

**Member Governments**

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

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

**AGENDA**

**November 28, 2007  
9:00 a.m.**

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

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

**ACTION ITEMS**

**4. Approval of October 24, 2007 TCC Meeting Minutes  
(Attachment 4)**

A copy of the October 24, 2007 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the October 24, 2007 TCC meeting.

**5. Job Access Reverse Commute (JARC) and New Freedom (NF) Call for Projects  
(Attachment 5, 5A)**

**John Tallmadge, TTA  
Ellen Beckmann, LPA Staff**

The MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds. JARC is targeted for improving transportation for low income populations and NF is targeted at persons with disabilities. Last year, the MPO held a Call for Projects in March and selected projects for funding in June 2007 for the MPO's remaining 2005 allocation and the MPO's full 2006 allocation. In order to provide applicants and the MPO more time to submit and review applications, the TCC Transit Subcommittee recommends that the 2008 Call for Projects be opened in December 2007 with an application deadline of February 28, 2008. A complete recommended schedule is included in Attachment 5. The TCC Transit Subcommittee also recommends a few changes to the selection process outlined in Attachment 5.

The 2008 Call for Projects would allocate the MPO's remaining 2005 and 2006 allocations and the full 2007 allocation – approximately \$183,222 for JARC and \$170,467 for NF. The 2007 appropriation will not be known until February or March 2008.

In addition, the FTA requires a Program Management Plan (PMP) for administration of the JARC and NF funds. As the designated recipient of the MPO's funds, DATA prepared this document and has submitted it to FTA (Attachment 5A).

**TCC Action:** Recommend that the TAC open the Call for Projects for the MPO's remaining 2005 and 2006 JARC and NF allocations and the full 2007 JARC and NF allocation.

#### **6. Safe Routes to School Demonstration Program Funds**

**Dale McKeel, LPA Staff**

NCDOT has issued a call for applications for Safe Routes to Schools (SRTS) Demonstration Program Funds. Only agencies and organizations that participated in an NCDOT-sponsored Safe Routes to Schools workshop are eligible to apply. In order to apply, a resolution of support from an MPO must be obtained and attached to the application. The City of Durham, Town of Chapel Hill, and Town of Carrboro are eligible and may be applying for funds.

**TCC Action:** Recommend that the TAC adopt a resolution of support to be attached to SRTS demonstration program applications from City of Durham, Town of Chapel Hill, and Town of Carrboro.

#### **7. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Update**

**(Attachment 7)**

**Andy Henry, LPA Staff**

There are several ongoing activities related to the 2035 Long Range Transportation Plan (LRTP) including the Deficiency Analysis and Needs Assessment, Targets, Land Use Scenarios, Financial Plan, and LRTP Alternatives. Attachment 7 provides an update on these activities. The DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) staff recently met to coordinate these activities, and the DCHC MPO's LRTP subcommittee will meet Wednesday, December 5, 2007, to discuss the Deficiency and Needs Analysis.

**TCC Action:** Receive update and provide comments, and forward update to the TAC.

#### **8. CMAQ and STP-DA Call for Projects**

**(Attachments to be distributed at TCC meeting)**

**Dale McKeel, LPA Staff**

**Ellen Beckmann, LPA Staff**

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. According to NCDOT records, DCHC currently has programmed \$4,786,952 of a total \$9,332,400 allocation, leaving a balance of \$4,545,448. The first year that there are CMAQ funds available for programming is FY 2009. NCDOT has suggested that the MPO submit CMAQ projects for funding (FY 2009 –2012) through the normal TIP process. In order to document the air quality benefits and receive project approval, a completed CMAQ application will need to be submitted for each CMAQ project.

STP-DA Projects have also been solicited. Due to the similarities, STP-DA and CMAQ projects will be considered jointly. The TCC Subcommittee met on November 20, 2007 to discuss the STP-DA and CMAQ Call for Projects and will provide an update at the TCC meeting.

**TCC Action:** Receive update from TCC Subcommittee.

**9. 2009-2015 Transportation Improvement Program – Regional Priority List**  
**(Attachment 9)**

**Ellen Beckmann, LPA Staff**

The TAC approved the 2009-2015 Transportation Improvement Program (TIP) Regional Priority List at the TAC meeting on November 14, 2007. The lists were adopted as three separate lists by mode – transit, bicycle/pedestrian, and highway (Attachment 9). The TAC requested that staff work on developing combined lists by division for the January TAC meeting. These combined lists will be used for the one-on-one meetings with NCDOT in early 2008.

