clearly a key barrier to those moving from welfare to work. Providing a variety of affordable, dependable transportation options for low-workers, especially those who have received welfare benefits, will increase the likelihood that those workers will find and retain jobs. This is a critical objective of DATA and the JARC grant.

DATA's access to jobs program is designed to fill gaps in the region's employment-related transportation services. Bridging these gaps connects workers to jobs by eliminating obstacles to finding transportation which is a key component of finding and retaining jobs. It also increases collaboration between local stakeholders. The program offers transportation to job opportunities beyond the reach of many workers, especially those making the transition from public assistance to economic self-sufficiency. It offers:

- Information to connect trainees and workers to their jobs,
- Affordability through the use of networks and subsidy resources to reduce fares subsidies, and
- Accessibility through special transportation services to outlying corridors where there are high concentrations of jobs

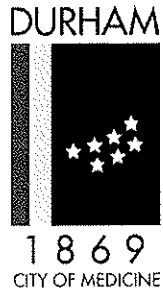


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Durham Area Transit Authority recognizes the strong need for a regional Job Access and Reverse Commute program in order to fill gaps where existing public transportation cannot always transport low-income people and welfare recipients from their homes to the entry-level jobs they would likely fill.



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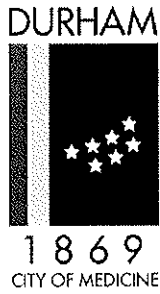
<http://data.durhamnc.gov>



### **Part III. PROPOSED PROJECT BUDGET**

The total cost of the service is \$203,138. DATA is requesting \$100,000 (49%) in JARC assistance to help cover the cost of the service. DATA plans to make a formal request for the remaining balance from Durham City Council once the JARC funding is approved. Also, in subsequent years, DATA hopes to include the total expense as part of its annual budget.

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**PART III - PROJECT BUDGET**

**Project Funding**

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ 203,138.00 (operating and capital only)

Capital Federal Share	\$ _____	_____ %
Capital Local Match	\$ _____	_____ %
Operating Federal Share	\$ <u>100,000.00</u>	<u>49</u> %
Operating Local Match	\$ <u>103,138.00</u>	<u>51</u> % Total

Local Match Funding Source: City of Durham's general fund transfer to DATA's annual budget.

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.

Will there be a commitment of funds beyond the grant period?      X Yes  
 \_\_\_ No

Describe: DATA plans to make a formal request for the remaining balance from Durham City Council once the JARC funding is approved. Also, in subsequent years, DATA hopes to include the total expense as part of its annual budget.



**Funding Application**

**Job Access/Reverse Commute (JARC) Program**

**Part I - TRANSMITTAL**

**Applicant Data**

**Legal Name:** Town of Chapel Hill, Chapel Hill Transit

**Contact Person:** Steve Spade, Director

**Address:** 405 Martin Luther King, Jr. Blvd.  
Chapel Hill, North Carolina 27514-5705

**Telephone:** (919) 968-2755

**Fax:** (919) 968-2840

**E-Mail:** [sspade@townofchapelhill.org](mailto:sspade@townofchapelhill.org)

**Project Description**

**TITLE** Chapel Hill Transit Evening Service Extension

**BRIEF DESCRIPTION** Chapel Hill Transit is requesting funding to operate and publicize expanded NS route and G route evening services. The hours of service would be extended until 11:23 on the NS route and 9:30 on the G route. The proposed extended hours of service will meet the needs of UNC, UNC Hospitals, downtown Chapel Hill, and University Mall employees who work non-traditional shifts.

**FUNDING PROGRAM:** JARC  X  New Freedom

**PROJECT TYPE** Capital Only     Capital and Operating

Operating Only  X    Mobility Management/Coordinated  
Planning

**SERVICE DAYS/HOURS**

254 days per year / 5.5 hours per day / 1,397 hours per year

**ESTIMATED COST PER ONE WAY TRIP** \$ 3.12 per one-way rider trip

**ESTIMATED DAILY RIDERS** 115 (weekday)

## **Part II - NARRATIVE**

### **Project Need:**

Chapel Hill Transit has limited and infrequent evening service in the Martin Luther King Jr. Blvd. corridor and eastern Chapel Hill and no service to the park-and-ride lot at Eubanks Road. This lack of service limits the ability of low income and minority residents, many of whom are transit dependent, from finding employment in non-traditional shift jobs at UNC, UNC Hospitals, downtown Chapel Hill, and University Mall. For example, UNC Hospitals has two non-traditional shifts of employees that would be served by extended evening service: shifts from 12:00 PM to 8:00 PM and from 1:00 PM to 9:00 PM. The extension of the NS and G routes project will address the transportation needs of these predominantly low- and moderate-income employees by providing extended hours for evening service. The expansion of evening service has been a frequent request from current University and University Hospital employees during public forums held by the University and Town. This project addresses the CPT-HSTP target area of evening and late evening service. The proposed expansion of evening service will improve access to jobs for existing employees and expand opportunities for employment for large segments of low income and minority populations.

Non-traditional employees tend to be employed in low- and moderate-wage jobs such as cleaning, nursing, maintenance, and support services. People who cannot afford an automobile or who have limited access to automobiles may have a difficult time accessing the types of jobs that they are qualified for, because most Chapel Hill Transit service ends in the early evening. The high cost of parking at UNC facilities and in downtown Chapel Hill creates a financial burden on low-income employees at these locations. Residents of areas outside Chapel Hill have transit access to jobs through park-and-ride facilities such as the Eubanks lot near I-40 in northern Chapel Hill. However, service to park-and-ride lots is primarily geared towards employees with traditional, 9:00 AM to 5:00 PM work schedules.

The extension of the NS and G routes would serve low-income and minority residents living in the areas along each route. There are several large multi-family housing units along Martin Luther King Jr. Blvd. that house low-income populations, as shown in Attachment A. Most transportation analysis zones along the proposed route have 25% or more low-income residents, so providing service along this route will help meet the transportation needs of these people. There are

relatively high proportions of minority residents along Martin Luther King Jr. Blvd. in the area south of Estes Drive and north of Homestead Road.

The G route extension would also serve low-income residents in Glen Lennox and the University Mall area, as shown in Attachment B. Several transportation analysis zones along the G route have more than 50% low-income residents. Evening service extensions on both routes would provide access to jobs from areas with relatively large proportions of minority and low-income residents.

Citizens have requested additional evening service at public forums, but funding constraints have limited the ability of Chapel Hill Transit to meet all of these requests. This project would meet citizen needs and if successful, it would provide impetus for the funding partners to consider permanent adoption of evening service. It is possible that this service extension will allow some low-income individuals, especially those without automobiles, to have access to jobs that would have been previously inaccessible.

### *Estimated Ridership:*

Chapel Hill Transit projects that extended night service would generate approximately 115 riders per day and 29,210 annually. The evening NS route would serve an estimated 70 riders per day, or 17,780 riders annually. The evening G route would serve an estimated 45 riders per day, or 11,430 riders per year. These estimates are based on an analysis of existing ridership on the NS and G routes, ridership on other evening routes in the Chapel Hill Transit system, and UNC Hospitals' estimates of employees that would utilize extended service.

The latest trip in the evening on the NS route had 54 riders in October 2006. Most riders alighted at apartment complexes along Martin Luther King Jr. Blvd. and at the Eubanks park-and-ride lot. Extending service later in the evening would likely result in similar ridership patterns, with employees and students riding the bus to housing along Martin Luther King Jr. Blvd. or park-and-ride lots. The latest trip on the G route had 43 riders in October 2006. Most riders alighted at University Mall and the UNC Hospital. There is a population of senior citizens and low-income residents in the Glen Lennox area and at the apartments at Willow Drive who depend on this bus service. Extending service later in the evening would likely result in similar ridership patterns, with employees and students riding the bus to the areas of downtown Chapel Hill, UNC and University Mall.

The evening HU and J routes provide illustrative examples of similar routes. The HU route serves UNC Hospitals and park-and-ride location that is similar to the Eubanks lot. The HU route ran until 10:25 PM and carried 23 riders per day or 10 riders per hour after 8:33 PM in October 2006. Based on this existing route and UNC Hospitals data it is estimated that 25 passengers per day or about 8 riders per hour could be expected by UNC Hospital employees who work non-traditional shifts. A customer satisfaction survey conducted in October 2006 indicated that only 18.4% of riders at the Eubanks Road park-and-ride lot were UNC Hospitals employees, so other users would be likely to use this service as well.

Riders can also be expected to access jobs from multi-family housing complexes and areas along Martin Luther King Jr. Blvd. and in Glen Lennox and Briarcliff. The J route serves areas with large apartment complexes, similar to those that the proposed service would serve. The J route ran until 12:56 AM and carried 92 riders per day or 20 riders per hour after 8:25 PM in October 2006. Based on the ridership on this route and similarities of the area to proposed service areas, an additional 45 passengers per day or (estimated) 15 passengers per hour could be expected by low-income residents and students who reside along the NS route.

### **Project Goals and Objectives:**

The goal of the proposed service is to improve job access for low-income and minority residents who live along the NS and G routes. This would provide better access to UNC, UNC Hospitals, and downtown Chapel Hill for employees who work non-traditional shifts. This overall goal relates to more detailed objectives that have been formulated by the Town of Chapel Hill and Chapel Hill Transit. This project has the following objectives:

- Provide better mobility and access for low-income residents and employees
- Increase emphasis on transit mobility town-wide and increase the percentage of total trips within Chapel Hill by alternative modes
- Respond to citizen requests for service
- Provide access to a major park-and-ride lot
- Provide high levels of service along the Martin Luther King Jr. Blvd corridor
- Reduce carbon emissions from single-occupancy automobile use

While this project has the potential to address DCHC-MPO target areas identified in the CPT-HSTP, including evening and late evening service, the objectives are not limited to providing access to jobs for low-income people. If implemented,

extended NS and G route services would have significant potential to provide other benefits to Chapel Hill and the region as a whole, including reduced automobile emissions and continued emphasis on awareness, utilization, and acceptance of alternative modes of transportation. The added park-and-ride service provides benefits to transit users who come from outside the service area of Chapel Hill Transit and air quality benefits accrue to all residents of the Triangle area.

**Implementation Plan:**

Assuming approval of this proposal by July, 2007, Chapel Hill Transit would implement this new service on August 21, 2007. Management of extended hours of service on the NS and G routes would be carried out by existing Chapel Hill Transit staff and would not require significant training or management beyond that already carried out by the agency. The key personnel assigned to this project would be Henry DePietro, the Operations Manager for Chapel Hill Transit, and operations staff. Mr. DePietro and his staff would carry out daily operations of the NS and G routes as well as monitoring the boardings and alightings associated with this service extension to determine whether ridership is meeting expectations. Currently Chapel Hill Transit's Operations Division manages 29 routes with 145,000 hours of service annually, therefore overseeing the extended service hours would be well within existing management capacity.

The following is a tentative implementation timeline:

July 2007	Notification of grant approval
July 2007	Chapel Hill Transit and Chapel Hill Housing Dept. to identify low-income and minority residents and develop a direct mail information on the service improvements.
July 2007	Chapel Hill Transit, UNC, and UNC Hospitals will develop an informational brochure to distribute to respective employees and residents along the NS and G routes.
July 30, 2007	NS and G route schedules are finalized
August 10, 2007	Distribution of new schedules
August 2007	Chapel Hill Transit staff to hold public meetings at public housing facilities and targeted traffic generator locations along the NS and G routes.
August 21, 2007	Service begins

The proposed services would follow the line of routes as shown in Attachment C. The service changes would be easily incorporated into existing scheduling, training, and operational procedures. Chapel Hill Transit has the technical capacity to employ and train the drivers needed and provide the buses required to operate this service.

**Project Budget:**

See Part III – Project Budget

**Coordination and Program Outreach:**

The marketing and promotion of this project will include general marketing along with all other Chapel Hill Transit routes as well as specialized marketing to target UNC and UNC Hospitals employees. Existing marketing techniques include the printing and distribution of schedule brochures and provision of route and schedule information on the Town of Chapel Hill website and at bus stop locations. Information is also provided through the NextBus “real-time” passenger information systems. This signage allows passengers to get information about bus operations online and on electronic message boards at selected bus stops through automatic vehicle location (AVL) technology. Several signs at bus shelters would be located at stops along the NS and G route areas and would be operational in the late evening. The visibility of these signs in key locations such as downtown Chapel Hill will aid in informing the public of the extended service hours.

Specialized marketing will included marketing targeted at low-income and minority populations. Chapel Hill Transit will partner with UNC and UNC Hospitals and the Town of Chapel Hill Housing Department to promote the outreach efforts to target populations. All printed materials will be coordinated with UNC and UNC Hospitals input, including route maps and park-and-ride maps. UNC has a committee of stakeholders that could assist in the development of this promotional material. Marketing materials developed cooperatively would be distributed to specific employee groups who reside within the targeted service area. Chapel Hill Transit will hold public outreach meetings prior to the start of service. Ensuing efforts will include marketing at periodic intervals during orientations and other outreach events during the year. In addition to this marketing, Chapel Hill Transit will work with the new Senior Center management staff. The new Senior Center is located a quarter mile from the NS route and this service will provide travel options to the participating senior citizen population.

To serve residents with disabilities, all buses that will serve both the NS and G evening routes will have accommodations to transport persons with disabilities, including the ability of buses to “kneel” to allow passengers to reach the first step more easily. All Chapel Hill Transit buses are equipped with wheelchair lifts.

A letter of stakeholder support is included in Attachment D.

**Program Effectiveness and Performance Indicators:**

Chapel Hill Transit will monitor the performance of this service in an on-going effort using the following performance indicators:

- Total ridership
- Passengers per hour
- Cost per passenger

Service quality analysis will be measured by:

- Customer satisfaction surveys
- Public meetings
- On-going orientation forums

Performance will be compared to other evening services that will serve as benchmarks for service costs per rider. Quantitative measures will be compared to other evening routes, with performance expected to exceed ½ the system average for evening routes. Chapel Hill Transit now has the available technology to gather rider information by the deployment of Automated Passenger Counter (APC) collection devices on buses, as well as passenger counting by the respective route operators. The detail captured will allow further analysis of where passengers are boarding and alighting, allowing Chapel Hill Transit staff to examine major destinations for riders on the NS and G routes, and plan future service improvements. Any performance analysis based on ridership will also be weighed with the consideration that the population served by the evening hours is likely to be more vulnerable and have fewer transportation options. Riders of this route will be surveyed during regular passenger surveys and will be included in all public participation processes to qualitatively examine the effects of this project.

Chapel Hill Transit has established the following ridership goals:

<u>Route</u>	<u>Ridership</u>	<u>Riders/hr.</u>	<u>Cost/rider</u>
NS Route	70 daily riders (17,780 annually)	23	\$ 2.83
G Route	45 daily riders (11,430 annually)	18	\$ 3.62

The quantitative goal for the ridership on the evening NS extension is an average of 70 riders per day or the equivalent 17,780 riders per year. The quantitative goal for the ridership on the evening G extension is an average of 45 riders per day, or the equivalent of 11,430 riders per year.

If this goal is not achieved, the following actions will be taken. Increased marketing efforts will be made to increase the awareness of the service focusing on target markets of potential riders including: 1) Direct mail to low-income housing locations; 2) Employees coming to UNC and UNC Hospitals from Chatham County and Orange County north of Chapel Hill. Such marketing efforts would be undertaken jointly with UNC transportation demand management programs because targeting individuals may be difficult.

**Innovation:**

One innovative approach that will be used in this project is the implementation of additional AVL signage along the Martin Luther King Jr. Blvd. corridor to provide “real-time” route information to passengers at additional locations. Several locations along the NS and G routes are currently being considered for real-time signs in addition to current signs located in downtown Chapel Hill and at park-and-ride lots. “Real-time” information will support the successful implementation of this project by increasing rider comfort and safety through accurate bus arrival information. The “real time” system provides very detailed information to riders to eliminate the uncertainty of waiting – which can discourage many people from using the bus. Similar “real-time” systems could be implemented at other area transit systems based on the knowledge gained by the AVL system technology in Chapel Hill.

Another innovation of this service is the partnership between Chapel Hill Transit and the University in identifying and addressing transportation needs of vulnerable populations. UNC and UNC Hospitals employ a variety of employment shift workers that require non-traditional schedules. These workers represent diversity

in terms of income levels and racial backgrounds. By working to address the unique needs of non-traditional, low- and moderate-income employees, the partnership between Chapel Hill Transit and UNC is mutually beneficial. Dependable transit service makes UNC a more desirable place of employment and gives the University community an edge in attracting the best employees of all skill levels. The number and diversity of employment opportunities at UNC and UNC Hospitals helps the town economically as well as enhancing the diversity of our community.

Other area transit agencies could use this partnership as an example and look to partner with large employers to identify specific employer needs and work to include their requests into future service planning. For example, DATA could partner with Duke University and Duke Hospitals or CAT could partner with state government agencies to provide appealing transit services for employees with a variety of transportation needs.

<b>PART III - PROJECT BUDGET</b>
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Project  
**Funding**

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ 101,098.00 (operating and capital only)

Capital Federal Share           \$ \_\_\_\_\_  
\_\_\_\_\_ %

Capital Local Match           \$ \_\_\_\_\_  
\_\_\_\_\_ %

Operating Federal Share       \$ 50,549.00  
50 %

Operating Local Match       \$ 50,549.00   50 % Total

Local Match Funding

Source \_\_\_\_\_

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

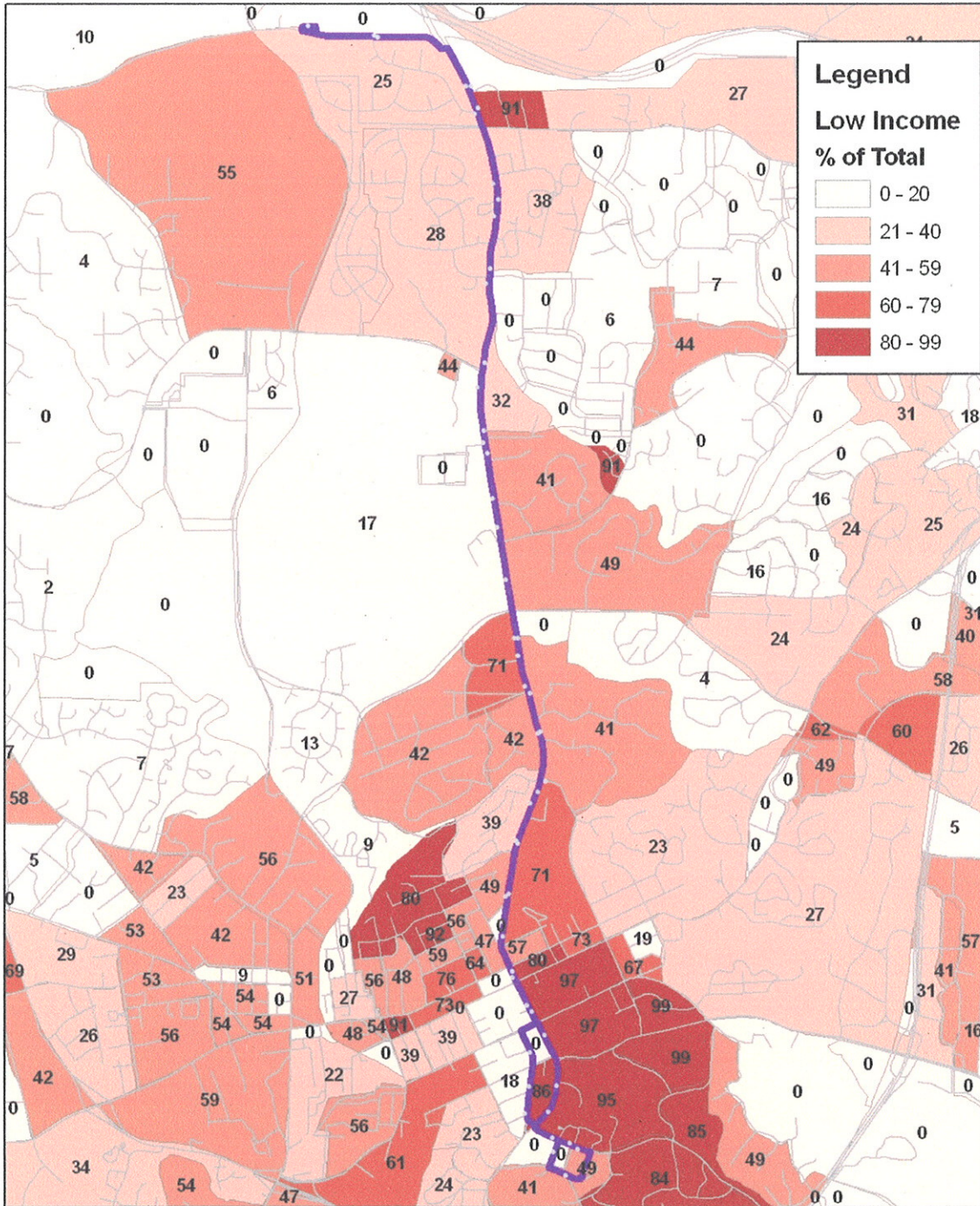
Will there be a commitment of funds beyond the grant period?     Yes        No

Describe: If the service extension is successful according to rider opinions and ridership projections, Chapel Hill Transit will seek approval and funding from its partners to continue the service. Chapel Hill Transit funding partners are Towns of Carrboro, Chapel Hill, and the University of North Carolina at Chapel Hill. Provision of evening service is limited in part because ridership is lower than peak-hour services and in part because funding is already stretched thin due to service extensions in other areas. However, proving that evening service serves a large number of people will make future evening service in this area more politically and economically feasible. Chapel Hill Transit will be better able to secure continued funding.