**TCC Action:** Discuss a method for developing combined Regional Priority Lists by division. Refer to TIP Subcommittee.

**REPORTS FROM STAFF:**

**10. Reports from Staff**

**(Attachment 10)**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**11. Report from the Chair**

**Mark Ahrendsen, TCC Chair**

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

**12. NCDOT Report**

**(Attachment 12)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**INFORMATIONAL ITEMS**

**13. Recent News Articles and Updates**

**(Attachment 13)**

**UPCOMING SUBCOMMITTEE MEETINGS**

**LRTP Subcommittee, December 5, 2007, 10:00am, Transportation Conference Room**

**CMAQ Subcommittee, December 7, 2007, 1:30pm, Transportation Conference Room**

**Adjourn**

**Next meeting: December 19, 2007**

**\*3<sup>rd</sup> Wednesday in December due to holiday\***

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**TECHINICAL COORDINATING COMMITTEE**

**October 24, 2007**

**MINUTES OF MEETING**

- \*Mark Ahrendsen City of Durham/ Transportation (TCC Chair)
- \*Cha’ssem Anderson City of Durham/DATA
- \*David Bonk Town of Chapel Hill (TCC Vice-Chair)
- \*Andy Henry City of Durham/Transportation
- \*John Hodges-Copple Triangle J COG
- \*Tom King Town of Hillsborough
- \*Denese Lavender NCDOT/PTD
- \*Karen Lincoln Orange County Planning
- \*Ray Magyar UNC/Transportation
- \*Adena Messinger Town of Carrboro
- \*Felix Nwoko City of Durham/Transportation
- \*Liz Rooks Research Triangle Foundation
- \*Scott Walston NCDOT/TPB
- \*Battle Whitley NCDOT-Division 5 Engineer
- Ellen Beckmann City of Durham/Transportation
- Jeff Dayton HNTB
- Dale McKeel City of Durham/Transportation
- Jill Stark FHWA
- John Tallmadge Triangle Transit Authority
- \*Voting Member

David Bonk, TCC Vice-Chair, called the meeting to order at 9:12 a.m.

**PRELIMINARIES:**

**Adjustments to the Agenda**

There were no adjustments to the agenda.

**Public Comments**

There were no public comments.

**ACTION ITEMS:**

**Approval of September 26, 2007 TCC Meeting Minutes (Attachment 4)**

34 A motion was made by Andy Henry and seconded by Scott Walston to approve the  
35 September 26, 2007 TCC Meeting Minutes. The motion carried unanimously.

36 **7-Year Travel Demand Management Plan (Attachment 5, 5A, and 5B)**

37 John Hodges Copple provided an introduction for the 7-Year Travel Demand  
38 Management Plan, along with the attachments.

39 A motion was made by David Bonk and seconded by Liz Rooks to recommend that the  
40 TAC approve the 7-Year Transportation Demand Management Plan and defer identification of  
41 the MPO's share of the funding of the program until the STP-DA and CMAQ funding is  
42 considered. The motion carried unanimously.

43 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Targets**  
44 **(Attachments 6 and 6A)**

45  
46 Andy Henry provided an update on the 2035 Long Range Transportation Plan and  
47 Comprehensive Transportation Plan – Targets, along with the attachments.

48 One of the differences from what was distributed at the TAC meeting is the “best”  
49 column on Attachment 6. After the LRTP subcommittee meeting, a few other targets were  
50 added to produce the new Target list that was distributed at today's meeting.

51 Andy provided a clarification on lines 2.1 and 2.2. They look like they are saying the  
52 same thing, but in a different way. They are actually different. The Transit Mode Share is when  
53 a traveler makes a decision either to travel by automobile or transit; but the Percent Ridership  
54 Increase from 2035 Baseline will double count ridership if someone makes a transfer from one  
55 system to another system. The lines in blue are the targets that are being proposed to be  
56 highlighted and more thoroughly described for the public's review.

57 Felix Nwoko stated there is no specific budget for Greenhouse Gases. Ellen Beckmann  
58 stated the way the greenhouse gas plans work is that the VMT is entered by vehicle type into the  
59 ICLEI software. Ellen stated we could come up with a target based on VMT reduction.

60 John Tallmadge asked if there is a single future fleet mix that we are given or if there are  
61 different scenarios where the VMT would change based on the estimates. Ellen Beckmann  
62 stated she would have to check, but she thinks it assumes that fleet mix is the same as today. In  
63 the Durham Greenhouse Gas Plan there is a measure to have more bio-diesel vehicles.

64 John Tallmadge stated that within the next three years if there is a change in federal  
65 policy that changes vehicle emissions standards, then we will have that as a separate  
66 performance measure. Felix Nwoko stated that 4.4 needs to be changed to Greenhouse Gases  
67 VMT.

68 Ellen Beckmann stated that reaching the Durham plan's target of a 30% reduction in  
69 Greenhouse Gases by 2030 will require the state and federal governments to take certain actions  
70 in addition to local actions. The 14.7% reduction of VMT was calculated based only on local  
71 actions related to the LRTP. We would need to have a goal that includes state and federal  
72 actions if we want to exceed the 14.7% reduction.

73 John Hodges-Copple asked if the air quality and environmental targets in the 2035  
74 baseline are from the proposed SIP. Andy stated that they have not been updated and therefore  
75 are from the currently-adopted STIP and not the proposed STIP.

76 Andy Henry stated that he is not sure if he can calculate the cost of time saved. It is  
77 difficult to assign a cost to the travel hours that have been reduced. Andy expressed that lines  
78 5.4 and 5.5 obtain similar information and suggested that the TCC remove one.

79           It was suggested that line item 6.1 should be changed to Percent of Population within ¼  
80 mile of fifteen-minute frequency service or better. David Bonk suggested isolating the corridors  
81 that have equivalent fifteen-minute peak hour service and then we can do a buffer around them to  
82 measure the population.

83           A motion was made by Felix Nwoko and seconded by David Bonk to recommend that  
84 the TAC approve the 2035 LRTP Targets with the suggestions noted above. David Bonk added  
85 the caveat that we might want to modify which of the factors or criteria that we want to  
86 emphasize under line 6 if we find that the percentage within ¼ mile of some level transit service  
87 is a better representation of that issue with the public.

88           John Hodges-Copple stated, just to be clear on the 2035 baseline, other than the air  
89 quality targets, they are the result of actually running the baseline model.

90           A comment was made that we need to run the model using 2035 SE data on the 2030  
91 network. John Hodges-Copple asked if we want to recommend something before we see those  
92 results; because in John's view we would be hard-pressed to fund enough projects to meet these  
93 targets.

94           A substitute motion was made by Felix Nwoko and seconded by David Bonk to table this  
95 item subject to the results of looking at these targets compared to the 2035 SE data on the 2030  
96 LRTP network. These results will affirm which targets are feasible, and the TCC will need to  
97 reconsider those that are not feasible, The motion carried unanimously.

98 **2009-2015 Transportation Improvement Program – Regional Priority List (Attachment 7,**  
99 **7A, 7B, 7C, and 7D)**

100  
101           Ellen Beckmann provided an update for the 2009-2015 Transportation Improvement  
102 Program – Regional Priority List, along with the attachments.

103 Ellen Beckmann stated that changes were made to the transit list based on information  
104 received from the Town of Chapel Hill yesterday. Project number 11 and 58 were deleted; and  
105 one new project was added NC-54 park and ride lot construction for 2012.

106 David Bonk stated that we need to view this list, as well as our consideration of STP-DA  
107 and CMAQ, as being incomplete at this point because we don't know what the STAC is going to  
108 recommend and we don't know what the two MPO's are going to do related to the STAC  
109 recommendation. Some or all of that will play in how we spend our STP-DA funds and how we  
110 prioritize projects.

111 David Bonk stated number 3 – MLK-NC 86 Corridor Bike and Ped - in the Bicycle and  
112 Pedestrian spreadsheet needs to get points for having some funding. Most of David's comments  
113 are on the transit spreadsheet. David will get with Ellen Beckmann to discuss his concerns. We  
114 need to start working with the State about the funding opportunities. We need to ask the  
115 jurisdictions to identify their top priorities overall. We should do a combined list by division.

116 John Tallmadge recommended that the next time we go through this that we look at the  
117 LRTP performance targets and criteria.

118 David Bonk suggested looking at a combined list by division. Mark Ahrendsen stated  
119 that this would be a policy decision since the points are not comparable across modes.

120 Karen Lincoln stated that the Orange County Board of County Commissioners endorsed a  
121 resolution last night addressing comments. They mentioned their concern with the methodology  
122 used to rank local projects, specifically that the bicycle and pedestrian methodology doesn't  
123 accurately reflect the importance of all connectivity issues. They would like for the ranking and  
124 regional priority list for Orange County's projects to reflect how they were ranked locally.

125 A motion was made by Felix Nwoko and seconded by David Bonk to recommend that  
126 the TAC approve the final Regional Priority List with the noted changes. David Bonk stated that  
127 we also need to encourage the TAC to develop separate priority lists for each division. The  
128 motion carried unanimously.

129 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan –**  
130 **Deficiency Analysis (Attachment 8)**

131  
132 Andy Henry provided a Power Point presentation on the 2035 Long Range  
133 Transportation Plan and Comprehensive Transportation Plan – Deficiency Analysis and provided  
134 maps.

135 Andy Henry stated that the graphics on the maps need to be clearer and the tables and  
136 maps need to match. The 2005 model data does not match the actual 2005 travel times and we  
137 need to know what is wrong with the model. Andy has spoken to other MPO's to see what they  
138 are doing. John Hodges-Copple stated that he see concerns.

139 Felix Nwoko stated that he will work with the Service Bureau giving them the results for  
140 them to check. Mark Ahrendsen stated that the Service Bureau needs to run everything and see  
141 if they get the correct results and if they find a problem, fix it immediately. The LRTP  
142 subcommittee needs to set up a standing meeting date and time due to the amount of work to be  
143 performed through next year.

144 **CMAQ and STP-DA Call for Projects (Attachment 9)**

145 Dale McKeel provided an introduction for the CMAQ and STP-DA Call for Projects.  
146 Dale has received updated information from most of the jurisdictions but there are still a few  
147 Town of Chapel Hill projects outstanding. One thing that is needed from all applicants is a target  
148 year for the new projects. A TIP subcommittee meeting was set for November 1, 2007 at 1:30  
149 p.m. to discuss the methodology for CMAQ.