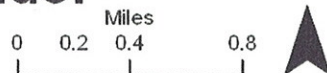
## ATTACHMENT A

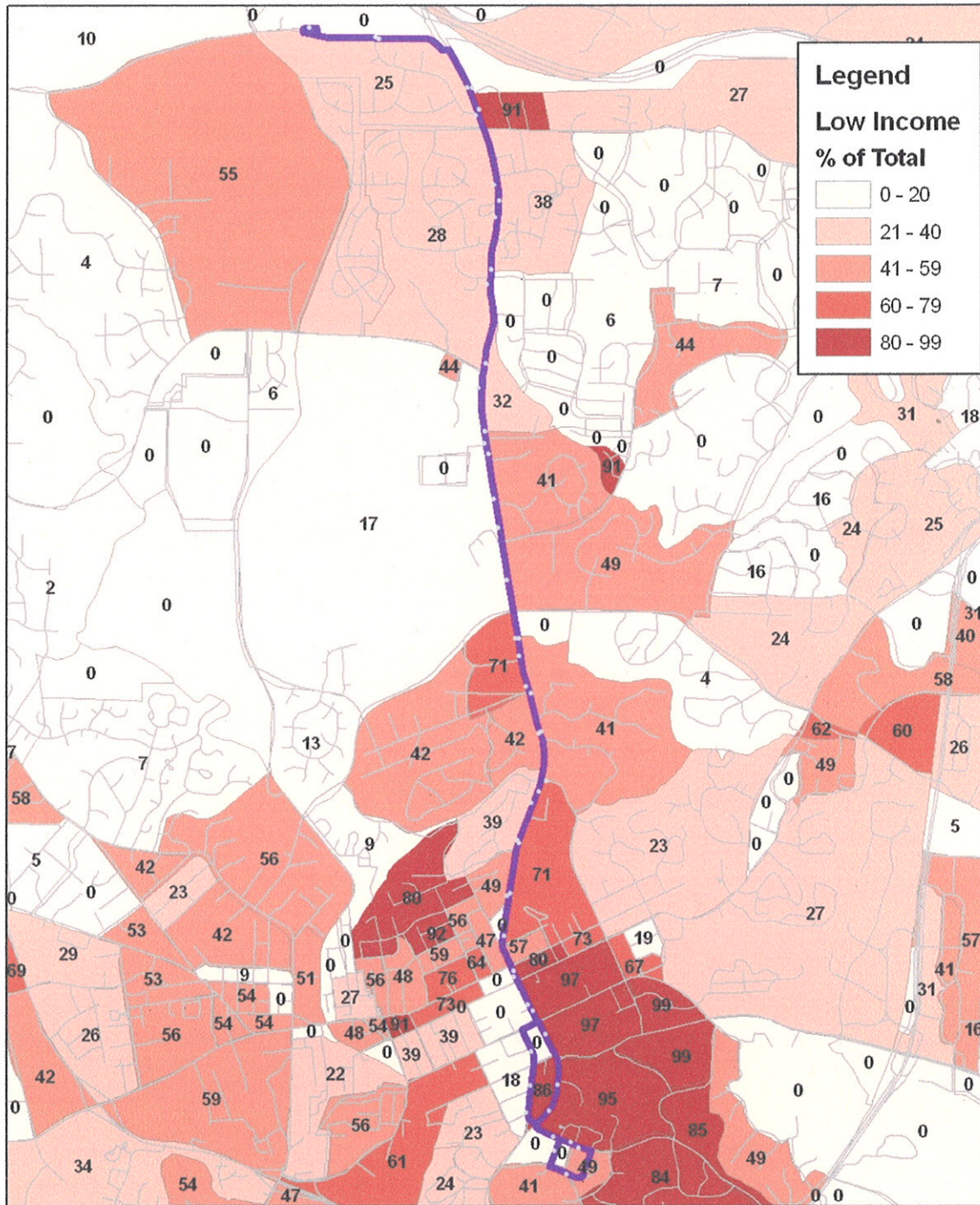
### Figure 1. Low-income Residents in Proximity to the Proposed NS Route

Note: Numbers represent the % of residents in each TAZ that are low-income



**Martin Luther King Jr Blvd Corridor**  
**Low Income Population by TAZ**

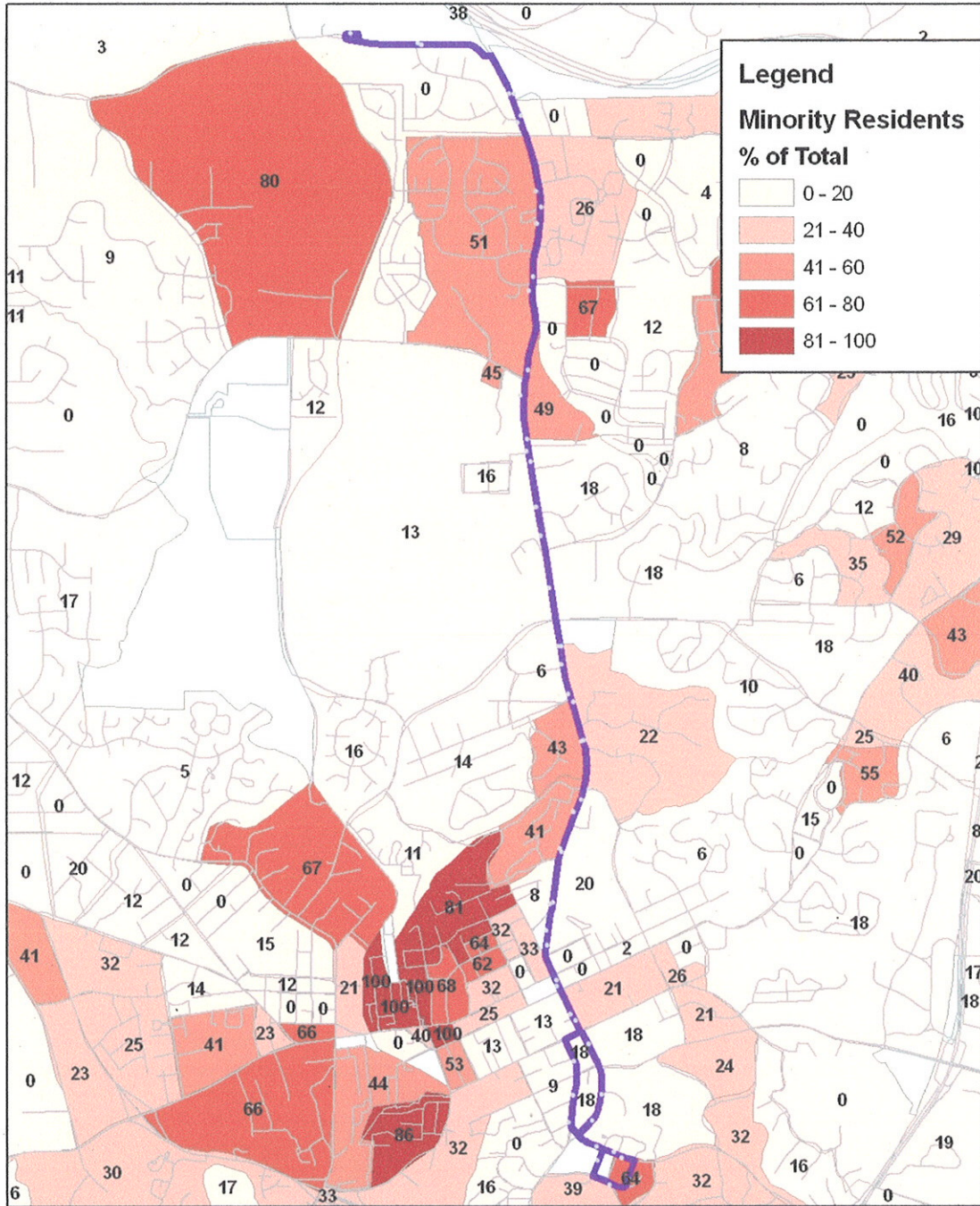




**Martin Luther King Jr Blvd Corridor**  
**Low Income Population by TAZ**

**Figure 2. Minority Residents in Proximity to the NS Route**

Note: Numbers represent the % of residents in each TAZ that are minorities;  
 Data was unavailable for TAZs that are white



**Martin Luther King Jr Blvd Corridor**  
**Minority Population by TAZ**

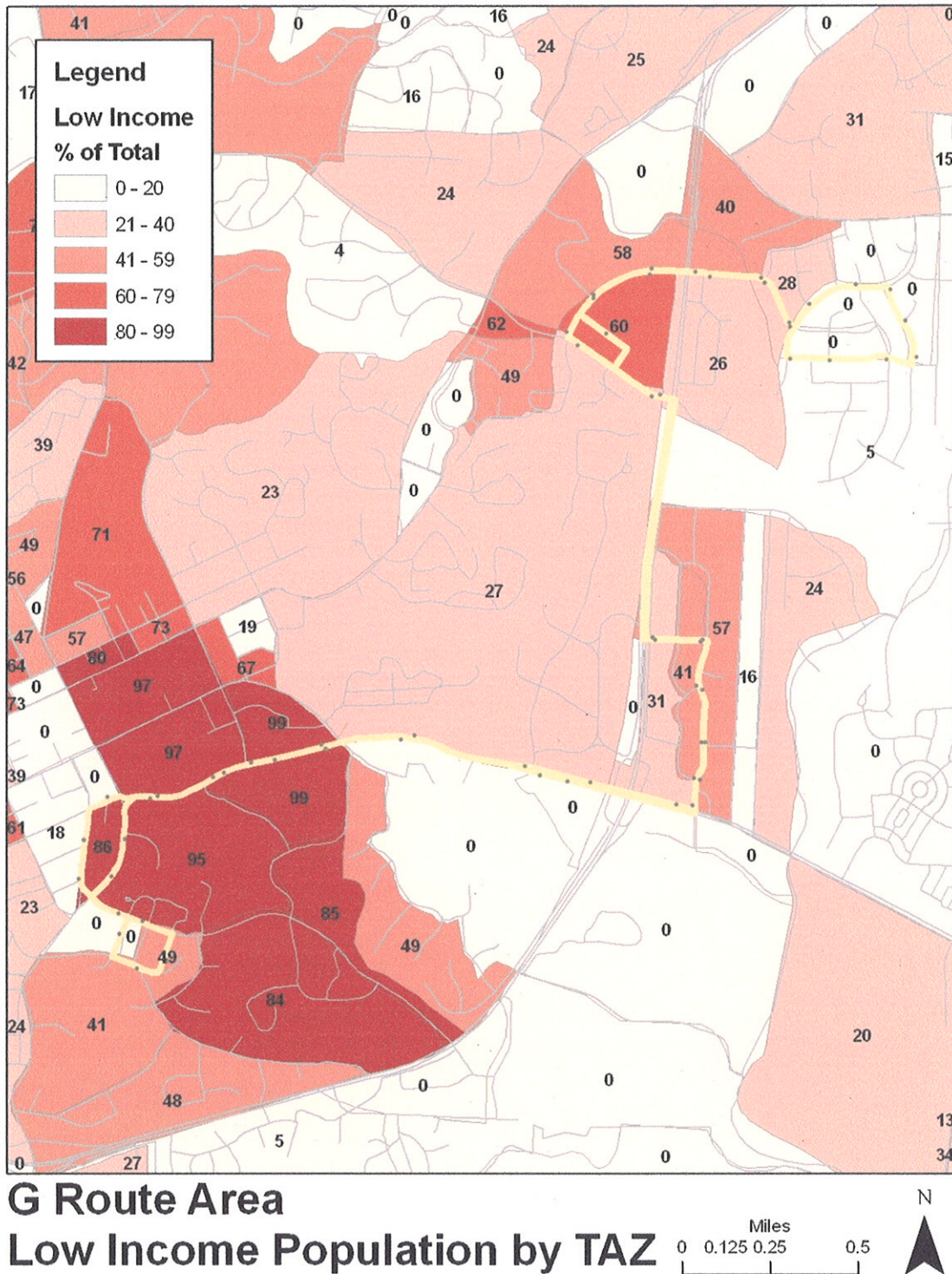
0 0.2 0.4 0.8 Miles

N

**ATTACHMENT B**

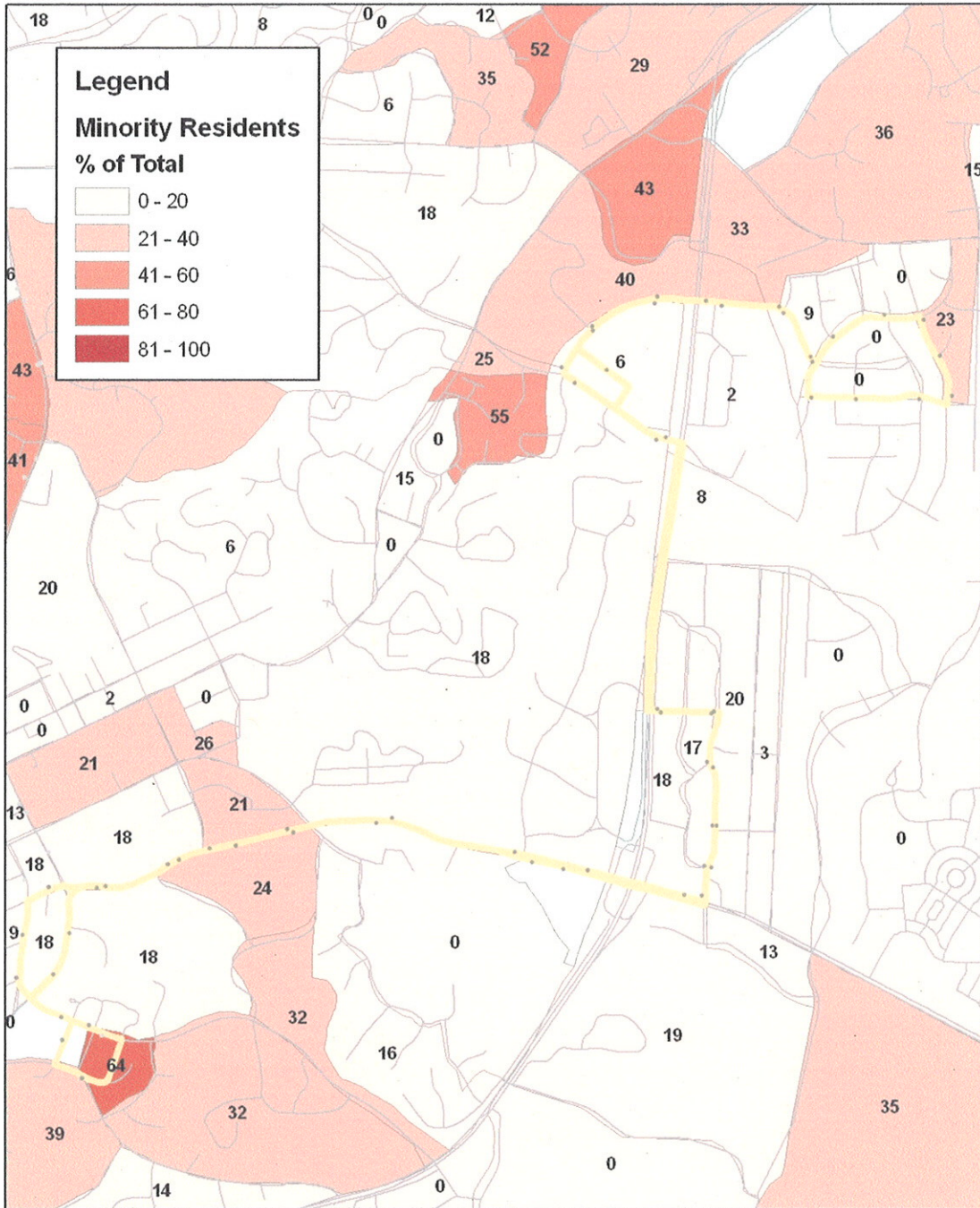
**Figure 1. Low-income Residents in Proximity to the Proposed G Route**

Note: Numbers represent the % of residents in each TAZ that are low-income



**Figure 2. Minority Residents in Proximity to the G Route**

Note: Numbers represent the % of residents in each TAZ that are minorities;  
Data was unavailable for TAZs that are white



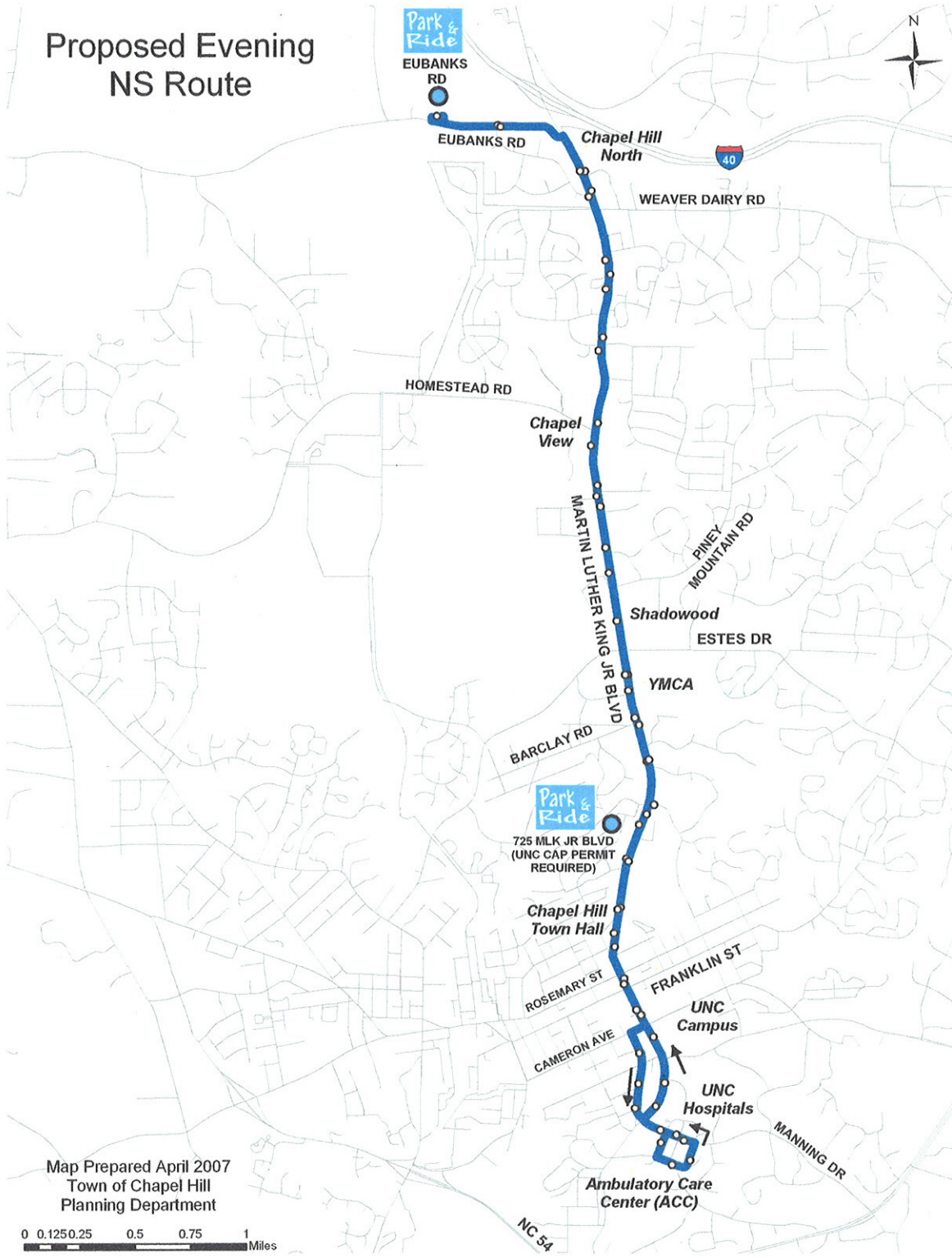
**G Route Area**  
**Minority Population by TAZ**

0 0.125 0.25 0.5 Miles

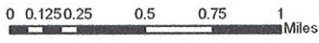


**ATTACHMENT C**

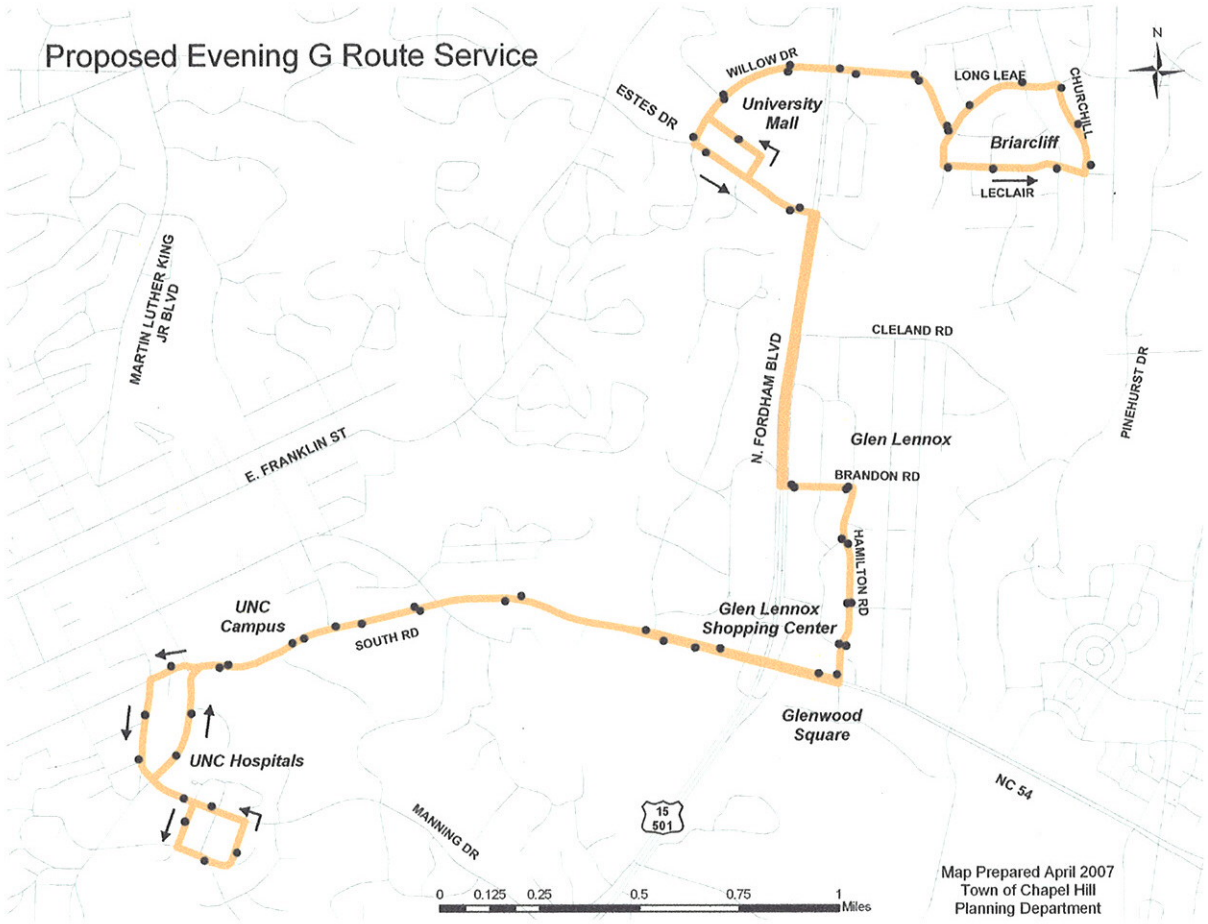
# Proposed Evening NS Route



Map Prepared April 2007  
Town of Chapel Hill  
Planning Department



### Proposed Evening G Route Service



Map Prepared April 2007  
Town of Chapel Hill  
Planning Department

# ATTACHMENT D



THE UNIVERSITY  
of NORTH CAROLINA  
at CHAPEL HILL

TAC 6/13/07 Attachment 6C

ASSOCIATE VICE CHANCELLOR  
FOR CAMPUS SERVICES

305 SOUTH BUILDING  
CAMPUS BOX 1000  
CHAPEL HILL, NC 27599-1000

T 919.962.7244  
F 919.962.0647

April 26, 2007

Mr. Stephen Spade, Director  
Chapel Hill Transit  
405 Martin Luther King, Jr. Blvd.  
Chapel Hill, North Carolina 27514

Dear Steve:


As a primary partner in the service planning and funding for the Chapel Hill Transit system, the University of North Carolina at Chapel Hill supports the Chapel Hill Transit System's application for federal funding through the Job Access Reverse Commute (JARC) program.