150 **REPORTS FROM STAFF:**

151 **Reports from Staff (Attachment 10)**

152 The report from staff is attached.

153 **Report from the Chair**

154 Mark Ahrendsen stated they are still continuing to work with the citizens and NCDOT on  
155 the East End Connector project. The STAC work is continuing and will probably continue into  
156 January. Their next meeting is the morning of October 31, 2007 and then there is a Joint TAC  
157 meeting on October 31, 2007, at 1:30 p.m.

158 **NCDOT Report (Attachment 12)**

159 Battle Whitley, NCDOT Division 5 Engineer, provided an update on projects. Earlier  
160 this month Hopson and Garrett Road projects were awarded. I-40; the mill and fill project is  
161 complete. There may be a few minor punch list items to complete. I-85; there are some issues  
162 with punch list items. NC-55; the handout is accurate. US 15-501; Battle is not sure of the  
163 status of this work. Safe Routes to School has kicked off and there will be a call for projects  
164 sometime in the spring for the larger projects. The division has been allocated \$200,000 for  
165 small projects to be used in and around schools for bicycle and pedestrian improvements.

166 There was no one to represent NCDOT Division 7.

167 **INFORMATIONAL ITEMS:**

168 **Recent News Articles (Attachment 13)**

169 The recent news articles are attached for review.

170 **Federal Register Notice on Redesignation of Raleigh-Durham-Chapel Hill 8-Hour Ozone**  
171 **Nonattainment Area to Attainment for Ozone – Comments Due November 2, 2007**  
172 **(Attachment 14)**

173

174           The Federal Register Notice on Resignation of Raleigh-Durham-Chapel Hill 8-Hour  
175 Ozone Nonattainment Area to Attainment for Ozone – Comments Due November 2, 2007 is  
176 attached for review.

177 **Letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007 (Attachment**  
178 **15)**

179  
180           The letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007 is attached  
181 for review.

182 **Adjournment**

183           There being no further business before the Technical Coordinating Committee, the  
184 meeting was adjourned at 11:40 a.m.

## MEMORANDUM

**TO:** Technical Coordinating Committee (TCC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** November 28, 2007

**RE:** Job Access Reverse Commute and New Freedom 2008 Call for Projects

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The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (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.

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 JARC and NF projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining 2005 funds and the 2006 funds from transportation providers. Three applications were awarded JARC or NF funds in June 2007. The DCHC MPO did not allocate all of the 2005 and 2006 funds. The remainder is available for allocation during this year’s Call for Projects.

### **2008 Call for Projects – Funds Available**

#### *2005 JARC and NF Funds*

The DCHC MPO received \$152,453 in JARC funds and \$71,878 in NF funds in 2005. The MPO allocated \$96, 876 in 2005 JARC funds to DATA to operate service to Brier Creek. The MPO also allocated 10% of 2005 JARC and NF funds to TTA to develop the Coordinated Public Transit - Human Services Transportation Plan.

*2006 JARC and NF Funds*

The DCHC MPO received \$160,702 in JARC funds and \$71,810 in NF funds in 2006. As the designated recipient of the funds for the MPO, DATA received 8% of the 2006 JARC and NF funds for administration of the program. Three applications were awarded funding in June 2007:

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

*2007 JARC and NF Funds*

The FTA will provide the MPO a notice of the funding available for 2007 in February or March of 2008. We anticipate that it will be similar to past years' allocation.

The tables below summarize the funds available for the JARC and NF programs for 2005, 2006 and 2007. Past applications were funded using the “oldest” funding available. Funds are available for up to three years.

	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>Total</b>
<b>JARC Funding Available</b>	<b>\$152,453</b>	<b>\$160,702</b>	<b>\$160,000*</b>	<b>\$473,155*</b>
10% Administration to TTA for Plan Creation in 2006	-\$15,245			-\$15,245
8% Administration to DATA		-\$14,463	-\$12,800*	-\$27,263*
DATA Brier Creek Service	-\$96,876			-\$96,876
DATA Night Service	-\$40,332	-\$59,668		-\$100,000
CHT Night Service		-\$50,549		-\$50,549
<b>Total Remaining JARC</b>	<b>\$0</b>	<b>\$36,022</b>	<b>\$147,200*</b>	<b>\$183,222*</b>
<b>NF Funding Available</b>	<b>\$64,690</b>	<b>\$71,810</b>	<b>\$70,000*</b>	<b>\$206,500*</b>
10% Administration to TTA for Plan Creation in 2006	-\$7,188			-\$7,188
8% Administration to DATA		-\$5,745	-\$5,600*	-\$11,345*
DATA/CHT/TTA Paratransit Functional Assessment Provider	-\$17,500			-\$17,500
<b>Total Remaining NF</b>	<b>\$47,190</b>	<b>\$66,065</b>	<b>\$64,400*</b>	<b>\$170,467*</b>
			<b>*estimated</b>	<b>*estimated</b>

## 2008 Call for Projects – Schedule

The TCC Subcommittee recommends the following schedule for the 2008 Call for Projects:

- 11/28/07 TCC update on 2008 Call for Projects
- 12/12/07 TAC reviews application process and requests that staff solicit for applications
- 12/13/07 - 2/27/08 Solicitation for applications
- Early January Work session for applicants
- 2/28/08 Application deadline
- 3/1/08 – 3/25/08 Review committee scores the applications
- 3/26/08 TCC update (if needed)
- 3/26/08 – 4/16/08 Review committee meets to select projects for recommendation to the TCC
- 4/23/2008 TCC action on review committee recommendations
- 5/14/2008 TAC action on TCC recommendations
- 6/2008 Funding recipients receive notification

## Review of Application and Selection Procedures

Several issues arose during the 2007 Call for Projects. The TCC Subcommittee discussed the issues and makes the following recommendations for the 2008 Call for Projects.

In 2007, the transit subcommittee, including representatives from area fixed route and paratransit service providers, reviewed and scored the applications for funding. Since many of the subcommittee members also submitted applications, there was a perceived bias towards public transportation providers. In order to make the process more objective and more fair to private sector applicants, the TCC Subcommittee discussed the possibility of working with CAMPO to review and score applications. The DCHC MPO TCC Transit Subcommittee could review CAMPO's applications while a CAMPO subcommittee could review DCHC MPO's applications. CAMPO is currently creating their Coordinated Public Transit-Human Services Transportation Plan and will be developing their application and selection procedures. TTA and the LPA will work with CAMPO to pursue this option.

In 2007, the schedule was very compressed and there were not enough opportunities for private sector applications to get their project ideas and applications reviewed before the submission deadline. The TCC Transit Subcommittee recommends scheduling a work session for applicants in early January. The area fixed route and paratransit providers should attend to work with private sector applicants to identify opportunities for them to supplement and complement public transportation services.

The TCC Transit Subcommittee also recommends adding language to the application to require financial statements certified by an accountant for all private sector applications.

## **Program Management Plan**

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. . DATA developed a PMP and submitted it to FTA (Attachment 5A).

**PROGRAM MANAGEMENT PLAN (PMP)**  
**FOR JARC AND NF FUNDS**

**Scope**

In accordance with the Federal Transit Administration's Circular 9050.1, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham; the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds to solicit, select, award and administer both JARC and NF funds. The funds come from the Federal Transit Administration and are awarded through the City of Durham to qualified public and private transportation service providers in the Durham Chapel Hill Carrboro Metropolitan Planning Organization's (DCHC-MPO) urbanized area for the purpose of meeting unmet public transportation and human service needs of residents in the Durham-Chapel Hill-Carrboro area. This plan essentially serves as a guide to the annual project selection and monitoring process. A copy of this plan will be filed with FTA (Region 4) office, and also with the North Carolina Public Transportation Division.

**DCHC-MPO**

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the SAFETEA-LU, with the goal of helping to improve or enhance transportation services for residents in the Durham, Orange and Carrboro metropolitan area, who may be low income dwellers, handicapped, seniors, children or transit-dependent through a better coordinated transportation plan. The DCHC-MPO is essentially the planning and administrative entity that oversees all MPO transportation planning functions. Consequently, this body will be responsible for the overall administration of the JARC and NF program.

**Program Purpose and Goals**

The JARC (Section 5316) grant program is 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. Similarly, the purpose of the NF Program, according to the FTA, is 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).

**Roles and Responsibilities**

The City of Durham is the designated recipient of both the JARC and New Freedom grants on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO). On annual bases, DCHC will solicit, receive and select proposals for funding from both private and public transportation providers from across the DCHC-MPO region. The Durham Area Transit Authority (DATA) has been selected by the DCHC-MPO to administer both grants through its 5307 grant application process.

Coordination

The DCHC-MPO will coordinate the planning and implementation of the grant program with the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) on all transportation planning and service within the Durham-Chapel Hill-Carrboro region. Likewise, the services related to this program will be coordinated with both public and private providers including taxicabs, retirement communities, Meals-on-Wheels, and universities transportation services; public providers such as Chapel Hill Transit, DATA, Triangle Transit Authority, Human Service Agencies and County Community Service agencies.

Eligible Sub recipients

JARC and NF are formula grant programs for member jurisdictions in the Durham, Chapel Hill–Carrboro Metropolitan Planning Organization. Therefore, only transportation-related programs that fall within the named jurisdiction would qualify for funding. As noted above, the funds are open to all state or local government’s authorities; private non-profit organizations; private for-profit businesses, and operators of public transportation services including private operators of public transportation services.

Local Share and Local Funding Requirements

According to the FTA, funds can be used to support up to 80 percent (80/20 match) for capital projects, and no more than 50 percent (50/50 match) for projects for operating assistance. Also, the FTA stipulates that fare revenues generated from the service provided may not be used as matching funds for operating grants. However, non-federal funds and local as well as private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such Health and Human Service or Medicaid.