The application includes funding to support extended evening services on the NS and the G routes, both of which are important services for the University. In addition to benefiting the low-income and minority residents who reside along these transit corridors and work at the University, these route improvements will provide extended evening service to enable better utilization of the park-n-ride lot at Eubanks Road.

These service additions also would assist the UNC Hospital employees who need improved access for non-traditional hours of employment. We consistently receive requests to provide better transit service to the shift workers on campus who depend on the park-n-ride options. We will assist with the implementation of these expanded services, including a promotional campaign to inform our staff and students.

Thank you for your efforts in seeking out available funds to help improve the transit service for the University and the Chapel Hill community.

Sincerely,

  
Carolyn W. Elfland

JOB ACCESS/REVERSE COMMUTE (JARC)  
AND NEW FREEDOM PROGRAMS  
APPLICATION FOR FUNDING (FFY 2006 and FFY 2007)

PART I – TRANSMITTAL

Applicant Data

Legal Name: 2 U Transit, LLC  
Contact Person: Melvin Dixon  
Address: 907 Chalk Level Road  
City, State, Zip: Durham, North Carolina 27704  
Telephone: (919) 479-0929  
Fax: (919) 479-1807  
Email: office@2utransit.com

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

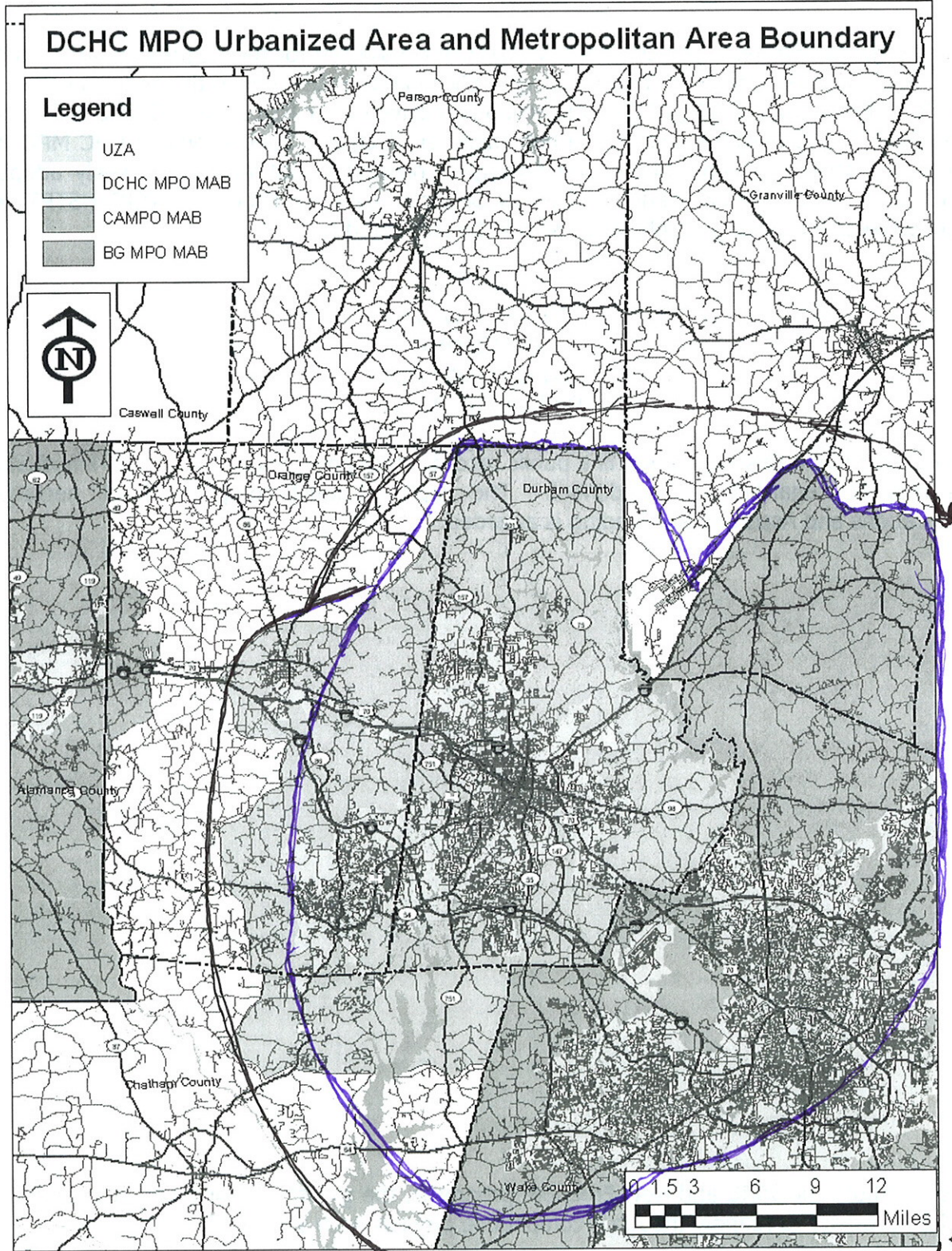
<b><u>Project Description</u></b>	
<b>TITLE</b>	<u>2 U Transit Disabilities and Job Access Empowerment Project</u>
<b>BRIEF DESCRIPTION</b>	<u>2 U Transit seek to satisfy the high priority needs of the community as outlined in the DCHC MPO Coordinated Plan.</u>
<b>FUNDING PROGRAM:</b>	JARC <input checked="" type="checkbox"/> New Freedom <input checked="" type="checkbox"/>
<b>PROJECT TYPE</b>	Capital Only <input type="checkbox"/> <input checked="" type="checkbox"/> Capital and Operating Operating Only <input type="checkbox"/> <input type="checkbox"/> Mobility Management/Coordinated Planning
<b>SERVICE</b>	<u>Transportation</u>
	<b>DAYS/HOURS</b> <u>M-F 6 am - 6 pm and other times as needed</u>
<b>ESTIMATED COST PER ONE WAY TRIP</b>	<u>9.41</u> (operating cost)
<b>ESTIMATED DAILY RIDERS</b>	<u>48</u> ( <u>weekday/weekend</u> )

① INSIDE Black - Advance notice of trip 1-2 weeks  
② INSIDE Blue - Advance notice AND/OR demand response:

TAC 6/13/07 Attachment 6D

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



## **Part II – NARRATIVE**

### **Project Need, Goals and Objectives**

2 U Transit seeks to satisfy the high priority needs as listed below and identified in the Coordinated Plan. They are:

- To provide improved transportation and alternatives to public transportation for people with disabilities.
- To transport welfare recipients and low-income recipients to and from jobs (Job Access).
- To transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute).

We currently service persons with disabilities in the private sector. Our goal is to expand our service to provide an alternative solution for those who have traditionally relied upon public transportation. This benefits the individuals as we can develop more targeted operating schedules that are more closely aligned with individual needs.

Our objective is to partner with entities such as Access and TTA so that we can supplement their services or replace routes that are no longer cost effective for them to operate. This initiative will benefit the transit system as a whole as those entities can concentrate on serving more densely populated areas, which in turn, lowers their overall operational cost. At the same time, 2 U Transit can focus on providing reliable, cost-efficient services to underserved communities and populations.

Our project plan calls for us to provide services to approximately 48 individuals on a daily basis. We anticipate 36 round trips per day at a cost of \$9.41 per one way trip.

### **Implementation Plan**

#### **Service Operating Plan**

2 U Transit will dedicate two (2) vans to the Triangle area with an anticipated operating schedule of 6 am to 6 pm Monday through Friday. We are currently fully staffed and will be able to provide services during non-traditional hours (e.g., nights and weekends) as demand dictates.

See attached biographical sketch of Melvin Dixon and Elvira Basnight  
See attached summary of qualified personnel

## **Partnerships and Program Outreach**

We will provide monthly and/or quarterly reports that detail the ridership and its demographic in order to validate the effectiveness and efficiency of the project.

Marketing materials will be provided to our key stakeholders and partners in order to create public awareness. We will also contact various governmental, local agencies (such as NC Employment Security Commission) and other end users that have a direct relationship with our target population.

We have attached five (5) letters of support for your review.

## **Program Effectiveness and Performance Indicators**

Our most effective measurable outcome will be the detailed daily trip logs that we will maintain. Examples of the data we intend to collect include but are not limited to the following:

- Customer Info: Name, address, contact information
- Pick up and drop off times
- Purpose of trip and end destination

We will employ gap analysis techniques and graphical analysis to identify if goals are being met. Continuous quality improvement measures as well as constant contact and feedback from our key stakeholders should ensure that we are able to meet and exceed the project expectations.

**PART III – PROPOSED PROJECT BUDGET**

# DCHC MPO

DURHAM · CHAPEL HILL · CARRBORO · METROPOLITAN PLANNING ORGANIZATION

## PART III - PROJECT BUDGET

### Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ \_\_\_\_\_ (operating and capital only)

Capital Federal Share        \$ \_\_\_\_\_ %

Capital Local Match        \$ \_\_\_\_\_ %

Operating Federal Share    \$ \_\_\_\_\_ %

Operating Local Match     \$ \_\_\_\_\_ %Total

### Local Match Funding

Source \_\_\_\_\_

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?     Yes     No

Describe:

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See Attached Documents

## 2 U Transit

### Project Budget

	Share Contribution %
Total Annual Budget (Operating and Capital Only)	\$ 196,224
Total Operating Budget	\$ 176,224
Total Capital Budget	\$ 20,000
Capital Federal Share	80%
Capital Local Match	20%
Operating Federal Share	50%
Operating Local Match	50%
Total Annual Budget	\$ 196,224

### Local Matching Fund Source

The local match will come from the personal contributions of the owner, the current business assets as listed on the financial statements attached, and re-investment of the retained earnings.

# 2 U Transit

## Projected Profit & Loss Statement - 2008

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
REVENUES													
Service Revenue	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	276000
OPERATING EXPENSES													
Payroll Burden	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	120000
Payroll Taxes	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Telephone	400	400	400	400	400	400	400	400	400	400	400	400	4800
Maintenance & repair	500	500	500	500	500	500	500	500	500	500	500	500	6000
Accounting/Payroll	400	400	400	400	400	400	400	400	400	400	400	400	4800
Insurance	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	20400
Office supplies	500	500	500	500	500	500	500	500	500	500	500	500	6000
Fuel	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	84000
TOTAL OPERATING EXPENSES	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	258000
PROFIT (OR LOSS)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	18000

Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
REVENUES													
Service Revenue	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	324000
OPERATING EXPENSES													
Payroll Burden	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	74880
Payroll Taxes	624	624	624	624	624	624	624	624	624	624	624	624	7488
Telephone	150	150	150	150	150	150	150	150	150	150	150	150	1800
Maintenance & repair	500	500	500	500	500	500	500	500	500	500	500	500	6000
Accounting/Payroll	200	200	200	200	200	200	200	200	200	200	200	200	2400
Insurance	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	20400
Office supplies	250	250	250	250	250	250	250	250	250	250	250	250	3000
*Fuel	5152	4480	5152	4928	5152	4928	5152	5152	4928	5152	4928	5152	60256
TOTAL OPERATING EXPENSES	14816	14144	14816	14592	14816	14592	14816	14816	14592	14816	14592	14816	176224
PROFIT (OR LOSS)	12184	12856	12184	12408	12184	12408	12184	12184	12408	12184	12408	12184	147776
Total Operating Budget													434224
Normal													59%
Grant Project													41%

\* Fuel at \$3.50/gallon at 64 gallons/day (2 vans)

\*\* Number of operating days for fuel Calculation

# 2 U Transit

## Projected Profit & Loss Statement - 2009

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	300000
<b>OPERATING EXPENSES</b>													
Payroll Burden	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	122400
Payroll Taxes	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	12240
Telephone	408	408	408	408	408	408	408	408	408	408	408	408	4896
Maintenance & repair	510	510	510	510	510	510	510	510	510	510	510	510	6120
Accounting/Payroll	408	408	408	408	408	408	408	408	408	408	408	408	4896
Insurance	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	20808
Office supplies	510	510	510	510	510	510	510	510	510	510	510	510	6120
Fuel	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	85680
<b>TOTAL OPERATING EXPENSES</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>263160</b>
<b>PROFIT (OR LOSS)</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>36840</b>

Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	348000
<b>OPERATING EXPENSES</b>													
Payroll Burden	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	76378
Payroll Taxes	636	636	636	636	636	636	636	636	636	636	636	636	7638
Telephone	153	153	153	153	153	153	153	153	153	153	153	153	1836
Maintenance & repair	510	510	510	510	510	510	510	510	510	510	510	510	6120
Accounting/Payroll	204	204	204	204	204	204	204	204	204	204	204	204	2448
Insurance	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	20808
Office supplies	255	255	255	255	255	255	255	255	255	255	255	255	3060
*Fuel	5255	4570	5255	5027	5255	5027	5255	5027	5255	5027	5255	5027	61461
<b>TOTAL OPERATING EXPENSES</b>	<b>15112</b>	<b>14427</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>179748</b>
<b>PROFIT (OR LOSS)</b>	<b>13888</b>	<b>14573</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>168252</b>
Total Operating Budget													442908
Normal													59%
Grant Project													41%

\* Fuel at \$3.57/gallon at 64 gallons/day (2 vans)

\*\* Number of operating days for fuel Calculation

# 2 U Transit

## Projected Profit & Loss Statement - 2010

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
REVENUES													
Service Revenue	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	324000
OPERATING EXPENSES													
Payroll Burden	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	124800
Payroll Taxes	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	12480
Telephone	416	416	416	416	416	416	416	416	416	416	416	416	4992
Maintenance & repair	520	520	520	520	520	520	520	520	520	520	520	520	6240
Accounting/Payroll	416	416	416	416	416	416	416	416	416	416	416	416	4992
Insurance	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	21216
Office supplies	520	520	520	520	520	520	520	520	520	520	520	520	6240
Fuel	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	87360
TOTAL OPERATING EXPENSES	22360	22360	22360	22360	22360	22360	22360	22360	22360	22360	22360	22360	268320
PROFIT (OR LOSS)	4640	4640	4640	4640	4640	4640	4640	4640	4640	4640	4640	4640	55680

Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
REVENUES													
Service Revenue	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	372000
OPERATING EXPENSES													
Payroll Burden	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	77875
Payroll Taxes	649	649	649	649	649	649	649	649	649	649	649	649	7788
Telephone	156	156	156	156	156	156	156	156	156	156	156	156	1872
Maintenance & repair	520	520	520	520	520	520	520	520	520	520	520	520	6240
Accounting/Payroll	208	208	208	208	208	208	208	208	208	208	208	208	2496
Insurance	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	21216
Office supplies	260	260	260	260	260	260	260	260	260	260	260	260	3120
*Fuel	5358	4659	5358	5125	5358	5125	5358	5358	5125	5358	5125	5358	62666
TOTAL OPERATING EXPENSES	15409	14710	15409	15176	15409	15176	15409	15409	15176	15409	15176	15409	183273
PROFIT (OR LOSS)	15591	16290	15591	15824	15591	15824	15591	15591	15824	15591	15824	15591	188727
Total Operating Budget Normal													451593
Grant Project													59%
													41%

\* Fuel at \$3.57/gallon at 64 gallons/day (2 vans)  
 \*\* Number of operating days for fuel Calculation

2 U Transit LLC  
**Balance Sheet**  
 March 31, 2007

Assets

Current assets

Cash

Cash - Wachovia \$ 4,549.98

Money Market Account 5,046.36

Other current assets 10,103.10

Total Current assets 19,699.44

Property plant and equipment

Automobiles & trucks 2,850.00

Total Property plant and equipment 2,850.00

Total Assets \$ 22,549.44

Liabilities and Equity

Current liabilities

Long-term debt - current portion \$ 1,506.41

Total Current liabilities 1,506.41

Long-term liabilities

Long-term debt 44,999.77

Total Long-term liabilities 44,999.77

Equity

Retained earnings (24,641.84)

Capital contributed 685.10

Total Equity (23,956.74)

Total Liabilities and Equity \$ 22,549.44

See accompanying accountant's compilation report

## **SUPPORTING DOCUMENTS**

Biographical sketch of Elvira Basnight

Biographical sketch of Melvin Dixon

Summary of Qualified Personnel

Letters of support

## **BIOGRAPHICAL SKETCH**

### **ELVIRA BASNIGHT**

Elvira Basnight is the Managing Owner of 2U Transit. She has more than 20 years of exposure to the Paratransit and healthcare industries. She was an active advocate in bringing about the first official Paratransit service in Durham County.

A resident of Durham for over 18 years, Ms. Basnight has long been involved in community development and has gained extensive experience over the years working with the City of Durham, its Council, and a variety of community focused programs. She has been a frequent spokesperson for ADA compliance and diversity awareness within the community and the workplace. Ms. Basnight continues to strongly support *the concept of independence and equality for those with special needs*. With her experience and technological skills, Ms. Basnight is often called upon to speak for and demonstrate Assistive Technology and its vital role in the lives of the disabled.

Ms. Basnight received an associate degree in liberal arts from Durham Technical Community College and a bachelors of science in business administration from Mount Olive College, North Carolina. She is also certified as a STAR Mentor for the visually impaired by the North Carolina Department of Services for the Blind.

Ms. Basnight has been employed in the medical arena for more than twenty years. She has participated in civil service employment (City of New York), federal (Durham VA) and, most recently has been employed in the private sector at Duke University Medical Center. Ms. Basnight's resourcefulness and problem-solving abilities have proven essential in her 22 years of active employment.

## **BIOGRAPHICAL SKETCH**

### Melvin Dixon

Melvin Dixon has approximately 5 years of experience working in the Paratransit industry. He was employed by Laidlaw Transit Services, Inc. He began his work there as a paratransit van operator. Mr. Dixon was responsible for safe, dependable, and efficient transport of clients throughout the city, county, and surrounding areas of Durham.

Mr. Dixon quickly advanced through the ranks of driver-road supervisor to Operations Manager at Laidlaw Transit. He was promoted to field/road supervisor with responsibilities including on the road training of new employees, and road monitoring. Mr. Dixon has his CDL License and has been certified as an instructor for Paratransit vehicle operations. Mr. Dixon was also responsible for assisting the Director of District Safety (DDS) manager with incidence/accidents occurring during service hours. Additionally, Mr. Dixon skillfully provided mentoring to new van operators at multiple levels in their employment with Laidlaw. This included classroom/book training, behind the wheel training and continued follow up once released into service.

In April 2004, Mr. Dixon was promoted to Operations Manager. In this role he was responsible for monitoring the reservations and scheduling of passengers. While overseeing scheduling, Mr. Dixon insured there was adequate van operators to provide transportation daily. He managed a dispatching team of four, a reservation team of two, and 29 plus van operators each day.

As Operations manager Mr. Dixon was responsible for handling all public relations. Over the years, he has acquired extensive knowledge and experience in the Paratransit industry and is strongly committed to the further provision of services to the special needs community.

### **Summary of Qualified Personnel**

2U Transit currently employs four part-time drivers. These drivers are highly qualified individuals. Their background and current occupations range from prior paratransit driver to emergency medical technician. Under 2U Transit's direction current and future drivers are carefully screened. This includes criminal background check, driving record review and substance screening. The company looks for caring, compassionate professionals. Drivers are then carefully trained in various safety techniques. This includes proper loading and unloading of passengers, secure wheelchair and walker tie down and procedures and policies to be utilized in the event of an emergency.



April 26, 2007

Dear Durham, Chapel Hill, Carrboro, Metropolitan Organization (DCHCMPO):

I welcome the opportunity to write this letter on behalf of 2U Transit, LLC, a transportation service that has helped me tremendously after my recent surgery. After my surgical procedure, I was left wheelchair bound for several months. I contacted this service after numerous attempts to find someone who could help me to get in and out of my home, navigate several stairs, just so that I could go to work each day.

The staff at 2U Transit, LLC has displayed excellent customer service, communication and leadership skills, along with the ability to respect and get along with anyone. The staff always arrives on time and demonstrates an unselfish willingness to help others in a very professional manner. 2U Transit, LLC also exhibits superior work ethics with a strong sense of responsibility, and is always willing to go the extra mile. The staff is capable of working with diverse populations throughout the many communities that they serve.

The efforts of the staff displayed a genuine concern for transportation issues facing the community. The commitment and professionalism that was shown to me was greatly appreciated. It is obvious that 2U Transit, LLC has and will continue to devote countless hours of their time toward giving something back to others who experience multiple transportation barriers.

I am certain that 2U Transit, LLC staff will be an invaluable support system to any individual with outstanding qualifications wrapped up in such a pleasant and friendly demeanor. I make no hesitation in recommending this transportation service to others. I am convinced that they will continue to be a "business of excellence" and will enhance the quality of life for all of the customers that they serve.

If you need any additional information, please contact me between the hours of 9:00 a.m. and 5:00 p.m. at (919) 681-8365.

Sincerely,

Kim M. Nichols

*Helping people with  
developmental  
disabilities  
& their families  
live with dignity  
in our community*

~~XXXX~~

Tina Petrillo  
*President*

Pete Catlin  
*Treasurer*

Barbara MacKesson  
*Secretary*

Penny Mirrett  
*Past President*

Herman Bennhausen  
Maria Collins  
Sarah Hogan  
Joe Kilsheimer  
Kathy Lewis  
Emily Russell  
Sheri Starks  
Tracey Tuggle

~~\*\*\*\*~~

Lynda Gross  
*Executive Director*

Jane Johnson-Chavis  
*Deputy Director*

Joanne Daniels  
*Executive Assistant*

Beth Gessner  
*Adult Services Director*

Melissa Bent  
*Respite Care Director*

Lisa Knelson  
*Respite Support Coordinator*

Kristine Harrington  
*Family Support Coordinator*

Holly Eggleston  
*Recreation Director*



**The  
Arc**  
of Durham County

TAC 6/13/07 Attachment 6D

April 3, 2006

To: The Equal Opportunity Equity Assurance Department  
The City of Durham, North Carolina

To Whom It May Concern:

The Arc of Durham County has been asked to submit this letter in support of an alternative para-transit service in Durham. While I currently have no available information specific to the proposed services, the concept is one that would seem to benefit our consumers. The current transit services definitely benefit our consumers, but an expansion of services would be very helpful. An alternative transit service, reasonably priced, could be a valuable addition to our community. It would help ease the burden on the current system as well as allow other options to the individuals and organizations utilizing these services.

The more quality choices and possible options our consumers have, the better their life in our community will be – the more they will feel a part of Durham and conversely the more our community will see them as being a full partner.

I thank you for your consideration of this matter. Should you have any questions, please do not hesitate to contact me at 493-8141.

Sincerely,

Lynda W. Gross

3500 Westgate Drive, Suite 303 \* Durham, NC 27707  
(919) 493-8141 \* (919) 489-3434 (fax)  
[www.thearcofdurham.org](http://www.thearcofdurham.org) \* [thearcdc@verizon.net](mailto:thearcdc@verizon.net)

ITAC 6/13/07 Attachment 6D  
205 Broadway Street  
Durham, North Carolina 27701  
Phone: 919-683-5300 Fax: 919-683-5306

.....  
**Healing With CAARE, INC.**

July 25, 2006

Gloria Turner  
214 Broadway Street  
Durham, NC 27701

To Whom It May Concern:

This letter is in reference to an additional transportation option for the residents in the Durham community.

Our agency Healing With CAARE Inc. provides services for low-wealth individuals many of whom are disabled.

Transportation is a barrier for the majority of the clients in our service area.

I met Ms. Elvira Basnight a few months ago during an office visit on behalf of another individual. I was delighted to hear her vision for the community. By example Elvira taught me not only the value of helping others, but the importance of loyalty and commitment.

Elvira is also a problem solver. Much thought goes into the things Elvira does and she has an unusual ability to notice what others over look.

Another opportunity to ensure that recipients have stable and consistent transportation services, or a provider who would determine the most appropriate mode of transportation for the recipient as well as a response system that is adequate and reliable is always a welcomed addition.

Please give due consideration to this proposal for services in our community.

Sincerely,

  
Gloria Turner BSW MS MEd

.....  
**AT CAARE WE CARE ABOUT THE WORLD**

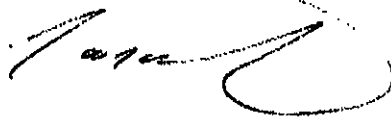
**DURHAM MAYOR'S COMMITTEE FOR PERSON'S WITH DISABILITIES**

To Whom It May Concern:

The Mayor's Committee for Person's w/Disabilities is an advocate for persons with disabilities in the Durham community. Members of the disabled community depend on Access for transportation for many of its needs. Access does a great job in serving the disabled community. However we have problems with Access and would like to have another option. One of the most important issues to persons with disabilities is having more then one option. 2U transportation is a new company that strives to give persons with disabilities another option for transportation. They are willing to go the extra mile to provide service when Access does not.

This is a letter of support from the Durham Mayor's Committee for Person's with disabilities to 2U transportation to provide another means for transportation.

Thank-you for your time and consideration,



Nayo Tobin

Mayor's Committee for Person's with Disabilities

JOB ACCESS/REVERSE COMMUTE (JARC)  
AND NEW FREEDOM PROGRAMS  
APPLICATION FOR FUNDING (FFY 2006 and FFY 2007)

PART I – TRANSMITTAL

Applicant Data

Legal Name: 2 U Transit, LLC  
Contact Person: Melvin Dixon  
Address: 907 Chalk Level Road  
City, State, Zip: Durham, North Carolina 27704  
Telephone: (919) 479-0929  
Fax: (919) 479-1807  
Email: office@2utransit.com

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

## Project Description

TITLE 2 U Transit Disabilities and Job Access Empowerment Project

BRIEF DESCRIPTION 2 U Transit seeks to satisfy the high priority needs of the community as outlined in the DCHC MPO Coordinated Plan.

FUNDING PROGRAM: JARC  New Freedom

PROJECT TYPE Capital Only   Capital and Operating  
 Operating Only   Mobility Management/Coordinated Planning

SERVICE Transportation DAYS/HOURS M-F 6 am - 6 pm and other times as needed

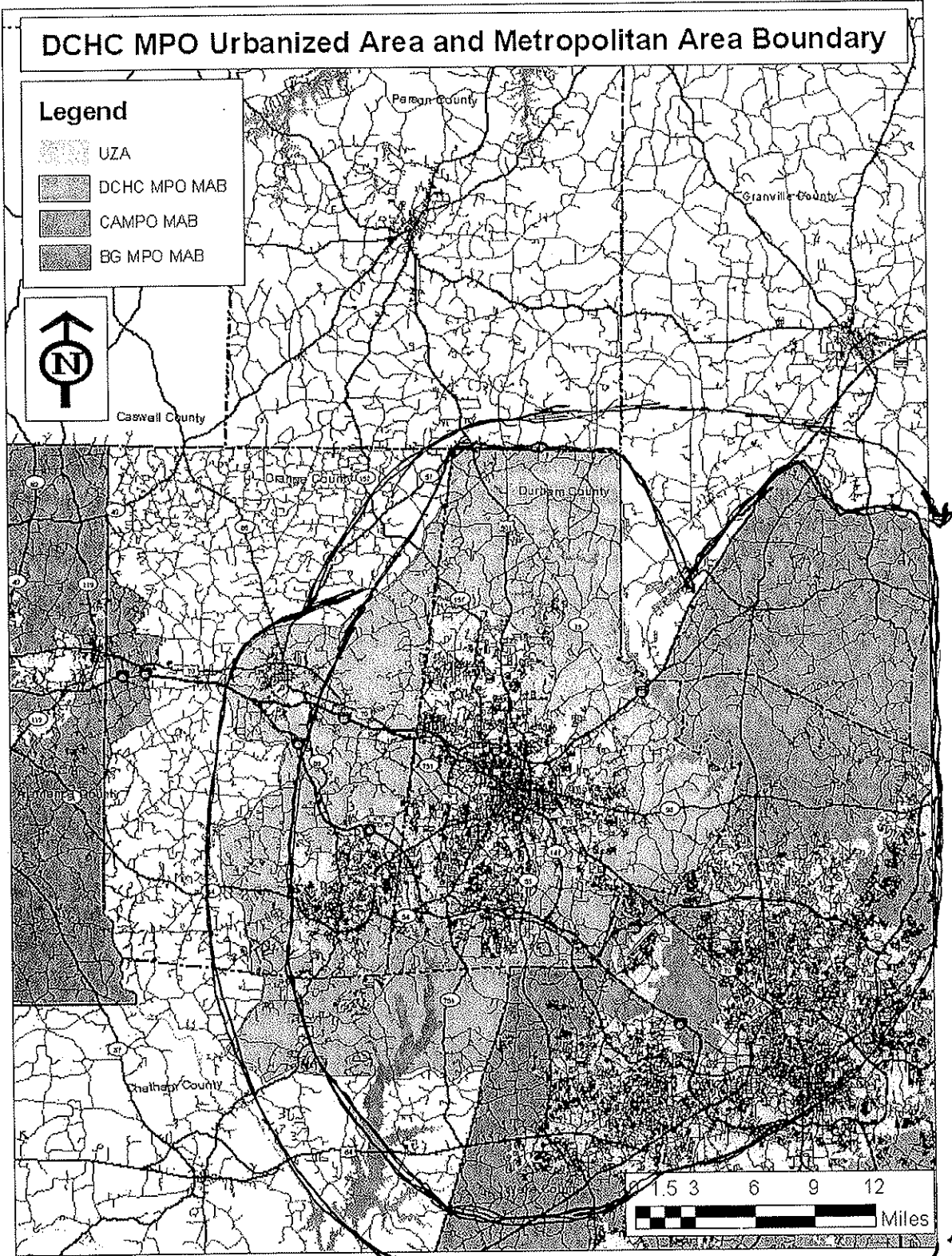
ESTIMATED COST PER ONE WAY TRIP 9.41 (operating cost)

ESTIMATED DAILY RIDERS 48 (weekday/weekend)

① (LINES) BLACK - ADVANCE NOTICE OF TRIP 1-2 WEEKS  
② INSIDE BLUE - ADVANCE NOTICE AND/OR DEMAND RESPONSE:  
TAC 6/13/07 Attachment 6D

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



## **Part II – NARRATIVE**

### **Project Need, Goals and Objectives**

2 U Transit seeks to satisfy the high priority needs as listed below and identified in the Coordinated Plan. They are:

- To provide improved transportation and alternatives to public transportation for people with disabilities.
- To transport welfare recipients and low-income recipients to and from jobs (Job Access).
- To transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute).

We currently service persons with disabilities in the private sector. Our goal is to expand our service to provide an alternative solution for those who have traditionally relied upon public transportation. This benefits the individuals as we can develop more targeted operating schedules that are more closely aligned with individual needs.

Our objective is to partner with entities such as Access and TTA so that we can supplement their services or replace routes that are no longer cost effective for them to operate. This initiative will benefit the transit system as a whole as those entities can concentrate on serving more densely populated areas, which in turn, lowers their overall operational cost. At the same time, 2 U Transit can focus on providing reliable, cost-efficient services to underserved communities and populations.

Our project plan calls for us to provide services to approximately 48 individuals on a daily basis. We anticipate 36 round trips per day at a cost of \$9.41 per one way trip.

### **Implementation Plan**

#### **Service Operating Plan**

2 U Transit will dedicate two (2) vans to the Triangle area with an anticipated operating schedule of 6 am to 6 pm Monday through Friday. We are currently fully staffed and will be able to provide services during non-traditional hours (e.g., nights and weekends) as demand dictates.

See attached biographical sketch of Melvin Dixon and Elvira Basnight  
See attached summary of qualified personnel

## **Partnerships and Program Outreach**

We will provide monthly and/or quarterly reports that detail the ridership and its demographic in order to validate the effectiveness and efficiency of the project.

Marketing materials will be provided to our key stakeholders and partners in order to create public awareness. We will also contact various governmental, local agencies (such as NC Employment Security Commission) and other end users that have a direct relationship with our target population.

We have attached five (5) letters of support for your review.

## **Program Effectiveness and Performance Indicators**

Our most effective measurable outcome will be the detailed daily trip logs that we will maintain. Examples of the data we intend to collect include but are not limited to the following:

- Customer Info: Name, address, contact information
- Pick up and drop off times
- Purpose of trip and end destination

We will employ gap analysis techniques and graphical analysis to identify if goals are being met. Continuous quality improvement measures as well as constant contact and feedback from our key stakeholders should ensure that we are able to meet and exceed the project expectations.

**PART III – PROPOSED PROJECT BUDGET**

# DCHC MPO

DURHAM · CHAPEL HILL · CARRBORO · METROPOLITAN PLANNING ORGANIZATION

## PART III - PROJECT BUDGET

### Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ \_\_\_\_\_ (operating and capital only)

Capital Federal Share     \$ \_\_\_\_\_ %

Capital Local Match        \$ \_\_\_\_\_ %

Operating Federal Share    \$ \_\_\_\_\_ %

Operating Local Match     \$ \_\_\_\_\_ %Total

#### Local Match Funding Source

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?     Yes     No

Describe:

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See Attached Documents

## 2 U Transit

### Project Budget

	Share Contribution %
Total Annual Budget (Operating and Capital Only)	\$ 196,224
Total Operating Budget	\$ 176,224
Total Capital Budget	\$ 20,000
Capital Federal Share	80%
Capital Local Match	20%
Operating Federal Share	50%
Operating Local Match	50%
Total Annual Budget	\$ 196,224

### Local Matching Fund Source

The local match will come from the personal contributions of the owner, the current business assets as listed on the financial statements attached, and re-investment of the retained earnings.

# 2 U Transit

## Projected Profit & Loss Statement - 2008

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	276000
<b>OPERATING EXPENSES</b>													
Payroll Burden	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	120000
Payroll Taxes	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Telephone	400	400	400	400	400	400	400	400	400	400	400	400	4800
Maintenance & repair	500	500	500	500	500	500	500	500	500	500	500	500	6000
Accounting/Payroll	400	400	400	400	400	400	400	400	400	400	400	400	4800
Insurance	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	20400
Office supplies	500	500	500	500	500	500	500	500	500	500	500	500	6000
Fuel	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	84000
<b>TOTAL OPERATING EXPENSES</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>21500</b>	<b>258000</b>
<b>PROFIT (OR LOSS)</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>1500</b>	<b>18000</b>

Grant Project/Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	324000
<b>OPERATING EXPENSES</b>													
Payroll Burden	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	6240	74880
Payroll Taxes	624	624	624	624	624	624	624	624	624	624	624	624	7488
Telephone	150	150	150	150	150	150	150	150	150	150	150	150	1800
Maintenance & repair	500	500	500	500	500	500	500	500	500	500	500	500	6000
Accounting/Payroll	200	200	200	200	200	200	200	200	200	200	200	200	2400
Insurance	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	20400
Office supplies	250	250	250	250	250	250	250	250	250	250	250	250	3000
*Fuel	5152	4480	5152	4928	5152	4928	5152	5152	4928	5152	4928	5152	60256
<b>TOTAL OPERATING EXPENSES</b>	<b>14816</b>	<b>14144</b>	<b>14816</b>	<b>14592</b>	<b>14816</b>	<b>14592</b>	<b>14816</b>	<b>14816</b>	<b>14592</b>	<b>14816</b>	<b>14592</b>	<b>14816</b>	<b>176224</b>
<b>PROFIT (OR LOSS)</b>	<b>12184</b>	<b>12856</b>	<b>12184</b>	<b>12408</b>	<b>12184</b>	<b>12408</b>	<b>12184</b>	<b>12184</b>	<b>12408</b>	<b>12184</b>	<b>12408</b>	<b>12184</b>	<b>147776</b>

Total Operating Budget	434224
Normal	59%
Grant Project	41%

\* Fuel at \$3.50/gallon at 64 gallons/day (2 vans)  
 \*\* Number of operating days for fuel Calculation

# 2 U Transit

## Projected Profit & Loss Statement - 2009

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	300000
<b>OPERATING EXPENSES</b>													
Payroll Burden	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	122400
Payroll Taxes	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	1020	12240
Telephone	408	408	408	408	408	408	408	408	408	408	408	408	4896
Maintenance & repair	510	510	510	510	510	510	510	510	510	510	510	510	6120
Accounting/Payroll	408	408	408	408	408	408	408	408	408	408	408	408	4896
Insurance	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	20808
Office supplies	510	510	510	510	510	510	510	510	510	510	510	510	6120
Fuel	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	7140	85680
<b>TOTAL OPERATING EXPENSES</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>21930</b>	<b>263160</b>
<b>PROFIT (OR LOSS)</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>3070</b>	<b>36840</b>

Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	29000	348000
<b>OPERATING EXPENSES</b>													
Payroll Burden	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	6365	76378
Payroll Taxes	636	636	636	636	636	636	636	636	636	636	636	636	7638
Telephone	153	153	153	153	153	153	153	153	153	153	153	153	1836
Maintenance & repair	510	510	510	510	510	510	510	510	510	510	510	510	6120
Accounting/Payroll	204	204	204	204	204	204	204	204	204	204	204	204	2448
Insurance	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	20808
Office supplies	255	255	255	255	255	255	255	255	255	255	255	255	3060
*Fuel	5255	4570	5255	5027	5255	5027	5255	5255	5027	5255	5027	5255	61461
<b>TOTAL OPERATING EXPENSES</b>	<b>15112</b>	<b>14427</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>14884</b>	<b>15112</b>	<b>179748</b>
<b>PROFIT (OR LOSS)</b>	<b>13888</b>	<b>14573</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>14116</b>	<b>13888</b>	<b>168252</b>
Total Operating Budget													442908
Normal													59%
Grant Project													41%

\* Fuel at \$3.57/gallon at 64 gallons/day (2 vans)

\*\* Number of operating days for fuel Calculation

# 2 U Transit

## Projected Profit & Loss Statement - 2010

Normal Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	27000	324000
<b>OPERATING EXPENSES</b>													
Payroll Burden	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	10400	124800
Payroll Taxes	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	12480
Telephone	416	416	416	416	416	416	416	416	416	416	416	416	4992
Maintenance & repair	520	520	520	520	520	520	520	520	520	520	520	520	6240
Accounting/Payroll	416	416	416	416	416	416	416	416	416	416	416	416	4992
Insurance	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	21216
Office supplies	520	520	520	520	520	520	520	520	520	520	520	520	6240
Fuel	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	7280	87360
<b>TOTAL OPERATING EXPENSES</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>22360</b>	<b>268320</b>
<b>PROFIT (OR LOSS)</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>4640</b>	<b>55680</b>

Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
<b>REVENUES</b>													
Service Revenue	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	31000	372000
<b>OPERATING EXPENSES</b>													
Payroll Burden	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	6490	77875
Payroll Taxes	649	649	649	649	649	649	649	649	649	649	649	649	7788
Telephone	156	156	156	156	156	156	156	156	156	156	156	156	1872
Maintenance & repair	520	520	520	520	520	520	520	520	520	520	520	520	6240
Accounting/Payroll	208	208	208	208	208	208	208	208	208	208	208	208	2496
Insurance	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	1768	21216
Office supplies	260	260	260	260	260	260	260	260	260	260	260	260	3120
*Fuel	5358	4659	5358	5125	5358	5125	5358	5358	5125	5358	5125	5358	62666
<b>TOTAL OPERATING EXPENSES</b>	<b>15409</b>	<b>14710</b>	<b>15409</b>	<b>15176</b>	<b>15409</b>	<b>15176</b>	<b>15409</b>	<b>15409</b>	<b>15176</b>	<b>15409</b>	<b>15176</b>	<b>15409</b>	<b>183273</b>
<b>PROFIT (OR LOSS)</b>	<b>15591</b>	<b>16290</b>	<b>15591</b>	<b>15824</b>	<b>15591</b>	<b>15824</b>	<b>15591</b>	<b>15591</b>	<b>15824</b>	<b>15591</b>	<b>15824</b>	<b>15591</b>	<b>188727</b>
Total Operating Budget													451593
Normal													59%
Grant Project													41%

\* Fuel at \$3.57/gallon at 64 gallons/day (2 vans)

\*\* Number of operating days for fuel Calculation

**2 U Transit LLC**  
**Balance Sheet**  
**March 31, 2007**

TAC 6/13/07 Attachment 6D

Assets

Current assets	
Cash	
Cash - Wachovia	\$ 4,549.98
Money Market Account	5,046.36
Other current assets	10,103.10
Total Current assets	19,699.44
Property plant and equipment	
Automobiles & trucks	2,850.00
Total Property plant and equipment	2,850.00
Total Assets	\$ <u><u>22,549.44</u></u>

Liabilities and Equity

Current liabilities	
Long-term debt - current portion	\$ 1,506.41
Total Current liabilities	1,506.41
Long-term liabilities	
Long-term debt	44,999.77
Total Long-term liabilities	44,999.77
Equity	
Retained earnings	(24,641.84)
Capital contributed	685.10
Total Equity	<u>(23,956.74)</u>
Total Liabilities and Equity	\$ <u><u>22,549.44</u></u>

See accompanying accountant's compilation report

## **SUPPORTING DOCUMENTS**

Biographical sketch of Elvira Basnight

Biographical sketch of Melvin Dixon

Summary of Qualified Personnel

Letters of support

## **BIOGRAPHICAL SKETCH**

### **ELVIRA BASNIGHT**

Elvira Basnight is the Managing Owner of 2U Transit. She has more than 20 years of exposure to the Paratransit and healthcare industries. She was an active advocate in bringing about the first official Paratransit service in Durham County.

A resident of Durham for over 18 years, Ms. Basnight has long been involved in community development and has gained extensive experience over the years working with the City of Durham, its Council, and a variety of community focused programs. She has been a frequent spokesperson for ADA compliance and diversity awareness within the community and the workplace. Ms. Basnight continues to strongly support *the concept of independence and equality for those with special needs*. With her experience and technological skills, Ms. Basnight is often called upon to speak for and demonstrate Assistive Technology and its vital role in the lives of the disabled.

Ms. Basnight received an associate degree in liberal arts from Durham Technical Community College and a bachelors of science in business administration from Mount Olive College, North Carolina. She is also certified as a STAR Mentor for the visually impaired by the North Carolina Department of Services for the Blind.

Ms. Basnight has been employed in the medical arena for more than twenty years. She has participated in civil service employment (City of New York), federal (Durham VA) and, most recently has been employed in the private sector at Duke University Medical Center. Ms. Basnight's resourcefulness and problem-solving abilities have proven essential in her 22 years of active employment.

## **BIOGRAPHICAL SKETCH**

### **Melvin Dixon**

Melvin Dixon has approximately 5 years of experience working in the Paratransit industry. He was employed by Laidlaw Transit Services, Inc. He began his work there as a paratransit van operator. Mr. Dixon was responsible for safe, dependable, and efficient transport of clients throughout the city, county, and surrounding areas of Durham.

Mr. Dixon quickly advanced through the ranks of driver-road supervisor to Operations Manager at Laidlaw Transit. He was promoted to field/road supervisor with responsibilities including on the road training of new employees, and road monitoring. Mr. Dixon has his CDL License and has been certified as an instructor for Paratransit vehicle operations. Mr. Dixon was also responsible for assisting the Director of District Safety (DDS) manager with incidence/accidents occurring during service hours. Additionally, Mr. Dixon skillfully provided mentoring to new van operators at multiple levels in their employment with Laidlaw. This included classroom/book training, behind the wheel training and continued follow up once released into service.

In April 2004, Mr. Dixon was promoted to Operations Manager. In this role he was responsible for monitoring the reservations and scheduling of passengers. While overseeing scheduling, Mr. Dixon insured there was adequate van operators to provide transportation daily. He managed a dispatching team of four, a reservation team of two, and 29 plus van operators each day.

As Operations manager Mr. Dixon was responsible for handling all public relations. Over the years, he has acquired extensive knowledge and experience in the Paratransit industry and is strongly committed to the further provision of services to the special needs community.

### **Summary of Qualified Personnel**

2U Transit currently employs four part-time drivers. These drivers are highly qualified individuals. Their background and current occupations range from prior paratransit driver to emergency medical technician. Under 2U Transit's direction current and future drivers are carefully screened. This includes criminal background check, driving record review and substance screening. The company looks for caring, compassionate professionals. Drivers are then carefully trained in various safety techniques. This includes proper loading and unloading of passengers, secure wheelchair and walker tie down and procedures and policies to be utilized in the event of an emergency.



# Fresenius Medical Care

March 22, 2006

Small Disadvantaged Businesses  
211 Rigsbee Avenue  
Durham, NC 27701

To whom it may Concern:

This letter is in support of supplemental transportation services for disabled and handicapped residents that live in Durham, NC.

Particularly patients who have been diagnosed with chronic kidney disease and receive thrice weekly hemodialysis treatments to maintain life, depend greatly on reliable transportation services to get to and from their dialysis and other medical appointments. Data/Access has been a good service but sometimes the demand is greater than anticipated and therefore the response can leave patients waiting for a ride to and from appointments. These patients are prescribed a certain time to dialyze and if they are late arriving their dialysis time could be shortened as much as an hour.

Having another transportation provider to assist these patients would be a great asset to the residents who solely rely on public transportation to get to and from medical appointments.

If additional information is needed you may contact me at 919-471-1718.

Sincerely,

Gisele B. Bell, MSW  
Renal Social Worker

April 26, 2007

Dear Durham, Chapel Hill, Carrboro, Metropolitan Organization (DCHCMPO):

I welcome the opportunity to write this letter on behalf of 2U Transit, LLC, a transportation service that has helped me tremendously after my recent surgery. After my surgical procedure, I was left wheelchair bound for several months. I contacted this service after numerous attempts to find someone who could help me to get in and out of my home, navigate several stairs, just so that I could go to work each day.

The staff at 2U Transit, LLC has displayed excellent customer service, communication and leadership skills, along with the ability to respect and get along with anyone. The staff always arrives on time and demonstrates an unselfish willingness to help others in a very professional manner. 2U Transit, LLC also exhibits superior work ethics with a strong sense of responsibility, and is always willing to go the extra mile. The staff is capable of working with diverse populations throughout the many communities that they serve.

The efforts of the staff displayed a genuine concern for transportation issues facing the community. The commitment and professionalism that was shown to me was greatly appreciated. It is obvious that 2U Transit, LLC has and will continue to devote countless hours of their time toward giving something back to others who experience multiple transportation barriers.