Project Selection Criteria and Method of Distributing Funds

Projects funds will be awarded through a competitive selection process. The process will begin each year during the fall with a call for projects, receipt of applications by the DCHC-MPO staff, and applications would then be forwarded to the Transit Subcommittee of the DCHC’s Technical Coordinating Committee (TCC). The Transit Subcommittee will review and score all applications and make a selection based on the responsiveness of individual applications. Representatives of this subcommittee are very familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC. The TCC will review the projects recommended for funding and make further recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will have the final vote on the selection and funding of the recommended projects. The list of approved projects will then be published and submitted to the FTA for funding.

All proposals would reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier transportation priority needs currently identified by the MPO are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that is streamlined, clarified, and consistent across agencies.
- Evening service (6pm-10pm) and late night service (10pm-midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training
- Transportation outreach programs to select communities

#### Annual Program of Projects Development and Approval Process

In late fall the TCC will review and make all necessary updates to the program. During mid December the TAC will review the program updates and the application process and request TCC staff to solicit for applications. At the beginning of the calendar year, TCC will make solicitations for applications. Also the TCC will pick project review subcommittee. Application deadline will be set at the end of February. The lead planning agency will submit applications to the review committee and the Transit Review subcommittee will assess and score the applications this time. If necessary, the TCC will receive an update. From late March to mid April, the review committee will meet to select projects for recommendation to the TCC. By the end of April a TCC action on review committee recommendations would have taken place. In mid May the TAC will take action on the recommendation made by the TCC. Fund recipients will receive notification about the award of funds for their projects during the first week of June, for a possible July 1, start date.

#### Administration, Planning and Technical Assistance

The Durham Area Transit Authority (DATA) is the administrator of the funds. Both the JARC and the NF funds will be applied for through DATA's 5703 funding appropriation process on an annual basis, and as part of the normal federal grant application process. Consequently, a grant project ordinance is required and is in the process of being set up with the City of Durham and the finance department to allow the receipt of the JARC and NF funds. Additionally, a pass-through agreement among all parties is required and has been set up. To enable DATA apply for and manage the funds from year to year, it is in the process of seeking a one-time grant application and disbursement process from the Durham City Council. The process would ensure that elected representatives are fully aware of the intent and purpose of the program and have the opportunity to provide necessary input.

Transfer of funds

Upon successful program selection and funds approval by the Durham City Council, DATA would draw-down the funds and disbursed them to the intended recipients.

Private Sector Participation

To the extent possible, the DCHC-MPO would provide equal and adequate access for all public and private transportation and Human service providers in the Metropolitan area to enable them apply for the grant, and if qualified, receive funding from the program.

Civil Rights

The DCHC-MPO would ensure that all fund recipients comply with federal civil rights requirements related to the execution of the funded project. The MPO will also ensure that recipients of the funds provide equal access and mobility for any person without regard to race, color or national origin. Consequently, the DCHC would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title Six assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC, in the process of selecting fund recipients would make sure that potential fund recipients have incorporated minority programs into their proposal and that the disadvantaged population group have been given due consideration and are not harmed by the execution of the project

Section 504 and ADA Reporting

The DCHC-MPO project funding guidelines would guarantee that all program funded by JARC and NF money comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program. Additionally, The DCHC-MPO would require that fund recipients have endorsement from other human service agencies that cater to the needs of ADA clients. Also, any ADA violation by a fund recipient may be ground for termination of the funds.

Program Measures

At the beginning of each program year, and depending on the scope or the emphasis areas chosen by the DCHC-MPO as qualified areas for funding, a set of criteria would be outlined that would be the basis for selection of projects. As part of the compliance and monitoring process, projects would have reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding. On a quarterly basis, all fund recipients would provide reports to the fund administrator, and such reports would be compiled and forwarded to the DCHC-MPO for further review and also for filing. Such reports would be required when invoices are submitted for payment by the recipient. Twice a year, the DCHC-MPO would review the benchmarks and make necessary notations as may be required to ensure that the recipients are in full compliance and are also doing what they said they were going to do. Overall the program administration would ensure that:

- All applicants, both public and private, are given equal opportunity to submit application for financial assistance under this program.
- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

#### Designated Recipient Program Management

The daily monitoring as well as management of the program will be done by DATA, the administrator of the grant. All procurement emanating from the grant must comply with the established compliance guidelines set by the program.

In cases of gross mismanagement, fraud or non-performance of the project, the MPO would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use. Additionally the DCHC would establish the following annual process for managing the program:

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring of programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.
- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of –program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

**DCHC MPO**  
**2035 LRTP Update**  
*TCC Meeting (November 28, 2007)*

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## **Triangle Regional Model**

Completion of the Deficiency Analysis and Needs Assessment and the Targets has been delayed because of model-related issues, including:

1. TRM Deficiencies:
  - DATA fixed-route bus trips and fixed-guideway trips are too low.
  - HOV (high-occupancy vehicle) facilities need additional work.
  - In some modeled areas, the travel time corridors and isochrone data do not match.
2. The LPA's most experienced modeler now works for the ITRE Service Bureau.

The LPA is working with CAMPO to identify an Existing-Plus-Committed (E+C) transportation network for the model, and has drafted an E+C network. Basically, the E+C will be the 2017 network from the 2030 LRTP air quality conformity determination, minus any projects of which we are not fairly certain will be built.

## **Deficiency Analysis and Needs Assessment**

1. Travel Time Corridor Maps – completed
2. Isochrone Maps – completed
3. Congestion Maps (V/C) – Daily maps completed; Peak Period maps have not been completed because there is disagreement between DCHC MPO and CAMPO on methodology.
4. Evaluation Measures – One-half completed as of 11/21/07. Remaining measures will be completed by 12/5/07.
5. Needs Assessment – Not started. This item will be a decision topic at the 12/5/07 LRTP subcommittee meeting.

## **Targets**

The TCC selected the Targets and the LPA calculated data for the 2005 and 2035 Baseline years. At their 10/24 meeting, the TCC decided to add 2035 (i.e., 2035 SE Data on 2030 LRTP network) data to the Targets – this data is not complete.

## **Land Use Scenarios**

LPA staff has begun to work on Land Use Scenarios for Durham County and met with CAMPO to discuss their participation.

## **L RTP Alternatives**

The DCHC MPO, CAMPO and other agency staff will meet in early December 2007 to discuss development of the Alternatives for the 2035 LRTP.

## **Financial Plan**

The DCHC MPO and CAMPO intend to contract with a consultant to provide the Revenue data needed for the 2035 LRTP – this work will need to be completed by April 2008. CAMPO is responsible for organizing a work group of MPO and other agency staff to coordinated Cost methodologies – this work will need to be completed by February 2008.

**DCHC MPO**  
**FY 2009-2015 Transportation Improvement Program**  
**Regional Priority List**  
**Adopted November 14, 2007**

I. Bicycle and Pedestrian

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Local Priority Number</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	U-4724	Partially Funded
2	Northeast Chatham County Roadway/Ped/Bike Plan	1 - CC		Unfunded
3	MLK-NC 86 Corridor Bike and Ped	1 - CH		Partially Funded
4	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC		Unfunded
5	Bolin Creek Greenway	2 - CH		Partially Funded
6	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	C-4928	Partially Funded
7	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC		Unfunded
8	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC		Unfunded
9	15 Chapel Hill Intersection Improvements	4 - CH		Unfunded
10	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	U-3100B	Partially Funded
11	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC		Partially Funded
12	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC		Unfunded
13	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH		Unfunded
14	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH		Unfunded
15	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C		Unfunded
16	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H		Partially Funded
17	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC		Unfunded
18	Southern Railroad Greenway	10 - CH		Unfunded
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC		Unfunded
20	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH		Unfunded
21	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC		Unfunded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Local Priority Number</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
22 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH		Unfunded
22 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C		Unfunded
24	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded
25	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC		Unfunded
26	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC		Unfunded
27	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH		Unfunded
28	Bolin Creek Little Creek Greenway	15 - CH		Unfunded
29	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC		Unfunded
30	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	EB-4980	Unfunded
31	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC		Unfunded
32	Fordham Pedestrian Overpass	3 - CH		Unfunded
33	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH; 17 - DC		Unfunded
34	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH		Unfunded
35	Fordham (Manning to Carmichael) Sidewalk	14 - CH		Unfunded
36	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH		Unfunded
37	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC		Unfunded
38	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH		Unfunded
39	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC		Unfunded
40	BPW Club Rd/Westbrook Dr. Greenway	4 - C		Unfunded
41	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH		Unfunded
42	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH		Unfunded
43	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C		Unfunded
44	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC		Partially Funded
45	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC		Unfunded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Local Priority Number</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
46	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC		Unfunded
47	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C		Unfunded
48	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C		Unfunded