I am certain that 2U Transit, LLC staff will be an invaluable support system to any individual with outstanding qualifications wrapped up in such a pleasant and friendly demeanor. I make no hesitation in recommending this transportation service to others. I am convinced that they will continue to be a "business of excellence" and will enhance the quality of life for all of the customers that they serve.

If you need any additional information, please contact me between the hours of 9:00 a.m. and 5:00 p.m. at (919) 681-8365.

Sincerely,

Kim M. Nichols

Helping people with  
developmental  
disabilities  
& their families  
live with dignity  
in our community

BOOR

Tina Petrillo  
President

Pete Catlin  
Treasurer

Barbara MacKesson  
Secretary

Penny Mirrett  
Past President

Herman Bennhausen

Maria Collins  
Sarah Hogan  
Joe Kilsheimer  
Kathy Lewis  
Emily Russell  
Sheri Starks  
Tracey Tuggle

\*\*\*

Lynda Gross  
Executive Director

Jane Johnson-Chavis  
Deputy Director

Joanne Daniels  
Executive Assistant

Beth Gessner  
Adult Services Director

Melissa Bent  
Respite Care Director

Lisa Knelson  
Respite Support Coordinator

Kristine Harrington  
Family Support Coordinator

Holly Eggleston  
Recreation Director



TAC 6/13/07 Attachment 6D

April 3, 2006

To: The Equal Opportunity Equity Assurance Department  
The City of Durham, North Carolina

To Whom It May Concern:

The Arc of Durham County has been asked to submit this letter in support of an alternative para-transit service in Durham. While I currently have no available information specific to the proposed services, the concept is one that would seem to benefit our consumers. The current transit services definitely benefit our consumers, but an expansion of services would be very helpful. An alternative transit service, reasonably priced, could be a valuable addition to our community. It would help ease the burden on the current system as well as allow other options to the individuals and organizations utilizing these services.

The more quality choices and possible options our consumers have, the better their life in our community will be – the more they will feel a part of Durham and conversely the more our community will see them as being a full partner.

I thank you for your consideration of this matter. Should you have any questions, please do not hesitate to contact me at 493-8141.

Sincerely,

Lynda W. Gross

3500 Westgate Drive, Suite 303 \* Durham, NC 27707  
(919) 493-8141 \* (919) 489-3434 (fax)  
[www.thearcofdurham.org](http://www.thearcofdurham.org) \* [thearcddc@verizon.net](mailto:thearcddc@verizon.net)

.....  
**Healing With CAARE, INC.**

July 25, 2006

Gloria Turner  
214 Broadway Street  
Durham, NC 27701

To Whom It May Concern:

This letter is in reference to an additional transportation option for the residents in the Durham community.

Our agency Healing With CAARE Inc. provides services for low-wealth individuals many of whom are disabled.

Transportation is a barrier for the majority of the clients in our service area.

I met Ms. Elvira Basnight a few months ago during an office visit on behalf of another individual. I was delighted to hear her vision for the community. By example Elvira taught me not only the value of helping others, but the importance of loyalty and commitment.

Elvira is also a problem solver. Much thought goes into the things Elvira does and she has an unusual ability to notice what others over look.

Another opportunity to ensure that recipients have stable and consistent transportation services, or a provider who would determine the most appropriate mode of transportation for the recipient as well as a response system that is adequate and reliable is always a welcomed addition.

Please give due consideration to this proposal for services in our community.

Sincerely,

  
Gloria Turner BSW MS MEd

.....  
**AT CAARE WE CARE ABOUT THE WORLD**

**DURHAM MAYOR'S COMMITTEE FOR PERSON'S WITH DISABILITIES**

To Whom It May Concern:

The Mayor's Committee for Person's w/Disabilities is an advocate for persons with disabilities in the Durham community. Members of the disabled community depend on Access for transportation for many of its needs. Access does a great job in serving the disabled community. However we have problems with Access and would like to have another option. One of the most important issues to persons with disabilities is having more then one option. 2U transportation is a new company that strives to give persons with disabilities another option for transportation. They are willing to go the extra mile to provide service when Access does not.

This is a letter of support from the Durham Mayor's Committee for Person's with disabilities to 2U transportation to provide another means for transportation.

Thank-you for your time and consideration,



Nayo Tobin

Mayor's Committee for Person's with Disabilities

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for May 9 2007 TAC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency
<b>DURHAM COUNTY</b>																	
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$0	\$1,122,563											\$280,641	Durham
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$0	\$447,723											\$111,931	Durham
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$0	\$75,074											\$18,768	Durham
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$0		\$106,640										\$26,660	Durham
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$0	\$20,000											\$20,000	Private
6	I-85	I-85	Interchange Fencing - (Placeholder)	\$0	\$60,000											\$15,000	Durham
7	EL-2921	American Tobacco Tr.	Phase E	\$0					\$590,500	\$590,500						\$295,250	Durham
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$0								\$1,816,000				\$454,000	Durham
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$0	\$228,000											\$57,000	Durham
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$0												\$0	State
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$0	\$2,160,000											\$540,000	State
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$0	\$344,000											\$86,000	State
13	U-4010	NC 98 (Holloway Street)	Widen for Center Turn Lane	\$0					\$2,236,000							\$559,000	State
14	U-4011	Miami Blvd.	Widening	\$0						\$1,874,000						\$468,500	State
<b>ORANGE COUNTY</b>																	
32	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$0									\$566,000			\$141,500	State
33	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$0				\$56,000		\$590,000						\$161,500	Carrboro
34	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$0				\$40,000	\$480,000							\$130,000	Carrboro
35	E-4008	Carrboro	Roberson Place Greenway (CA)	\$0			\$45,600	\$89,356								\$33,739	Carrboro
36	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$0		\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill
37	Chapel Hill	Chapel Hill	Bus Replacement	\$0		\$800,000										\$200,000	Chapel Hill
38	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$0			\$80,000		\$640,000							\$180,000	CH/Carrboro
39	E-4895	Chapel Hill	Dry Creek Greenway	\$0				\$64,000		\$560,000						\$156,000	Chapel Hill
40	U-5022	Chapel Hill	Upper Booker Creek Greenway	\$0									\$576,000			\$144,000	Chapel Hill
41	U-4704	Chapel Hill-Carrboro	Signal System Improvements - Planning and Design	\$0					\$360,000							\$90,000	CH/Carrboro
<b>MPO-WIDE</b>																	
43	E-4707	Old Durham-CH Rd.	Bike Lanes	\$0							\$1,371,000	\$1,371,000				\$685,600	Multiple
44	U-4727	MPO -UPWP	MPO Planning	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple
45			UPWP Planning \$165,000														
46			MPO Bike Ped Planner Position \$28,000														
47			TRM Service Bureau \$80,000 (FY 04 - FY 08)														
51	U-4728	MPO/Various Local Govt.	Urban Area Bike/Ped Allocation	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple
52	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$0			\$15,960									\$3,990	Carrboro
53	U-4726A		CAR - Hanna Street Sidewalk	\$0			\$55,564									\$55,564	Carrboro
54	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$0					\$200,000							\$50,000	Chapel Hill
55	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$0				\$60,000	\$15,000							\$18,750	Durham
56	U-4726E	05 bike/ped allocation	CH - Airport Road	\$0				\$40,000								\$10,000	Chapel Hill
57	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$0				\$36,000								\$9,000	Chapel Hill
58	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$0				\$53,600								\$13,400	Durham
59	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$0				\$8,000	\$40,000							\$12,000	Durham
60	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$0								\$52,556				\$13,139	Carrboro
61	U-4726J	06 bike/ped allocation	CAR - South Greensboro St/Smith Level Sidewalk	\$0								\$36,800				\$9,200	Carrboro
62	U-4726K	06 bike/ped allocation	DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$0						\$132,387						\$33,097	Durham
63	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$0				\$12,000								\$3,000	Chapel Hill
64	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$0				\$8,000								\$2,000	Chapel Hill
65	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$0					\$13,600							\$3,400	MPO
66	U-4726O	07 bike/ped allocation	DUR - Carpenter Fletcher RD:Woodcroft- Alston bike impr.	\$0					\$114,192							\$28,548	Durham
67	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$0				\$108,000								\$27,000	Chapel Hill
68	U-3475	MPO -UPWP sp projects	Various Planning Activities	\$0	\$0	\$58,000	\$50,000	\$617,483	\$544,251	\$1,148,000	\$380,000	\$0	\$300,000	\$0	\$0	\$774,434	MPO
69		(flexed to UPWP planning)	MPO TDM	\$0				\$85,000	\$105,000							\$68,750	NCDOT
70			ITS Deployment Plan Update	\$0					\$56,000							\$14,000	MPO
71			Bike/Ped (non-motorized trip)Model Development	\$0						\$200,000						\$50,000	MPO
72			Data automation/management/GIS (\$200,000)	\$0				\$40,000		\$160,000						\$50,000	Multiple
73			I-40/NC 54 Transit Corridor -- Phase II	\$0												\$0	Multiple
74			Land Use/Transportation Model (Placeholder)	\$0						\$200,000						\$50,000	Multiple
75			Congestion Management System	\$0				\$100,000		\$100,000	\$200,000			\$200,000		\$150,000	Multiple
76		breaks needed ?	CH - Chapel Hill Mccibility Report Card	\$0		\$58,000		\$122,000			\$100,000			\$100,000		\$95,000	Chapel Hill
77			CAR - Carrboro Downtown Study	\$0				\$40,000								\$10,000	Carrboro
78			Old Durham-CH Rd. bike/ped feasibility study	\$0			\$50,000									\$12,500	Multiple
79			MPO Collector Street Plan	\$0				\$40,000		\$40,000						\$20,000	Multiple
80			Model travel behavior surveys (HH, B&A counts)	\$0				\$160,483	\$79,517							\$60,000	Multiple
81			Model Enhancements and major update	\$0				\$30,000		\$150,000	\$80,000					\$65,000	Multiple
82			Model surveys ph-2 (onboard, travel time, external)	\$0					\$67,000	\$128,000						\$48,750	Multiple
83			TDM additional request (TTA)	\$0						\$40,000						\$10,000	Multiple
84			MPO CMS	\$0					\$48,000							\$12,000	Multiple
85			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$0					\$160,000							\$40,000	Multiple
86			AQ Planning/Conformity (TJGOS)	\$0					\$8,734	\$25,000						\$8,434	Multiple
			Chapel Hill TDM	\$0						\$40,000						\$10,000	Chapel Hill
<b>Durham Total</b>			\$24,547,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$121,600	\$2,995,692	\$2,596,887	\$1,816,000	\$0	\$0	\$0	\$0	\$5,364,512	Durham
<b>Orange Total</b>			\$19,673,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$100,000	\$89,356	\$1,242,000	\$0	\$0	\$3,976,338	Orange
<b>MPO-Wide Total</b>			\$12,048,418	\$1,510,000	\$165,000	\$273,000	\$278,657	\$679,883	\$663,814	\$1,481,000	\$1,924,000	\$1,644,000	\$473,000	\$273,000	\$273,000	\$2,409,884	Other
<b>Yearly Total</b>			\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$3,016,819	\$7,170,170	\$5,267,887	\$3,840,000	\$1,733,356	\$1,715,000	\$273,000	\$273,000		\$44,417,040	Total Yearly
<b>STP DIRECT ATTRIBUTABLE</b>			\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA
<b>MPO Reserve</b>			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000			
<b>FY BALANCE</b>				(\$1,809,585)	\$1,333,419	\$3,156,459	\$536,048	(\$3,570,170)	(\$1,667,887)	(\$540,000)	\$3,000,000	\$1,566,644	\$1,585,000	\$3,027,000	\$3,027,000		
<b>Uncommitted Balance</b>			\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,579,694	\$3,009,524	\$1,341,637	\$801,637	\$2,368,281	\$3,953,281	\$6,980,281	\$10,007,281			

Changes recommended by TCC Subcommittee for bike/ped allocation.

Not Included in the Final 2007-2013 STIP

**MEMORANDUM**

**TO:** Durham-Chapel Hill-Carrboro Transportation Advisory Committee  
**FROM:** Kevin Foy, Chapel Hill  
**SUBJECT:** Request for STP-DA Funding  
**DATE:** May 9, 2007

The Town of Chapel Hill requests the following modifications to the proposed STP-DA funding table.

Funding for the following projects had been included in previously approved versions of the STP-DA program but have been left out of the May 3, 2007 version distributed for this meeting.

- Chapel Hill-Carrboro Signal System: \$360,000 (80% federal) FY2007
- Weaver Dairy Road Pedestrian  
And Bicycle Features \$566,000 (80% federal) FY2011

The Town is also requesting funding for the following projects:

- NC86/Martin Luther King Blvd  
Pedestrian and Bicycle Safety  
Improvements \$800,000 (80% federal) FY2007
- Bolin Creek Greenway  
Construction \$1,200,000 (80% federal) FY2008  
\$1,200,000 (80% federal) FY2009

**MEMORANDUM**

**TO:** DCHC MPO Transportation Advisory Committee (TAC)  
**FROM:** Dale McKeel, Bicycle and Pedestrian Planner  
**SUBJECT:** Request for STP-DA Funding  
**DATE:** June 13, 2007

---

The City of Durham is requesting STP-DA funding for the following sidewalk construction projects. The total project cost is shown – the STP-DA amount is 80 percent of the amount shown.

1. Avondale Road (Roxboro Street to Geer Street). Construct sidewalk on one side. Estimated cost: \$355,000
2. Campus Walk (Morreene Road to LaSalle Street). Construct sidewalk on one side. Estimated cost: \$72,000.
3. Cheek Road (Geer Street to Hardee Street). Construct sidewalk on one side. Estimated cost: \$282,000.
4. Dearborn Road (Old Oxford Road to Ruth Street). Construct sidewalk on one side. Estimated cost: \$547,000.
5. Hillsborough Road (LaSalle Street to Cole Mill Road). Construct sidewalk on one side. Estimated cost: \$190,000.
6. Holloway Street (Junction Road to Lynn Road). Construct sidewalk on one side. Estimated cost: \$315,000.
7. LaSalle Street (Kangaroo Street to Erwin Road). Construct sidewalk on one side. Estimated cost: \$56,000.
8. Markham Street (Washington Street to Avondale Drive). Construct sidewalk on one side. Estimated cost: \$341,000.
9. Roxboro Road (Pacific Street to Murray Street). Construct sidewalk on one side. Estimated cost: \$297,000.
10. University Drive (Chapel Hill Road [near Academy] to Hope Valley Road). Construct sidewalk on one side. Estimated cost: \$231,000.

**TOTAL:** \$2.686 million.

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

**Policy for**

**Allocation of Surface Transportation Program Direct Allocation Funds**

**Adopted May 14, 2003**

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

- Public Transit
- Bicycle and Pedestrian Facilities
- Transportation System Management/Transportation Demand Management/Intelligent Transportation Systems
- Scenic and Environmental Enhancements
- Planning Studies that support the implementation or development of the adopted DCHC Long Range Transportation Plan
- Air Quality Programs

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

## MEMORANDUM

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

**FROM:** Lead Planning Agency (LPA)

**DATE:** June 13, 2007

**RE:** 2009-2015 Transportation Improvement Program (TIP) Ranking  
Methodology

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The TIP Subcommittee met on April 4 and 20, and May 2, 2007, to discuss the creation of the 2009-2015 TIP Ranking Methodology and Priority List. At the April 4, 2007 meeting, the subcommittee set a schedule that included the TAC approving a ranking methodology at its June meeting.

### **Schedule for development of the ranking methodology and MPO priority list**

- April-May: TIP Subcommittee develops a recommended ranking methodology
- May TCC/June TAC: Adoption of the ranking methodology
- June 30: Local jurisdictions submit their local priorities to the MPO
- Early July: TIP Subcommittee applies the ranking methodology to the local priorities
- July TCC/August TAC: Adoption of the MPO priority list or
- August TCC/September TAC: Adoption of the MPO priority list

NCDOT has released a schedule for the 2009-2015 TIP (Attachment 8B). If the TAC defers approval of the Ranking Methodology until the August TAC meeting, approval of the MPO Priority List would be delayed until September or October of 2007. NCDOT has requested that MPOs submit their priority lists by August 2007 for consideration for the draft STIP which is scheduled to be released in October 2007. If MPOs do not submit their priority lists in August, NCDOT has requested that MPOs submit their priority list by November 30, 2007 for consideration for the final STIP.

### **Proposed Modal Ranking Methodologies**

The TIP Subcommittee's recommendation is to create three different modal priority lists each with a separate ranking methodology: 1) roadway; 2) transit; and 3) bicycle/pedestrian. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. There is a simplified ranking procedure for each of the modes consisting of five to six categories for which points will be awarded. These categories may be weighted.

If desired, the three modal lists could be split into three separate lists by NCDOT Division. Also, the TAC may elect to combine the three modal lists into one

comprehensive regional priority list. If this is done, the list should not be based on the points system because the three modal ranking methodologies are not comparable.

Attached are the three modal ranking methodologies as recommended by the TIP Subcommittee (Attachment 8A). The point categories for each modal ranking methodology are:

1. Roadway
  - Travel Demand
  - Safety
  - Environmental Impacts
  - Environmental Justice
  - TIP Funding Status
  - Benefits to Other Modes of Transportation

After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

2. Transit
  - Regional Connectivity
  - Essential Services (replacement vehicles and maintenance)
  - Expansion of Existing Routes
  - Enhancement of Existing Service or New Service
  - TIP Funding Status

After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

3. Bicycle/Pedestrian
  - Street Classification
  - Right-of-Way Availability
  - Travel Demand
  - Environmental Justice
  - Connectivity to Existing Facilities
  - TIP Funding Status

The TCC reviewed the TCC TIP Subcommittee recommendation at their meeting on May 23, 2007. The TCC recommended that that TAC approve the ranking methodology, but raised concern that the application of the ranking methodology to transit, TDM, and ITS projects may be difficult. The TCC also recommended that project submissions be consistent with the 2030 LRTP.

**TAC Action:** Approve the 2009-2015 TIP Ranking Methodology (Attachment 8A).

**DURHAM-CHAPEL HILL-CARRBORO MPO  
METHODOLOGY FOR RANKING  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM  
PRIORITY PROJECT REQUESTS (FY 2009-2015)**

## **INTRODUCTION**

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

## **OBJECTIVE**

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities.

Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

## **METHODOLOGY GOALS**

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

## **PROCEDURE FOR RANKING PROJECTS**

### **1. Goal Setting For Regional Priority List**

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2030 LRTP.

### **2. Ranking Criteria**

The screening criteria for project ranking fall into four broad groups:

- a. Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b. Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c. Timing Factor - Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?
- d. Specific Project Merits - How many points does a project receive using scoring criteria?

## **APPLICATION OF THE METHODOLOGY**

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.
2. Local jurisdictions may elect to use the ranking methodology to create their local priority lists but are not required to do so. When the local priority lists are submitted to the MPO, local jurisdictions are requested to provide project information and, in some cases, award points in categories. Some point categories can only be applied by the MPO once all projects have been submitted and evaluated.
3. The TCC first examines the consistency in which local jurisdictions have responded to the project criteria. If the criteria are not applied consistently, the TCC can agree to change some criteria responses for consistency among all projects.
4. Project criteria points are weighted and totaled for each project request using the three modal ranking methodologies outlined on pages 7 through 10 of this document.
3. Projects receiving the same number of project criteria points are ordered by the local ranking. If the local ranking is also the same (for example, Orange-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.
4. The draft Regional Priority List will consist of three modal priority lists: 1) highway; 2) bicycle and pedestrian; and 3) transit. Projects with the highest number of project criteria points are selected first – taking into consideration local priority rankings, geographical balance, and a mixture of project types.
5. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.
6. The TAC will use the draft Regional Priority List as a starting point for the creation of the final Regional Priority List. The TAC may wish to combine the three modal lists into one comprehensive list. If this is done, it is important to note that the points are not comparable across different modes.

## MODAL RANKING METHODOLOGIES IN DETAIL

### Highway

All six point categories are weighted equally. A maximum of four points can be received for each point category. After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

1. *Travel Demand* - This category awards points to projects based on the level of travel demand. For road projects, travel demand is measured by the volume to capacity (V/C) ratio. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used. Projects must have a V/C ratio of at least 0.80 to receive points. All projects with a V/C greater than 0.80 will be divided equally into four quartiles based on V/C ratio. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects reduce congestion system-wide.

Local jurisdictions are asked to provide the V/C ratio for their local priorities. MPO staff will divide the projects into quartiles and award points.

2. *Safety (Accidents/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM). Projects must have an accident rate of at least 300 ACC/100 MVM to receive points. All projects with an accident rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on accident rate. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects improve safety system-wide.

Local jurisdictions are asked to provide the accident rate for their local priorities. MPO staff will divide the projects into quartiles and award points.

3. *Environmental Impacts – community and natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and neighborhoods.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

4. *Environmental Justice*- Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

6. *Benefits to Other Modes of Transportation* – Points are awarded to projects based on how they benefit other modes of transportation and project categories (carpool, transit, bicycle, pedestrian, ITS, and TDM). For example, a road widening that adds additional travel lanes, bicycle lanes, sidewalks, and bus pullouts would benefit 3 other modes.

Local jurisdictions are asked to describe the benefits and apply the ranking methodology.

### **Bicycle and Pedestrian**

All six point categories are weighted equally. A maximum of three points can be received for each point category.

1. *Street Classification* - This category awards points to projects based on the type of road the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher classification facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways.

Local jurisdictions are asked to provide the street classification and apply the ranking methodology.

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area. Extensive research into property deeds is not required.

Local jurisdictions are asked to provide an estimate of right-of-way and apply the ranking methodology.

3. *Travel Demand* – This category awards points to projects based on the proximity to schools, colleges, major retail centers, transit stops, and major employment centers. The bicycle and pedestrian project travel demand worksheet will be used to assign interim points for each project. Projects will be divided equally into four quartiles based on the interim points. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

The interim points are assigned using two different tables for bicycle/multi-use paths and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (major as defined by the local jurisdiction), major employment centers (major as defined by the local jurisdiction), and transit stops (the number of posted transit stop signs, if a stop serves multiple bus routes the stop is NOT multiplied by the number of routes served).

Local jurisdictions are asked to provide the number of land uses served by the project in the travel demand worksheet. Local jurisdictions should list the schools, colleges, major retail centers, and major employment centers on the worksheet. MPO staff will divide the projects into quartiles and award final points.

4. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. This item is designed to reward projects that may have positive impacts on low income areas or federally recognized disadvantaged groups. Most bicycle and pedestrian projects directly benefit neighborhoods by increasing accessibility and safety. If negative impacts are expected, the project will not receive points.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network.

Local jurisdictions are asked to provide a list of facilities that the project will connect to and apply the ranking methodology.

6. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

## **Transit**

Transit projects are awarded points based on five categories. A maximum of four points can be received for each point category. Essential services is weighted double the other point categories. Most projects will not receive points in every category because transit projects often have specific purposes. After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

1. *Expansion of Existing Routes* - Projects that expand existing routes are awarded points based on travel demand on the existing route as is measured by the vehicle crowding or load factor. The load factor is the average number of riders per vehicle capacity. Projects will be divided equally into four quartiles based on the load factor. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the load factor. MPO staff will divide the projects into quartiles and award points.

2. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, Duke University Transit, Chatham Transit Network (must connect in Chatham County), and Capital Area Transit (CAT). These are the fixed route systems in the MPO with the exception of the Chatham Transit Network because Chatham County does not have a fixed route service.

Local jurisdictions are asked to apply the ranking methodology.

3. *Essential Services* – Projects receive points based on if the project provides funds to maintain the current level of transit service. This category will award points for maintenance projects and replacement vehicles. This point category is weighted double to reflect the importance of maintaining the existing system.

Local jurisdictions are asked to apply the ranking methodology.

4. *Enhancement of Existing Service of New Service* – Projects receive points based on the estimated increase in new riders. For new service, this should be based on surveys or other market research. For enhancements of existing service (bus shelters, ITS projects, etc.), this should be based on studies of similar projects. Jurisdictions are expected to document and justify their estimates. Projects will be divided equally into four quartiles based on the number of new riders. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the number of new riders anticipated. MPO staff will divide the projects into quartiles and award points.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

## **OBSERVATIONS**

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The significance of ranking more than 25 projects is minimal, at best due, to the availability of project funds.

**ROADWAY**

	<b>RANKING CRITERIA (MEASURES)</b>	<b>SCORE (points)</b>	<b>Category Weight</b>
1	<b><i>Travel Demand</i></b>		<b>1</b>
	<b>2005 volume to capacity ratio (v/c) on existing or parallel roadway</b>		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, v/c >0.80	4	
	Second quartile of ranked projects, v/c >0.80	3	
	Third quartile of ranked projects, v/c >0.80	2	
	Fourth quartile of ranked projects, v/c >0.80	1	
	v/c <= 0.80	0	
2	<b><i>Safety</i></b>		<b>1</b>
	<b>Accident rate (accidents/100 million VMT)</b>		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	4	
	Second quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	3	
	Third quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	2	
	Fourth quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	1	
	Accident Rate <=300 accidents/100 million VMT	0	
3	<b><i>Environmental Impacts - community &amp; natural environment</i></b>		<b>1</b>
	<b>Based on GIS analysis including wetlands, stream crossings, wildlife habitat, parks, proximity to neighborhoods, etc.</b>		
	No negative or adverse impacts	4	
	Low negative or adverse impacts	3	
	Medium negative or adverse impacts	2	
	Medium negative or adverse impacts - with meaningful mitigation	1	
	High negative or adverse impacts no mitigation	0	
4	<b><i>Environmental Justice</i></b>		<b>1</b>
	<b>Based on GIS analysis of low-income and minority areas (TAZ)</b>		
	Positive impact	4	
	No negative or adverse impacts	3	
	Low negative or adverse impacts	2	
	Medium negative or adverse impacts	1	
	High negative or adverse impacts	0	
5	<b><i>Funding Status in TIP</i></b>		<b>1</b>
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	4	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 5% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	
6	<b><i>Benefits to Other Modes of Transportation</i></b>		<b>1</b>
	Carpool, transit, bike, pedestrian, ITS, TDM (all six modes)	4	
	Any 4 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	3	
	Any 3 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	2	
	Any 2 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	1	
	Only one mode	0	

**BIKE/PED**

	<b>RANKING CRITERIA (MEASURES)</b>	<b>SCORE (points)</b>	<b>Category Weight</b>
1	<b><i>Street Classification of Roadway or Parallel Roadway for Off-Road Facilities</i></b>		1
	Arterial	3	
	Collector	2	
	Local	1	
2	<b><i>Right-of-Way Availability</i></b>		1
	Adequate right-of-way available	3	
	Some right-of-way available	2	
	Much right-of-way needed	1	
	Major barriers to right-of-way acquisition	0	
3	<b><i>Travel Demand</i></b>		1
	<b>Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers (see attached worksheet)</b>		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
4	<b><i>Environmental Justice</i></b>		1
	<b>Based on GIS analysis of low-income and minority areas (TAZ)</b>		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
5	<b><i>Connectivity to Existing Bicycle and Pedestrian Facilities</i></b>		1
	Connects to 2 or more facilities	3	
	Connects to 1 facility	2	
	Does not connect to any facilities	0	
6	<b><i>Funding Status in TIP</i></b>		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	

## BIKE/PED TRAVEL DEMAND WORKSHEET

### For Bicycle Projects or Multi-Use Trails

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1 mile	2 points per #	# within 2 miles	1 point per #	
Land Use	Schools		0		0	
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Stops		0		0	
<b>Total</b>			0	+	0	<b>0</b>

### For Pedestrian Projects

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1/4 mile	2 points per #	# within 1/2 mile	1 point per #	
Land Use	Schools		0		0	
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Stops		0		0	
<b>Total</b>			0	+	0	<b>0</b>

### Example Bicycle Project

		Proximity				Total Points
		# within 1 mile	2 points per #	# within 2 miles	1 point per #	
Land Use	Schools	2	4	1	1	
	Colleges	1	2	0	0	
	Parks	1	2	2	2	
	Major Retail Centers	0	0	1	1	
	Major Employment Centers	0	0	1	1	
	Transit Stops	5	10	15	15	
<b>Total</b>			18	+	20	<b>38</b>

Projects will be ranked by total points and categorized into quartiles.

The final points for this travel demand will be based on the quartile.

	Points
First quartile of ranked projects	3
Second quartile of ranked projects	2
Third quartile of ranked projects	1
Fourth quartile of ranked projects	0

## TRANSIT

	<b>RANKING CRITERIA (MEASURES)</b>	<b>SCORE (points)</b>	<b>Category Weight</b>
1	<b><i>Expansion of Existing Routes</i></b>		<b>1</b>
	<b>Vehicle crowding (load factor) on a specific route (riders/vehicle capacity)</b>		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
2	<b><i>Regional Connectivity</i></b>		<b>1</b>
	<b>Connections to other transit systems</b>		
	Provides a connection between 5 or more transit systems	4	
	Provides a connection between 4 transit systems	3	
	Provides a connection between 3 transit systems	2	
	Provides a connection between 2 transit systems	1	
	Does not provide a connection	0	
3	<b><i>Essential Services (maintenance or replacement vehicles)</i></b>		<b>2</b>
	Provides an essential service to maintain the current level of transit service	4	
	Does not provide an essential service	0	
4	<b><i>Enhancement of Existing Service or New Service</i></b>		<b>1</b>
	<b>Estimated number of new riders</b>		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
5	<b><i>Funding Status in TIP</i></b>		<b>1</b>
	Partially funded in current TIP cycle at least 25% of total cost	4	
	Partially funded in current TIP cycle at least 10% of total cost	3	
	Partially funded in current TIP cycle at least 5% of total cost	2	
	Partially funded in post year	1	
	Not programmed in TIP	0	

## **TENTATIVE DATES FOR THE DRAFT AND FINAL 2009–2015 STIP**

### **MARCH 1, 2007**

- **FINAL 2007-2013 STIP PRESENTED TO BOARD OF TRANSPORTATION**
- **2007-2013 STIP APPROVED BY NCBOT AND RELEASED TO PUBLIC**
- **FINAL 2007-2013 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

### **MARCH 2, 2007 – AUGUST 6, 2007**

- **MPO/RPO AND PUBLIC TO PROVIDE PRIORITIZED REQUESTS FOR CONSIDERATION IN DRAFT 2009-2015 STIP**
- **IF PRIORITIZED REQUESTS ARE NOT AVAILABLE FOR DRAFT CONSIDERATION, PLEASE PROVIDE INFORMATION BY NOVEMBER 30, 2007, FOR FINAL 2009-2015 STIP CONSIDERATION**

### **JUNE – AUGUST, 2007**

- **REVIEW PROPOSED DRAFT STIP WITH BOT MEMBERS AND DIVISION ENGINEERS**

### **OCTOBER 3, 2007**

- **DRAFT STIP PRESENTED TO THE NCBOT AND PUBLIC FOR REVIEW/COMMENT**
- **DRAFT STIP WILL BE ON LINE**
- **MPO/RPO DRAFT DOCUMENTS WILL BE RELEASED**

### **NOVEMBER, 2007 – JANUARY, 2008**

- **PUBLIC MEETINGS IN EACH OF THE HIGHWAY DIVISIONS TO SOLICIT COMMENTS ON THE DRAFT 2009-2015 STIP RELEASED IN SEPTEMBER**

### **FEBRUARY – MARCH – APRIL, 2008**

- **REVIEW PROPOSED FINAL STIP WITH BOT MEMBERS AND DIVISION ENGINEERS**
- **REVIEW PROPOSED FINAL 2009-2015 STIP WITH MPO'S**

### **JUNE, 2008**

- **FINAL 2009-2015 STIP PRESENTED TO BOARD OF TRANSPORTATION FOR APPROVAL**
- **2009-2015 STIP APPROVED BY NCBOT AND RELEASED TO MPO'S/RPO'S AND PUBLIC**
- **FINAL 2009-2015 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

**-- SCHEDULE SUBJECT TO CHANGE --**









## DCHC MPO Goals and Objectives

It is important to review the Transportation Goals and Objectives of the DCHC MPO in order to understand the outcomes and decisions that have resulted from our long-range planning process. The Transportation Goals and Objectives reflect our values in relation to the overall transportation system, as well as guide the transportation decision-making process. Most importantly, they bridge the gap between the values that are unique to the different communities in our MPO and the technical aspects of the Transportation Plan that are mandated by state and federal legislation. The Transportation Goals and Objectives comply with the seven planning factors included in the current federal legislation governing MPO and transportation policy, including the federal Transportation Equity Act (TEA-21).

The Transportation Advisory Committee (TAC) adopted the Goals and Objectives on August 12, 1998. The TAC revised them on May 12, 2004 by adding lines 1.h) and 1.i). The revised Goals and Objectives follow.

### 1. Overall Transportation System

#### Goal:

A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

#### Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

## 2. Multi-Modal Street and Highway

Goal:

An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.
- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

## 3. Public Transportation System

Goal:

A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.

- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

#### 4. Pedestrian and Bicycle System

Goal:

A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.
- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

#### 5. Integration of Land Use and Transportation

Goal:

A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.

- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

## 6. Protection of Natural Environment and Social Systems

### Goal:

A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

### Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

## 7. Public Involvement

### Goal:

An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

### Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

<b>203 Long Range Transportation Plan Targets</b>					
		Existing	Low	Middle	High
<b>1</b>	<b>Mobility Targets</b>				
1.1	VMT per capita	<b>29</b>	29	32	36
1.2	VMT reduction from 2025 baseline		7%	10%	15%
1.3	VHT per capita	<b>1.2</b>	1.2	1.4	1.7
1.4	VHT reduction from 2025 baseline		10%	13%	15%
1.5	Percent VMT at congestion (LOS E-F)	<b>45%</b>	35%	40%	45%
<b>2</b>	<b>Transit Targets</b>				
2.1	Transit mode share	<b>1.9%</b>	3%	5%	9%
2.2	Percent ridership increase from 2025 baseline		8%	15%	20%
<b>3</b>	<b>TDM Targets</b>				
3.1	Percent SOV trip reduction from 2025 baseline		7%	10%	15%
<b>4</b>	<b>Air Quality Targets (emissions reduction from budget)</b>				
4.1	CO		budget	budget	budget
4.2	NOX		budget	budget	budget
4.3	VOC		budget	budget	budget
<b>5</b>	<b>Financial/Economics Targets</b>				
5.1	Revenue gap closure - ratio (Revenue/cost)		\$1	\$1.1	\$1.2
5.2	Cost effectiveness (cost per ATR)		\$70	\$76	\$91
5.3	Transit user cost indicator (cost/new rider)		\$8	\$10	\$15
<b>6</b>	<b>Environment Justice/Land Use</b>				
6.1	Population within 1/2 mile of transit		40%	60%	75%
6.2	Employment accessibility by transit (jobs within 30 minutes via transit)		55%	65%	80%
6.3	Ratio of avg travel time in minutes (low income/total)		1	1.1	1.2

## **2030 Long Range Transportation Plan Measures of Effectiveness**

The Measures of Effectiveness will be reported by Year (2005-Base Year and 2035 Plan Horizon) and by Area (DCHC MPO, CAMPO and entire Model Region).

### Demographics

1. Population
2. Employment
3. Total Trips
4. Per Capita Trips (Total Trips / Population)

### Vehicle Miles Traveled (VMT)

5. Total VMT
6. Per Capital VMT (Total VMT / Population)
7. Vehicle Miles per Trip (Total VMT / Total Trips)

### Vehicle Hours Traveled (VMT)

8. Total VHT
9. Per Capita VMT (expressed in minutes: Total VMinutesT / Population)
10. Vehicle Hours per Trip (expressed in minutes: Total VMinutesT / Trip)

### Congestion

11. Percent VMT at Congestion – All Facilities
12. Percent VMT at Congestion – Freeways
13. Percent VMT at Congestion – Other Facilities

### Mode Share

14. Mode Share – (for DCHC, CAMPO and Region)

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** June 13, 2007

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

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This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

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

### **2006-07 Unified Planning Work Program (UPWP) Emphasis Projects**

#### **Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update**

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC received the draft SE Data at their January 10, 2007 meeting and released that information for a 42-day public comment period. A public hearing was held at the March 14, 2007 TAC meeting.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the advisory committee and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

#### **Transit On-Board Survey**

- ✓ Consultant has been selected for the survey.

- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- ✓ Survey completed
- ✓ Preliminary results reviewed by stakeholders
- ✓ Draft report released – comments provided to consultant
- Final report – completed

#### **Travel Time Survey/Speed Study**

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey in progress

#### **GIS/Data Integration and Automation**

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- ✓ Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Contract negotiation and scoping in progress
- Council approves contract – May 18, 2007
- City issues contract – June 2, 2007
- Notice to proceed – June 9, 2007

#### **Land-use Model development**

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- ✓ Contract negotiation and scoping completed
- ✓ Council approves contract March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

#### **Non-Motorized Model development**

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- ✓ Contract negotiation and scoping completed

- ✓ Council approves contract – March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway – completion December 2008

### **ITS Deployment Plan**

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006
- Update of the deployment plan including development of measures of effectiveness, IDAS, Turbo Architecture.

### **Farrington Road/Stagecoach Road Corridor Study**

- This study would involve the following tasks:
  1. Data collection and analysis
  2. Traffic circulation plan (including a collector street system plan)
  3. Sub-area modeling analysis and forecast of future demand
  4. Alternative evaluation
  5. Recommendation

### **MPO Collector Street Plan**

#### **7-Year Transportation Demand Management Program**

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- ✓ Market Analysis – January 3, 2007
- ✓ TDM Investment Scenario Development and Analysis – February 2, 2007
- ✓ Draft Recommendations – February 28, 2007
- ✓ Final Report – April 30, 2007

#### **Regional Transit Infrastructure Blueprint**

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- ✓ Finish corridor and infrastructure descriptions; finalize principles fall 2006
- ✓ Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

#### **Chapel Hill/Carrboro/UNC Long Range Transit Plan**

### **Coordinated Human Services Transportation Plan (JARC/New Freedom)**

- ✓ Convene Project Planning Team – Completed by September 15
- ✓ Inventory of available human services transportation and public transportation - Completed by October 15
- ✓ Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters.” Identify what the current systems do well and what we need to do better. – First stakeholder meeting to be held November 1, Draft assessment to be completed by December 1
- ✓ Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held December 14
- ✓ Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- ✓ Report on the stakeholder workshops and identified needs – January TCC/February TAC
- ✓ Final plan approved - February TCC/March TAC meeting

### **2005-06 Unified Planning Work Program (UPWP) Emphasis Projects – In Progress**

#### **Greenhouse Gas (GHG) Emission Inventory and Action Plan**

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- ✓ Base Year data Collection and Information Gathering to be completed in March-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- ✓ Identify GHG target and model reduction targets anticipated to be completed in February-March 2006.
- ✓ Formulate Action Plan anticipated to be completed in March 2007.
- ✓ Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- ✓ Draft Report March 2007.

- Final Plan anticipated to be finalized in June 2007.
- Durham Public Forum - June 21, 2007
- Plan Adoption (Durham City, Durham County, and TAC) anticipated occurring during the months of June 2006 and July 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

### **Congestion Management System (CMS)/Mobility Report Card**

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study about 60% complete.
- Data Collection and field inventory to be completed by spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 2007.
- Public Comment and local review in summer 2007.
- Adoption anticipated in summer/fall 2007.

### **Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement**

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in December 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

### **Unified Planning Work Program (UPWP) – Routine and Other Special Projects**

#### **MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration**

- Mandated by federal regulations
- Draft plan to be prepared in 2007.

#### **Update of the MPO Public Involvement Policy**

- ✓ Draft to be ready for August 2006 TAC meeting.

- ✓ Adopted – October 2006 TAC meeting

**MPO Expansion for the next LRTP Update**

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

**Public Outreach for the East End Connector Planning and Environmental Study**

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007

**NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 6/1/2007**

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	100%	94.7%	7/1/2007
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	100%	99.8%	6/15/2007
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	100%	100%	6/15/2007
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	96.0%	94.7%	8/1/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE	\$ 743,997.00		Triangle Grading and Paving	Aaron V. Earwood, PE	(919) 560-6857	6/30/2007	40.0%	20.0%	6/30/2007
DURHAM	I-3306BB	I-40	I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD	\$ 21,749,430.00	10.401 miles	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	5/10/2008	14.0%	12.4%	5/10/2008
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 733-9499	11/1/2009	8.1%	9.1%	11/1/2009
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	\$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 560-6857				
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS	\$ 2,795,584.75	18.9 miles	Barnhill Contracting	Bob Shultes	(919) 840-0914				
DURHAM	RESURFACING	PRIMARY	5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB	\$ 920,361.66	5.16 miles	REA CONTRACTING LLC	Bob Shultes	(919) 840-0914				
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Bob Shultes	(919) 840-0914	6/15/2008			

**NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 6/1/2007**

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles	C. HAIRE	(919) 250-4016	7/17/2007
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 18,500,000.00	1.708 miles	C. HOUSER / J. MOORE	(919) 250-4016	7/17/2007
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD	\$ 550,000.00	0.067 miles	J. MOORE	(919) 250-4016	1/15/2008
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK	\$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHWPO** Attachment 14

Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms REVISION: Use existing poles in lieu of mast arms	100,000.00	<b>Revised compl. 6/30/07</b>
Orange	US-3925 31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles REVISION: Mast arm to be used in lieu of metal strain poles	85,000.00	Rev. Compl. 10/31/07; <b>foundation installation underway</b>
Orange	U-4008 35009.3.2	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	110,000.00	Rev. compl. 12/31/07
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgfield Dr.	Construct left turn lane	150,000.00	FA Construction by 7/31/07
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	Barrett, Irvin & Jordan <b>const. underway</b> for completion by 8/17/07
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange	<b>SS-4907E</b> 41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	FA construction by 10/5/07
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	MA w/ Town of Chapel Hill; <b>signal operational</b>
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	<b>Survey underway</b> ; FA construction by 4/5/08
<b>Orange</b>	<b>41290</b>	<b>I-85 NBL</b>	<b>Extend the existing guardrail over SR 1713 (Mt. Herman Ch. Rd.) approximately 800 feet southward</b>	<b>20,000.00</b>	<b>Construction by 7/17/07</b>
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	Relocate pedestrian signals and push buttons	20,000.00	<b>100% complete</b>
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501, revise the signal and add a right turn lane at SR 1900	\$147,500	FA const. by 10/08
<b>Orange</b>	<b>41593</b>	<b>Union Street</b>	<b>Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)</b>	<b>\$32,000</b>	<b>B.O.T. approval 6/7/04</b>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO** 7/10/07 Attachment 14

Orange	41594	SR 1010 (W. Main St.) @ NC 54	Install pedestrian signal heads and crosswalk markings	\$40,000	B.O.T. approval 6/7/04
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		ST Wooten Corp. construction underway for compl. by 10/1/07
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Signal installed @ Dogwood Acres Dr.-waiting for power
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	1,500,000.00	Jan. 15, 2008
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	Project scope to be reviewed

Published: Jun 05, 2007 12:30 AM  
Modified: Jun 05, 2007 07:41 AM

## Land costs threaten Triangle Expressway

Bruce Siceloff, Staff Writer  
Hold the bubbly, turnpike lovers.

Research Triangle Park commuters might not win the dubious honor, after all, of becoming the first Tar Heels to pay for the privilege of driving to work.

The N.C. Turnpike Authority wants to start building its 18-mile Triangle Expressway in RTP and western Wake County this winter and to start collecting tolls by 2011. But this timetable depends on a lot of things going right.

So far, from the turnpike perspective, a big thing is going wrong.

The General Assembly is not warming to a request for \$18 million per year to cover the gap between Triangle Expressway project costs and the tolls drivers are likely to pay. There's no gap money in budget legislation that must be enacted before the new fiscal year starts in July.

Wall Street will lend us money to build a toll road, but only if it is sure the loan will be repaid in the next 35 years or so. If the legislature adjourns without pledging the gap money, the Triangle Expressway will be on hold until new financing can be worked out, says David W. Joyner, the turnpike authority director.

Maybe this delay would spark a champagne party among turnpike non-lovers. But it wouldn't help Triangle traffic problems.

Who'd be next in line for turnpike treatment? The 21-mile Monroe Connector/Bypass in Union and Mecklenburg counties, with construction to start in late 2009. There might not be a gap problem there; the state Department of Transportation previously set money aside when part of the Monroe project was planned as a toll-free road.

Joyner blames soaring land costs for the local turnpike gap. The cost of buying right-of-way for the Triangle Expressway, originally planned as a toll-free part of Raleigh's Outer Loop, was pegged at \$52 million in 2002 and at \$135 million in 2006, he said.

This year, after he saw the rising prices school officials were paying for western Wake real estate, Joyner asked appraisers and surveyors to update his right-of-way budget for the Triangle Expressway.

The new numbers arrived in his Glenwood Avenue office Friday: \$233 million, a \$98 million increase in the past year, to buy 732 acres not yet purchased by DOT or pledged by RTP's landlord, the Research Triangle Foundation.

The estimate works out to about \$225,000 an acre in average land values -- with 40 percent added for likely condemnation settlement, court and other costs.

Joyner did the math on his adding machine and gasped: In all, he would have to budget more than \$300,000 an acre. He doubted the results, called his chief financial officer to his desk, punched the numbers again and finally accepted the answer.

"God knows, that's stunning -- \$300,000 an acre in Apex, North Carolina," Joyner said. "We're trying to keep costs down, but it's an exploding area. Growth out there is tremendous, and that's one of the problems we've had with ever getting this project built in the first place."

The official Triangle Expressway cost, yet to be updated from a recent \$850 million estimate, includes about \$14 million a year for toll operations, maintenance and repaving in the coming decades. That's almost as much as the requested gap payment.

In 35 years or so, after toll collections ended and the expressway became a free DOT road, taxpayers would stop paying the gap money. They would start paying maintenance and repaving costs.

Joyner hasn't given up on the General Assembly.

Gap money probably would have to come from new revenues. The legislature will be hearing proposals this summer for bond issues and new local and state taxes to pay for more roads and other infrastructure needs. (A coalition called the Partnership for North Carolina's Future makes a pitch for these proposals online at [www.ncfuturenow.org](http://www.ncfuturenow.org).)

One idea would boost the state's 3 percent highway use tax, collected on new car sales, to pay for more road needs -- including the turnpike funding gap.

Enlighten the Road Worrier with comments, questions or tips: [bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com) or 829-4527. Please include name, address and daytime phone num

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## Officials counter opposition to I-540 extension

By Ray Gronberg, The Herald-Sun  
May 9, 2007 11:54 pm

Durham and Orange County officials joined forces Wednesday to block an attempt by Chapel Hill's mayor to begin the process of striking the planned southward extension of Interstate 540 from the area's long-range road plan.

Mayor Kevin Foy's complaints about the road, nicknamed the "Triangle Turnpike," centered on the possibility that the General Assembly might allocate \$18 million a year in "gap funding" for the project for the next 39 years.

The money -- \$702 million total in current dollars -- would cover the difference between the cost of building and operating a highway stretching from Interstate 40 south to Apex, and what the N.C. Turnpike Authority figures it can raise for the project through the years by charging motorists tolls to drive it.

Wake County legislators are pushing two bills in the General Assembly that would commit the state to supplying the money. But Foy said if the state is going to pony up that kind of cash, it should use it on projects like a transit line between the downtowns of Raleigh and Durham.

"I don't support this road given that it costs so much," he told fellow members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee. "The idea was that tolls would support it. I don't care where [the money] comes from. It's not going to be printed. It's going to come from our taxes, and I'd rather that it go elsewhere."

But Durham officials made it clear they thought that Foy was trying to start a fight with Wake County's leaders that would cost Chapel Hill nothing but threaten Durham's interests in a big way.

The potential casualty most on their mind was the East End Connector, Durham's No. 1 road priority and a project that received a \$98.8 million pledge of construction funding recently from the N.C. Department of Transportation only because, they believe, the state is looking at funding the Triangle Turnpike outside normal channels.

The connector allotment required the acquiescence of Wake County leaders, and Durham officials believe an attack on the turnpike would invite retaliation against a local project that's still at least four years and another \$36 million away from getting off the ground.

"All due respects to the people from Carrboro and Chapel Hill, but it's not going to affect your money," Durham County Commissioners Chairwoman Ellen Reckhow said. "It's going to affect [Durham's]. There were complex negotiations. The East End Connector which Durham desperately wants and needs was tied in there, and it is not a good idea to do what we're talking about doing here."

Reckhow's stance drew support from the Transportation Advisory Committee's chairwoman, Orange County Commissioner Alice Gordon. She said following Foy's lead would be "a provocative move, for various reasons," and advised that the group only make it clear that it doesn't want the prospective allocation to the turnpike counted against other road projects in the area.

The rest of the group went along with that idea, over Foy's dissent.

There was little chance of the mayor getting his way Wednesday, as the group's bylaws allow members to call for a population-based "weighted vote" on any matter. The rules for such a vote give a Durham city and county delegation that stays united the power to pass or veto any proposal before the committee.

Durham rarely use the procedure, and didn't on Wednesday, but its members have shown in the past that they'll outmuscle Chapel Hill officials when they deem it necessary. They last invoked the procedure in September of 2005, when they settled the location of a transit corridor near Creekside Elementary School over Chapel Hill's objections.

Recent projections suggest that the Triangle Turnpike's up-front construction cost will be about \$905 million. Tolls are supposed to cover only about three-quarters of that, so the state has to come up with more than \$200 million in cash or promise annual debt and maintenance payments to cover the gap.

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## **Apex council pulls away from toll road**

### **Some see fee as 'another tax'**

Toby Coleman, Staff Writer

APEX - Opposition rose Tuesday to construction of a toll road between Raleigh's western suburbs and Research Triangle Park.

Amid applause from toll-wary drivers, Apex Town Council members announced they could not back plans to turn the future Western Wake Expressway section of Interstate 540 into a toll road.

The move was a blow to the effort to make Raleigh's western suburbs home to North Carolina's first modern toll road. The effort faces another pivotal vote today, when Apex Mayor Keith Weatherly and other Raleigh-area leaders decide whether the Capital Area Metropolitan Planning Organization will support proposals to make the 12-mile Western Wake Expressway a turnpike.

In Apex, at least, the idea of introducing toll roads to Raleigh's western suburbs struck some as foul, like the suggestion of an unfair tax. The problem: Other sections of I-540 across Wake County were built by the state as free roads.

The suggestion left some particularly bitter because state lawmakers have used money from road-construction accounts to pay for other programs.

"I find myself very much in favor of the road, but very much opposed to the toll," said council member Bryan Gossage. "We're in this mess because of the absolute failure and the absolute ineffectiveness of our government's Department of Transportation to exercise some financial discipline, prioritize and, frankly, I resent the fact that the buck has been passed down to us."

If the Western Wake Expressway is not built as a toll road, it may not be built for another decade or more.

Business groups say that's too long to wait. As Raleigh's western suburbs continue to grow, they say the Western Wake Expressway will be needed to prevent crushing congestion on roads like N.C. 55.

A toll road "is probably the lesser of the two evils when you come down to it," said Clare Owens of Apex, who lives near the proposed route of the expressway.

Ultimately, though, expedience is not a good enough reason for the government to dig even deeper into drivers' pockets, said council member Mike Jones. The toll would be charged on top of gas taxes that also are used to pay for road construction.

Jones even won a smattering of applause by declaring that the toll "is another tax."

Plus, if the toll booths go up, they may never go away, said council member Gene Schulze. That is too much for a highway, he said, especially since "we deserve it anyway."

Staff writer Toby Coleman can be reached at 829-8937 or [toby.coleman@newobserver.com](mailto:toby.coleman@newobserver.com).

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## **Wake leaders approve toll road**

### **Leg of I-540 to link RTP, Holly Springs**

Bruce Siceloff, Staff Writer

A Wake area planning board gave its final blessing Wednesday to a planned 18.6-mile toll road from Research Triangle Park to Holly Springs, which could start serving commuters and other paying customers by 2011.

The Capital Area Metropolitan Planning Organization also began planning to widen a four-mile Interstate 40 bottleneck in West Raleigh, also by 2011.

Apex Mayor Keith Weatherly cast the only vote against an N.C. Turnpike Authority plan to build the state's first modern toll road through western Wake and RTP. He said the CAMPO board should not approve the proposal until financial details are ironed out.

Citing a negative vote Tuesday by the Apex Town Council, he said it was unfair for the state to collect tolls on part of the I-540 Outer Loop in western Wake after building its northern section toll-free.

"I consider the Outer Loop one project," Weatherly said. "It's a flawed concept to toll only a portion of a project. But I'm not against tolls -- I think the concept of user fees is a good one."

Raleigh Mayor Charles Meeker said Wake County has been shortchanged in state spending priorities. Raleigh spends \$10 million in city property taxes each year on road improvements that should be state-funded, he said.

But Meeker and other CAMPO board members said residents cannot hope to see the western Wake road built in the next 25 years unless tolls are used. All drivers in the area stand to benefit, because the toll road will ease congestion on existing roads, he said.

"They can ride the toll road and pay tolls if they want to, or else they can ride N.C. 55 and have less traffic than they would otherwise have," Meeker said.

The turnpike authority voted Wednesday to call the new 18.6-mile road the Triangle Expressway. It combines an old plan to extend N.C. 147 south through the center of RTP with a section of the Outer Loop from RTP south to Holly Springs.

The two are linked by a short section of I-540, now under construction, to be opened for toll-free traffic by late June. When the rest of the Triangle Expressway is built and starts operation in 2010 and 2011, the state also will start collecting tolls on the I-540 segment that opens next month.

Turnpike officials said that, without CAMPO's approval, they would have been forced by federal regulations to delay plans for the Triangle Expressway by at least two years. If the General Assembly approves a request for \$18 million per year to cover an expected gap between toll revenue and overall costs, the expressway project could start construction in early 2008.

David Joyner, the turnpike authority director, said the state agency would work with CAMPO and local boards in other parts of the state to help ease public concerns about toll roads.

"It's not easy for the locals to understand why they have to be the first ones, they have to pay tolls and others do not," Joyner told turnpike board members. "But it's part of our job. It's part of the pain we have to get through."

Also Wednesday, the CAMPO board proposed to start work in late 2008 on a \$36 million plan to widen I-40 from four to six lanes on a four-mile stretch between Wade Avenue and Cary. Wake officials are hopeful that the I-40 upgrade will be ratified late this year when the state Board of Transportation updates its plans.

Staff writer Bruce Siceloff can be reached at 829-4527 or [bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com).

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## Public concerned about safety at Smith Level Road

BY CARA MCDONOUGH, The Herald-Sun  
May 20, 2007 10:59 pm

CARRBORO -- Residents had a chance to voice their concerns about the future of Smith Level Road during a public information session Sunday afternoon.

Their comments centered on making the road -- which connects the town's central business district with U.S. 15-501 near the Chatham County line -- safer for pedestrians and bicyclists, especially with Carrboro High School, being built just off Smith Level, slated to open in August.

About 14 people attended the meeting, organized by the Smith Level Road Task Force, a group organized by the Carr-boro Board of Aldermen in October in response to resident petitions.

The task force was charged with exploring ways to make Smith Level Road safer for pedestrians, drivers and bicyclists, particularly in regard to pressures brought on by increasing development in Orange and Chatham counties.

Their findings may impact future improvements to the road. Town staff members recently met Department of Transportation representatives to discuss those changes, which could include widening portions of Smith Level Road to four lanes, adding sidewalks and bike lanes, and building greenways. Improvements are scheduled to begin in 2011.

The residents who spoke Sunday were hopeful their input would weigh heavily on any future plans.

Lynne Bresler, who lives in the Dogwood Acres neighborhood, told the task force that one immediate improvement would be changing the traffic signal at the intersection of Culbreth and Smith Level roads. The signal is currently weight sensitive, she said, so bicyclists and pedestrians aren't registered.

Others worried about broader issues like traffic and speeding on the road that will increase with the completion of the high school.

"It's hard to believe, but teenagers do like to go fast," joked Rob Frescoln. He and his wife Kirstin, who also live in Dogwood Acres, said they hoped dangers of speeding would be addressed in the task force's final findings.

Several speakers suggested that by improving biking and walking routes, traffic and speeding would be reduced because it would encourage people to leave their cars at home.

Carrboro resident Austin Brown elicited applause from the crowd when he suggested the town implement a policy restricting students who lived within 1½ miles of the new high school from driving there.

Young residents spoke up too.

"We want to be able to bike to Carrboro High and we don't want to be hit by cars," said Jesse Barro, who will be a student at the new school. "We just want to have a safe trip."

Some worried that changing Smith Level could compromise its rural nature.

Heritage Hills resident Nancy Pekar said she hoped lighting fixtures built on Smith Level Road near her home wouldn't contribute to light pollution.

"I really love being able to see the stars at night," she said.

The Smith Level Road Task Force is scheduled to report its final findings to the Carrboro Board of Aldermen in mid-June.

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## **Columbia Street changes on track**

By Emily Coakley, The Herald-Sun  
May 28, 2007 8:44 pm

CHAPEL HILL -- Work to add sidewalks and bike lanes along South Columbia Street is back on track to start sometime in the 2009 budget year.

The final version of the state's Transportation Improvement Program for 2007-2013 had the project's construction scheduled to start in 2010, though the draft TIP had work starting in 2009.

Improvements include turn lanes, bike lanes and sidewalks on South Columbia Street between Purefoy and Manning roads.

A project to upgrade the traffic signal system in Chapel Hill and Carr-boro also was moved in the final TIP to 2011.

Town officials met with DOT officials to discuss their concerns about both projects being moved.

Earlier this month Douglas Gaylon, chairman of the Board of Transportation, sent Mayor Kevin Foy a letter telling him the projects have been returned to 2009.

"I am pleased to inform you that it appears the Department will have adequate cash capacity to allow both projects to be scheduled for let in fiscal year 2009," Gaylon wrote in a letter dated May 7.

Foy called the change "great news."

"I think what it shows is the Department of Transportation is willing to listen and be flexible and take into consideration local needs even in a time when they're having severe constraints on the funding they have," Foy said.

DOT's decision essentially returns the projects to the proposed schedule.

"It's moved back to where it was," said Mike Mills, DOT division engineer for this area.

Foy said commuters and pedestrians aren't the only ones who have been affected by the delays. Property owners along South Columbia Street probably have held back from making improvements for the last two decades because the street work was up in the air, he said.

Mills said the South Columbia Street project wasn't the only one in Division 7 where the construction year changed between the draft and final TIP.

Projects move, or slip, Mills said, because there isn't enough funding available.

The South Columbia Street additions are estimated to cost about \$5.2 million, while the signal project is estimated to cost \$5 million, according to the TIP.

The TIP is being reviewed now at the federal level and will have to be amended when it is finalized.

Amending it now would require public comment periods and could delay its approval, Mills said.

The TIP contains road improvement projects planned statewide.

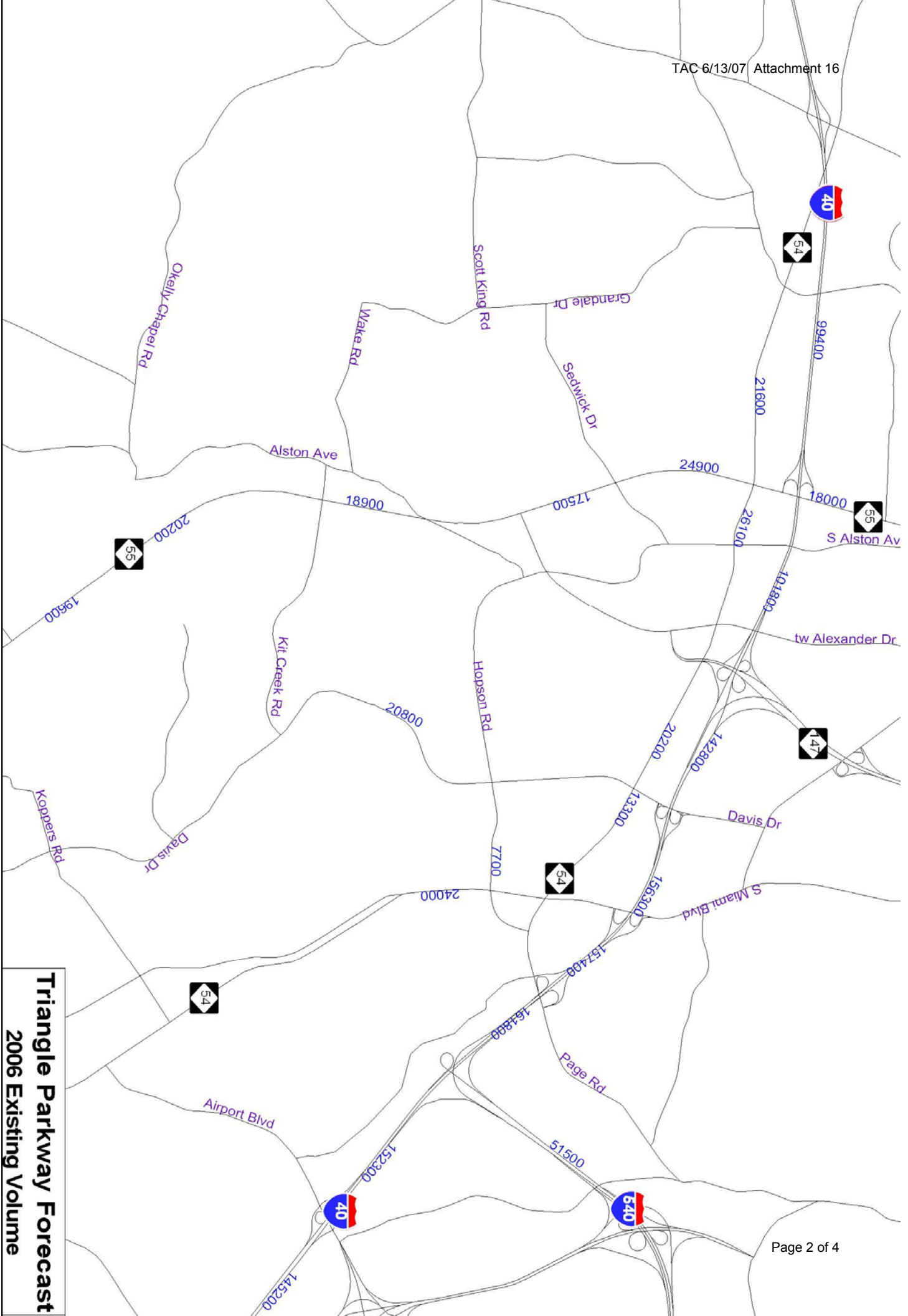
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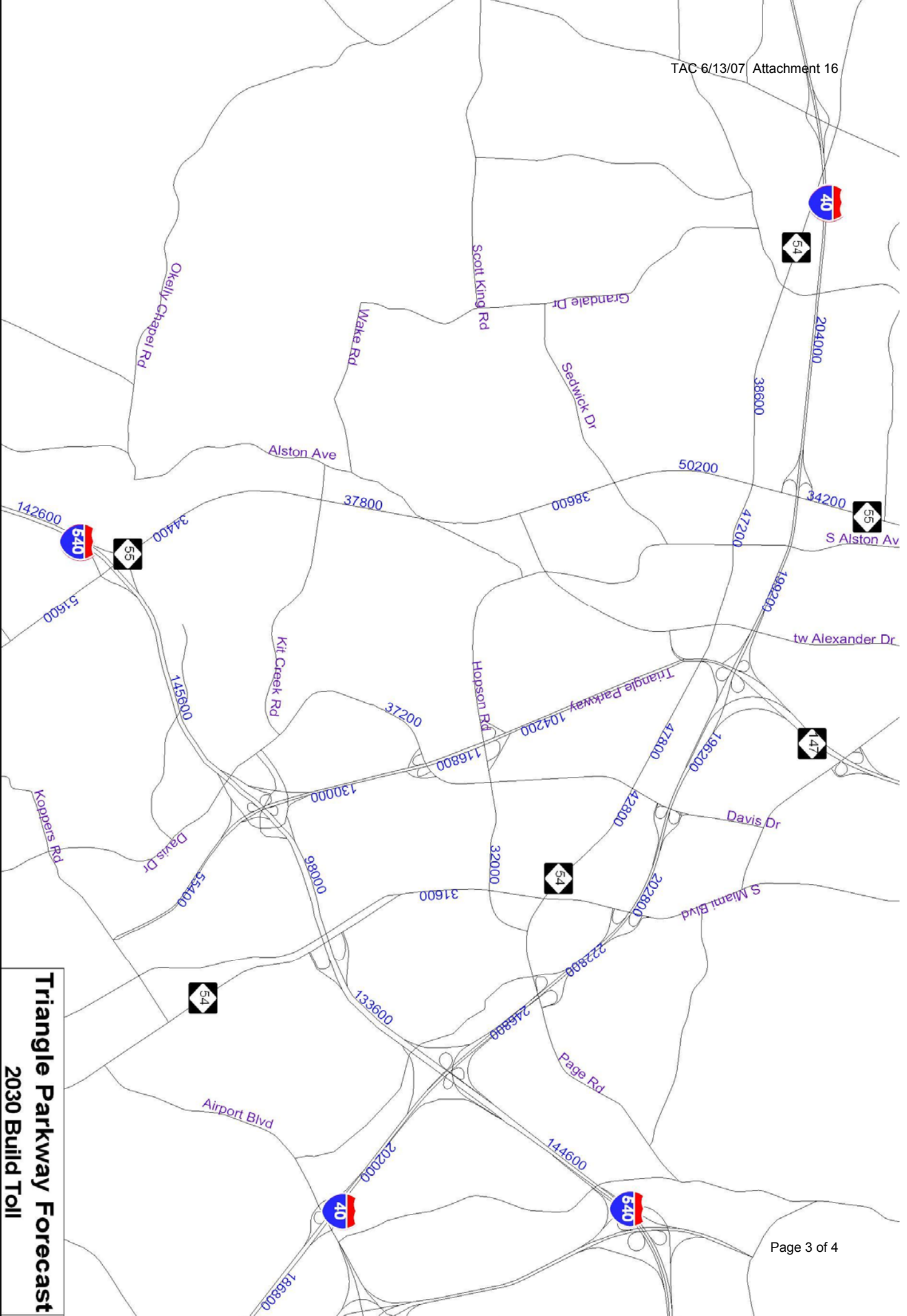
### NCTA Traffic Forecast Summary

Daily Volume	location		Year and Condition			build-nobuild	build vs. nobuild	build vs. 2006	nobuild vs. 2006
	between	and	2006 existing	2030 no-build	2030 build	absolute value	% change	% change	% change
I-40	Fayetteville	Alston	99,400	199,000	204,000	5,000	3%	105%	100%
	Alston	NC147	101,800	156,000	199,200	43,200	28%	96%	53%
	NC147	Davis	142,800	229,200	196,200	-33,000	-14%	37%	61%
	Davis	Miami	156,300	238,000	202,800	-35,200	-15%	30%	52%
	Miami	Page	157,400	263,200	222,800	-40,400	-15%	42%	67%
	Page	I-540	161,800	293,200	246,800	-46,400	-16%	53%	81%
	I-540	Airport	152,300	212,400	202,000	-10,400	-5%	33%	39%
	Airport	Aviation	145,200	196,000	186,800	-9,200	-5%	29%	35%
NC54	Barbee	NC55	21,600	39,400	38,600	-800	-2%	79%	82%
	NC55	Alston	26,100	49,600	47,200	-2,400	-5%	81%	90%
	Alston	Davis	20,200	49,200	47,800	-1,400	-3%	137%	144%
	Davis	Miami	13,300	44,000	42,800	-1,200	-3%	222%	231%
	Hopson	Church St.	24,000	37,400	31,600	-5,800	-16%	32%	56%
NC55	Carpenter	I-40	18,000	34,400	34,200	-200	-1%	90%	91%
	I-40	Sedwick	24,900	84,800	50,200	-34,600	-41%	102%	241%
	Sedwick	tw Alexander	17,500	76,600	38,600	-38,000	-50%	121%	338%
	tw Alexander	Kit Creek	18,900	76,200	37,800	-38,400	-50%	100%	303%
	Kit Creek	I-540	20,200	72,000	34,400	-37,600	-52%	70%	256%
	I-540	McCrimmon	19,600	57,200	51,600	-5,600	-10%	163%	192%
I-540	Aviation Pkwy	I-40	51,500	145,800	144,600	-1,200	-1%	181%	183%
	I-40	NC54		158,200	133,600	-24,600	-16%		
	NC54	Davis		110,800	98,000	-12,800	-12%		
	Davis	NC55		83,200	145,600	62,400	75%		
	NC55	Morrisville		131,200	142,600	11,400	9%		
Triangle Pkwy	NC147	Hopson			104,200				
	Hopson	Davis			116,800				
	Davis	I-540			130,000				
	I-540	Koppers			55,400				
Davis	Hopson	Kit Creek	20,800	39,000	37,200	-1,800	-5%	79%	-105%
Hopson Rd	Alston	Davis	7,700	38,800	32,000	-6,800	-18%	316%	-118%

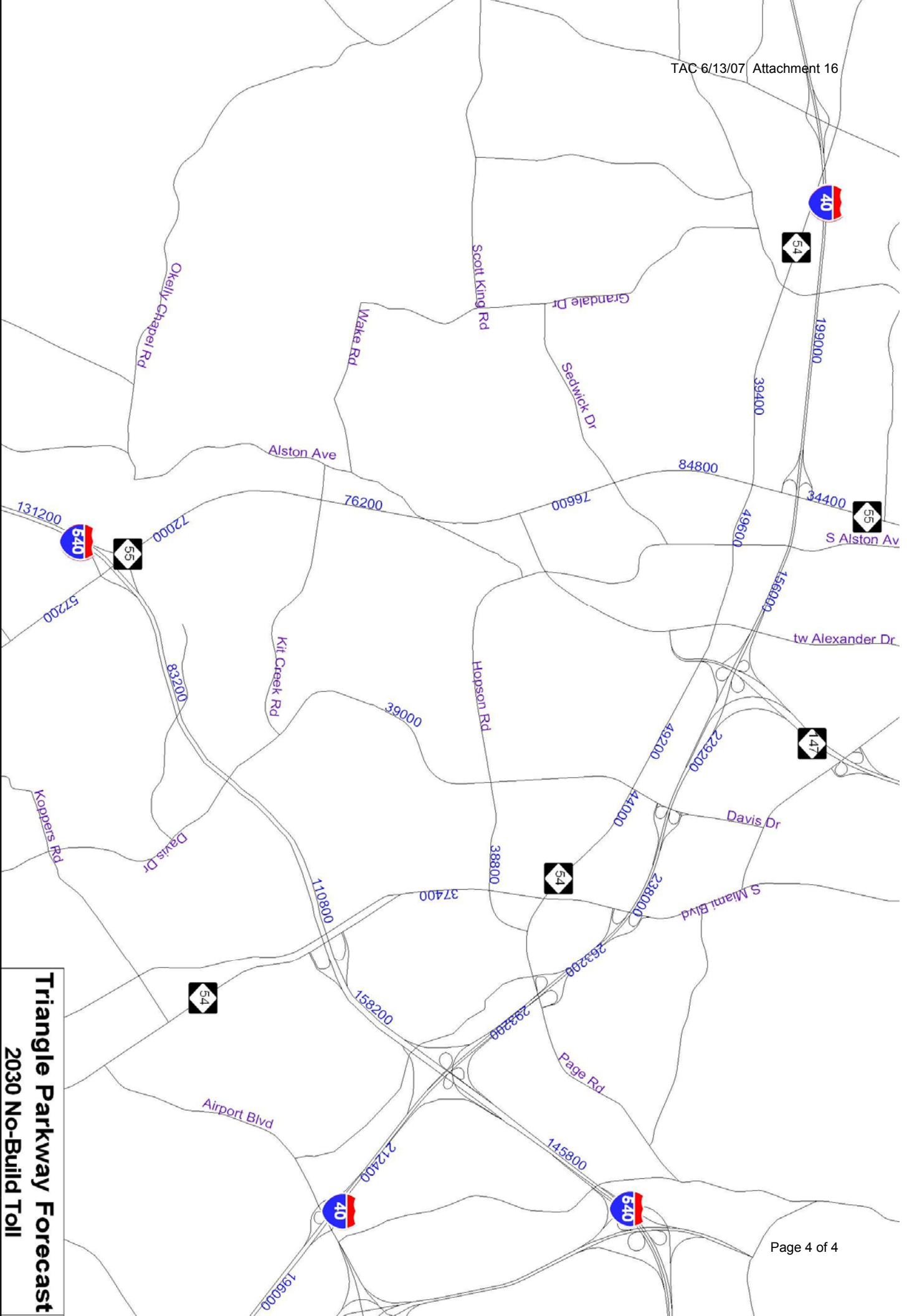
Note  
Data are from forecasts dated March 2007



**Triangle Parkway Forecast  
2006 Existing Volume**



**Triangle Parkway Forecast  
2030 Build Toll**



**Triangle Parkway Forecast  
2030 No-Build Toll**



May 9, 2007

Mr. David W. Joyner  
Executive Director  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, North Carolina 27699-1578

Dear Mr. Joyner:

I hope that your work is going well and that the North Carolina Turnpike Authority (NCTA) is making headway in its efforts to find gap funding in the General Assembly for the Triangle Turnpike. I have appreciated NCTA's willingness to work with the Triangle Transit Authority (TTA) on preservation of transit opportunities in this corridor.

Specifically, TTA appreciates the addition to NCTA's fiscal capacity study of the issues of shared turnpike use by transit buses, vanpools and high occupancy vehicles. We believe that these important matters need to be considered and, where fiscally feasible, included in the planning for turnpikes in our region.

The question of future rail transit use of the corridor utilized by the Triangle Turnpike is also a crucial issue for our region. I wanted to respond to your email of January 18, 2007 and the comments you raised regarding reservation of a portion of the median right of way for rail transit.

I believe the heart of our mutual intent lies in preserving options for this corridor and in taking no action that preclude future choices for those who follow after us. The NCTA has already considered several possible uses for the median area of the corridor, including additional toll lanes, possible HOV lanes, and possible breakdown lanes. We both acknowledge that in addition to these possible uses, transportation decision-makers in future years may want to employ rail transit in a portion of the 78-foot wide median. Based on current standards, 78 feet is certainly more than adequate width to build a two-track passenger rail facility.

The point, then, is to understand that any of these uses of the median area should be provided for and not excluded from consideration. We recognize that none of us is wise enough to know what the Triangle region will consider the best or most appropriate use for this median ten or twenty years from now.



Based on our most recent conversations on this subject, I believe that there is mutual agreement that preserving options for use of the Triangle Turnpike median for passenger rail transit or other uses is the appropriate policy. I wanted to set forth our understanding on this matter in order to clarify the positions of our respective organizations as well as for the benefit of the Metropolitan Planning Organizations of our region. Please let me know if I may have mischaracterized our understanding or if you have any further thoughts on this issue.

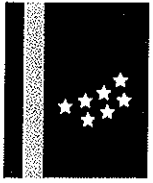
Sincerely,

A handwritten signature in black ink, appearing to read "David King".

David King

cc: Joe Bryan  
Alice Gordon

DDK/rg



May 11, 2007

Ms. Beverly G. Robinson  
Project Development Engineer  
Project Development and Environmental Analysis Branch  
NCDOT  
1548 Mail Center Service  
Raleigh, NC 27699-1548

RE: Alston Avenue Widening (TIP Project U-3308)

Dear Ms. Robinson:

We recently discussed the status of the following four outstanding issues associated with the Alston Avenue widening project (U-3308):

1. Elimination of exclusive right turn lanes
2. Provision of a 3' striped bike lane
3. Reduction of the roadway grade change under the railroad overpass
4. Relocation of the grocery store located at the northwest corner of Main and Alston to another location within the vicinity of the project

My understanding of the status of each of the outstanding issues is described below:

1. Elimination of exclusive right turn lanes – NCDOT appears to be willing to remove the exclusive right turn lanes from this project proposed along Alston Avenue and Liberty Street. We understand that with the removal of the exclusive right turn lanes the triangular islands at the intersections separating the right turn movement from the through movement will also be removed. The proposed median island will be unchanged.
2. Provision of a 3' striped bike lane – One of the reasons for NCDOT's opposition to a 3' striped bike lane on Alston Avenue was the existence of the exclusive right turn lanes. With the removal of the exclusive right turn lanes on Alston Avenue NCDOT will permit the inclusion of a 3' striped bike lane on Alston Avenue.
3. Reduction of the roadway grade change under the railroad overpass. NCDOT is unable to make any further roadway grade changes beyond what has already

been made and maintain an acceptable minimum vertical clearance under the railroad overpass.

4. Relocation of the grocery store located at the northwest corner of Main and Alston – A grocery store is an important community asset and helps foster the cohesiveness of a neighborhood. The widening project will take the grocery store located at Main and Alston. The nearest remaining store is located nearly two miles away. Accordingly, we continue to request that NCDOT work with the City and the private sector as appropriate to create an opportunity to locate a grocery store in the vicinity of the Alston Avenue widening project. We continue to believe that the taking of the grocery store at the corner of Main and Alston is an Environmental Justice issue and are willing to work with NCDOT to explore innovative ways to locate a grocery store in the vicinity of the Alston Avenue project.

We also want to ensure that provisions for street lights are designed into the Alston Avenue widening project and understand that NCDOT is working with Duke Energy in this regard.

I recently became aware of a Community Impact Assessment (CIA) Report for the Alston Avenue project submitted to NCDOT and dated February 2003. I note that this report raised many of the same issues associated with the design of this project that we have been raising for more than three years. They are:

- Possible Environmental Justice issues including possible neighborhood separation, impacts on racial and/or ethnic minorities, language barriers and impacts on the poor;
- Recognition of high present and potential pedestrian and transit usage;
- Location of the study area relevant to the proposed TTA regional rail station;
- The importance of Context Sensitive Design to fully accepted and safety guided project;
- History of the relationship among the local government, other development agencies, and the communities including the construction of NC 147 in the 1960s-1980s;
- Indirect and cumulative economic impacts;
- Relationship to NCCU and other employment centers;
- The communities' use of, and relationship to, the services and facilities in Downtown Durham;
- The present and future roadway capacity of Alston Avenue.

The CIA report notes that communities in and around the project site will be severely impacted if the roadway is not designed in a manner that recognizes the primarily residential nature of the area. When coupled with the history of the effects that the construction of NC 147 had on the African American Community and economy, it is imperative that these communities not be subjected to the same outcomes. The report called for the pursuit of context – sensitive designs of the highest standards to aid in the successful redevelopment efforts underway in the study area.

The CIA report recommended that the design of the roadway provide for pedestrian safety in an area that is highly traversed by foot. Due to the lower than average car ownership rates in the area the report notes that residents will frequently need access to transit and neighborhood stores and, therefore, pedestrian access to all points along and across the corridor should receive special priority in the design phase. Based on a socio-economic analysis of the residents of the area, the CIA report also suggests that bicycle lanes be provided and that the final design should seek to minimize conflicts between bicycles and motorized vehicles along the roadway.

The CIA report notes that there will be a major change in the visual surroundings and recommends that the following context sensitive design guidelines be followed for improving the visual perception of the neighborhood while also softening the impact of the road changes.

- The design must bear in mind the scale of the roadway's use in relation to the highly residential character of the area. Perceptions of insurmountable distance across roadways and speeding vehicles act as actual barriers.
- The roadway will provide a new gateway into the community from both the north and south and, as such, should be designed to reflect the history and present culture of the community.
- In combination with the other revitalization efforts, it is hoped that the planned economic nodes will be designed so that they do not intrude on, or dominate, the scale of the community.

The stated issues below are to be examined from the residents' point of view and should guide the design and/or mitigation strategies:

Speed Control	Signage
Safety	Clutter
Compatibility with neighborhood setting	Color coordination
Landscaping and green space	Light and lighting
Sense of ownership	Noise level
Odors	Clean air
Specific historic or cultural features	

The CIA report also addresses Title VI and Environmental Justice and determined that each study area block group met the minority threshold and 11 of 13 block groups met the poverty threshold for Environmental Justice assessment status. Accordingly, it continues to be the City's position that this project creates an Environmental Justice issue that must be addressed in accordance with the Guidance to Environmental Justice in the U.S. Environmental Protection Agency's (EPA's) National Environmental Protection Act's (NEPA's) Compliance Analysis. This is why the City continues to insist that NCDOT work with the City and the private sector as appropriate to create an opportunity to locate a grocery store in the vicinity of the Alston Avenue project.

We appear to be close to resolving the outstanding issues that we have with the Alston Avenue widening project and appreciate NCDOT's efforts in working with the City to resolve these issues. However, in our opinion many of the concerns we have raised with the design of the project would never have been an issue had the recommendations/suggestions of the Community Impact Assessment report been given greater consideration in the roadway design process.

Thanks again for your cooperation and this project.

Sincerely,



Mark D. Ahrendsen  
Transportation Manager  
City of Durham

Cc: Theodore Voorhees, Deputy City Manager  
Kathryn Kalb, Public Works Director  
Alan DeLisle, Economic and Employment Development Director  
Wesley Parham, Transportation Engineer V  
Felix Nwoko, Transportation Planning Manager  
Dale McKeel, Transportation Planner II  
James Speer, Roadway Design  
John Lansford, Roadway Design  
Kimberly Hutton, Public Involvement  
Eric Midkiff, PDEA  
Rob Hanson, PDEA  
James Dunlop, Congestion Management  
Tom Norman, Bicycle/Pedestrian Unit




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**Member Governments**

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

May 9, 2007

Rep. Henry M. Michaux, Jr.  
 1227 Legislative Building  
 Raleigh, NC 27601-1096

Dear Representative Michaux:

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recently reviewed several transportation-related bills that have been introduced into the 2007 session of the North Carolina General Assembly.

At their April 11, 2007 meeting, the TAC of the DCHC MPO endorsed the following bills:

- S794/H622 – Eliminate Transfer of Funds for Driver Education
- H623 – Funding of Highway Patrol by the General Fund
- H1004 – Highway Trust Fund Transfers to the General Fund Eliminated
- H1118 – Authorization to Transfer Funds for Congestion Mitigation and to Modify the Highway Trust Fund Allocation Formula
- S783/H1219 – Reconstruction Funds I-40/No Equity Fund
- H153 – Local Revenue Options
- S962 – Transportation Corridor Study Funds
- S297 – Report Bicycle Accidents to Law Enforcement
- S1307/H1179 – Low Emission Vehicles Program

Many of these bills would have a positive impact on our ability to provide funding for needed transportation improvements in our growing urban area (S794/H622, H623, H1004, H1118, S783/H1219, H153, and S962). S794/H622 and H623 would reassign approximately \$200 million per year in expenses from the Highway Fund to the General Fund. As a result, the Highway Fund would have more funding available for transportation construction and maintenance.

H1004, H1118, and H153 are consistent with the Joint MPO Transportation Funding Legislative Agenda endorsed by the DCHC MPO and the Capital Area MPO in April 2006 (see enclosure). S783/H1219 would make the I-40 repair work exempt from the equity formula. This is consistent with a resolution endorsed by both the DCHC MPO and Capital Area MPO in November 2006 (see enclosure). S962 would provide funding for a corridor planning study for a high growth area of the DCHC MPO.

S297 would help improve transportation safety for bicyclists. An objective of the DCHC MPO's long range transportation plan is to improve safety for bicyclists and pedestrians. S1307/H1179 would help improve air quality by requiring more fuel efficient vehicles in North Carolina. The DCHC MPO is in a nonattainment area for ozone air pollution. In addition, the DCHC MPO is currently working on greenhouse gas emission reduction initiatives in Orange and Durham Counties. S1307/H1179 would help our area achieve our goals to reduce ozone air pollution and greenhouse gases.

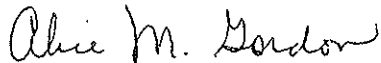
Also at the April 11, 2007 meeting, the TAC of the DCHC MPO opposed the following bill:

- S150/H49 – Outdoor Advertising Vegetation Removal Changes

The DCHC MPO believes that this bill would have a negative effect on the attractiveness and appeal of our street and highway system.

The DCHC MPO appreciates your support for addressing the transportation needs of our area. In particular, we appreciate your sponsorship of H1219 and H153. Please consider the MPO's position on these bills in your decisions on these matters.

Sincerely,



Alice M. Gordon, PhD, Chair  
Transportation Advisory Committee

Enclosures: Joint MPO Transportation Funding Legislative Agenda  
Joint Resolution to Exempt Expenditures Associated with Repairs to I-40  
from NC 147 to US 15-501 from the Equity Formula

Cc: DCHC MPO State Legislative Delegation  
DCHC MPO TAC  
Mark Ahrendsen, City of Durham/DCHC MPO  
Felix Nwoko, DCHC MPO

**Joint Resolution by the Durham-Chapel Hill-Carrboro MPO and Capital Area MPO to Exempt Expenditures Associated with Repairs to I-40 from NC 147 to US 15-501 from the Equity Formula**

**WHEREAS**, I-40 was recently widened from four to six lanes between NC 147 and US 15-501 at a cost of \$44.8 million to relieve traffic congestion in south Durham; and

**WHEREAS**, during the three year construction period motorists traveling on I-40 endured lane closures, ramp closures, detours, increased delays and an increase in the number of traffic accidents; and

**WHEREAS**, concrete failures on the original four lanes of I-40 began to appear in 2005 shortly after the widening work was completed; and

**WHEREAS**, it has been determined that the concrete problems are due to the failure to provide appropriate expansion joints in the three inch concrete overlay applied to the original four lanes on I-40; and

**WHEREAS**, the repairs to correct the concrete failures on I-40 will involve removing the three inch concrete overlay from the four original lanes of I-40 between NC 147 and US 15-501 (two outer lanes in each direction) and replacing this concrete with asphalt; and

**WHEREAS**, under a settlement agreement the original contractor, Granite Construction Company, will repair approximately three lane miles of the damaged concrete in the fall of 2006 and NCDOT will be responsible for repairing the remaining 37 lane miles of damaged concrete at a later date (this work is expected to occur in 2007 and 2008); and

**WHEREAS**, the cost to repair the 37 lane miles for which NCDOT has assumed responsibility is estimated at \$18.6 million; and

**WHEREAS**, the concrete pavement was expected to last 30 years and the asphalt pavement is expected to last approximately 10 years; and

**WHEREAS**, motorists traveling on I-40 have once again had to endure significant delays this fall associated with Granite Construction Company's repair work for the three lane miles for which they are responsible even though this repair work has been limited to weekends; and

**WHEREAS**, once again Triangle citizens and others traveling on I-40 will have to endure the frustration and countless hours of delay associated with the repair of the remaining 37 lane miles of I-40 between NC 147 and US 15-501; and

**WHEREAS**, sufficient revenue is not currently anticipated to keep up with the growing needs and demand for transportation improvements in the Triangle; and

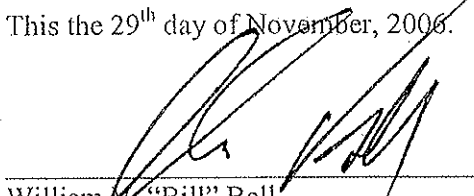
**WHEREAS**, Division 5 (and the Triangle in particular) has experienced a nearly \$350 million reduction of funds available in the 2006-2012 TIP to “repay” the advancement of funds to accelerate the construction of a project in the Triangle; and

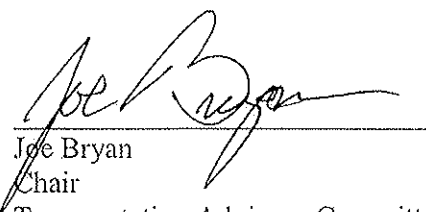
**WHEREAS**, the counties in the Triangle are donor counties in terms of the ratio of taxes generated versus the amount of NCDOT funds spent in the area over the past fifteen years based on the funding allocation specified by the State’s Equity Formula; and

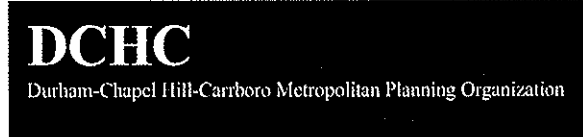
**WHEREAS**, Division 5 and citizens in the Triangle should not have to bear the cost of the \$18.6 million in repairs to I-40 caused by the mistakes of others and have other critical transportation improvements delayed as a result.

**Now, therefore, be it resolved by the Transportation Advisory Committees of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Capital Area Metropolitan Planning Organization that the costs associated with repairs to I-40 between NC 147 and US 15-501 (estimated at \$18.6 million) be exempted from the State’s Equity Formula.**

This the 29<sup>th</sup> day of November, 2006.

  
\_\_\_\_\_  
William W. “Bill” Bell  
Chair  
Transportation Advisory Committee  
Durham-Chapel Hill-Carrboro MPO

  
\_\_\_\_\_  
Joe Bryan  
Chair  
Transportation Advisory Committee  
Capital Area MPO



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

### **LEGISLATIVE AGENDA**

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

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

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

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

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

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

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




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**Member Governments**

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

May 9, 2007

Rep. W.A. Wilkins  
 1301 Legislative Building  
 Raleigh, NC 27601-1096

Dear Representative Wilkins:

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) voted at its May 9, 2007 meeting to express its support for legislative initiatives that allow local governments to levy land transfer taxes if approved by voters. The TAC believes that land transfer taxes will help cities and counties fund desperately needed infrastructure improvements for which there are no currently available funding sources. Land transfer taxes are a particularly effective tool for rapidly growing areas like Durham, Orange, and Chatham Counties because the tax targets development.

At their April 11, 2007 meeting, the TAC of the DCHC MPO endorsed several bills introduced in the 2007 General Assembly including H153 – Local Revenue Options. H153, sponsored by Rep. Michaux, would allow local governments to levy a menu of local option taxes if approved by the voters including a land transfer tax. We again would like to express our support for this bill. In addition, Senator Atwater is sponsoring a bill, S1516 – Local Option Land Transfer Taxes, which would allow counties to levy a land transfer tax if approved by voters. We also support S1516.

The DCHC MPO appreciates your support for addressing the transportation needs of our area. Please consider the MPO's position in your decisions on these matters. We would really appreciate your help.

Sincerely,

Alice M. Gordon, PhD, Chair  
 Transportation Advisory Committee

Cc: DCHC MPO State Legislative Delegation  
 DCHC MPO TAC  
 Mark Ahrendsen, City of Durham/DCHC MPO  
 Felix Nwoko, DCHC MPO




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**Member Governments**

Town of Carrboro  
 Town of Chapel Hill  
 County of Chatham

May 10, 2007

City of Durham  
 County of Durham  
 Town of Hillsborough  
 NC Department of  
 Transportation  
 County of Orange

Rep. W.A. Wilkins  
 1301 Legislative Building  
 Raleigh, NC 27601-1096

Dear Representative Wilkins:

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) voted at its May 9, 2007 meeting to express its opposition to H1462 – Municipal Street Provisions, as presently written.

The municipalities in the DCHC MPO, the City of Durham, Town of Chapel Hill, Town of Carrboro, and Town of Hillsborough, are willing to consider taking on more responsibility for some streets inside municipalities. We believe that local governments are often better suited to address the needs of certain state system streets that primarily serve local traffic. However, transferring these responsibilities from the State to the municipalities should be the result of a deliberative negotiated process that includes providing municipalities with a source of funds to maintain and improve these streets. It may be appropriate to change the Powell Bill formula.

The DCHC MPO opposes H1462 in its current form because it does not allow municipalities to provide input on how the transfer of responsibilities would occur nor does it adequately address the municipal funding needs associated with the transfer of responsibilities. H1462 would remove the requirement that streets must first be accepted by municipalities in order to be added to the municipal system. The State would be able to transfer streets at its discretion without input from the municipalities. H1462 also narrows the definition of the streets that will be included in the state system.

The DCHC MPO appreciates your support for addressing the transportation needs of our area. Please consider the MPO's position as you consider this bill.

Sincerely,

Alice M. Gordon, PhD, Chair  
 Transportation Advisory Committee