## II. Transit

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP
1 (tie)	TTA 15 – Replacement Buses	2009	TTA	TA-4818	17 buses unfunded
1 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2009	TTA	TG-4821	Funded
1 (tie)	TTA Planning Assistance---UPWP.	2009	TTA	TP-4732	Funded
4	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded
5	26 Replacement Buses	2009	1 - CH; 1 - C	TA-4726	12 buses unfunded
6 (tie)	DATA Preventative Maintenance and Routine Capital Items	2009	DATA	TG-4738	Funded
6 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2009	CHT	TG-4731	Funded
8	9 Replacement Vans	2009	2 - CH; 2 - C	TA-4748	8 vans unfunded
9 (tie)	11 Replacement Support Vehicles	2009	3 - CH; 3 - C		Not included
9 (tie)	18 Replacement Vans	2009	3 - D 3 - DC		Not included
11	2 Replacement Service Trucks	2009	5 - CH; 5 - C		Not included
12	12 Hybrid Expansion Buses	2009	1 - D 1 - DC		Not included
13	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	2009, 2010	7 - D; 7 - DC; 26 - C	TE-4706B	Planning and Design for 15-501 Corridor unfunded in 2015
14	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010
15	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded
16	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded
17	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded
18	6 Expansion Vans	2009	4 - D 4 - DC	TA-4757	Unfunded in 2008
19	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	2009	DATA	TG-4958	Unfunded
20	Park and Ride Lot 15-501 Corridor - Construction	2009	6 - CH; 6 - C	TD-4710B	Unfunded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Year Requested</b>	<b>Local Priority Number or Agency</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
21 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded
21 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded
23	12 Replacement Buses	2010	7 - CH; 7 - C	TA-4726	8 buses unfunded
24 (tie)	DATA Preventative Maintenance and Routine Capital Items	2010	DATA	TG-4738	Funded
24 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2010	CHT	TG-4731	Funded
26	6 Replacement Vans	2010	9 - CH; 9 - C	TA-4979 TA-4748	8 vans unfunded
27	3 Replacement Support Vehicles	2010	10 - CH; 10 - C	TA-4981	2 vehicles unfunded
28	CHT 1 Replacement Service Truck	2010	CHT		Not included
29	3 Hybrid Expansion Buses	2010	8 - CH; 8 - C		Not included
30	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included
31	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	2010	5 - D 5 - DC	TD-4945	Unfunded in 2009
32 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded
32 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	Funded
32 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded
35	13 Replacement Buses	2011	14 - CH; 14 - C	TA-4726	16 buses unfunded
36 (tie)	DATA Preventative Maintenance and Routine Capital Items	2011	DATA	TG-4738	Funded
36 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2011	CHT	TG-4731	Funded
38	1 Replacement Support Vehicles	2011	13 - CH; 13 - C	TG-4732	2 vehicles unfunded
39	3 Diesel Expansion Buses	2011	11 - CH; 11 - C		Not included
40	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included
41	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	2011	12 - CH; 12 - C	TD-4909	Unfunded
42 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Year Requested</b>	<b>Local Priority Number or Agency</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
42 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded
42 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded
45	31 40-foot Hybrid Replacement Buses	2012	6 - D 6 - DC	TA-4757	11 buses unfunded in 2011
46 (tie)	DATA Preventative Maintenance and Routine Capital Items	2012	DATA	TG-4738	Funded
46 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2012	CHT	TG-4731	Funded
48	3 Expansion Buses (2 hybrid 1 diesel)	2012	15 - CH; 15 - C		Not included
49	Park and Ride Lot Expansion - Construction - NC 54	2012	12 - CH; 12 - C	TD-4909	Unfunded
50 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded
50 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	Funded
52	17 Replacement Buses	2013	16 - CH; 16 - C	TA-4726	Unfunded
53 (tie)	DATA Preventative Maintenance and Routine Capital Items	2013	DATA	TG-4738	Funded
53 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2013	CHT		Not included
55	2 Replacement Service Trucks	2013	18 - CH; 18 - C		Not included
56	9 Replacement Vans	2013	19 - CH; 19 - C	TA-4748	8 vans unfunded
57	11 Replacement Support Vehicles	2013	20 - CH; 20 - C	TG-4732	15 vehicles unfunded
58	3 Expansion Buses (2 hybrid 1 diesel)	2013	17 - CH; 17 - C	TA-4995	Unfunded
59 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded
59 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded
59 (tie)	5 Replacement Buses	2014	TTA		Not included
62	10 Replacement Buses	2014	22 - CH; 22 - C	TA-4726	Unfunded
63 (tie)	DATA Preventative Maintenance and Routine Capital Items	2014	DATA	TG-4738	Funded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Year Requested</b>	<b>Local Priority Number or Agency</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
63 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2014	CHT		Not included
65 (tie)	CHT 6 Replacement Vans	2014	CHT		Not included
65 (tie)	CHT 3 Replacement Support Vehicles	2014	CHT		Not included
65 (tie)	CHT 1 Replacement Service Truck	2014	CHT		Not included
68	3 Expansion Buses (2 hybrid 1 diesel)	2014	23 - CH; 23 - C	TA-4995	Unfunded
69 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded
69 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded
71 (tie)	DATA Preventative Maintenance and Routine Capital Items	2015	DATA	TG-4738	Funded
71 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2015	CHT		Not included
73	3 Expansion Buses (2 hybrid 1 diesel)	2015	24 - CH; 24 - C	TA-4995	Unfunded
74	15-501 Bus Route	2015	1 - CC		Not included
75	Fixed Guideway to Carolina North	2015	25 - C		Not included

## III. Highway

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP
1	Transportation Demand Management (TDM)	12 - D 12 - DC		Unfunded
2	ITS Deployment	11 - D 11 - DC		Unfunded
3	S. Churton Street Improvements	2 - H, 2 - OC	R-2825	Unfunded
4	East End Connector	1 - D 1 - DC	U-0071	Partially Funded
5	Franklin/Main/Merritt Mill/Brewer Intersection	3 - C		Unfunded
6	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	U-2805	Unfunded
7	MLK Jr. Parkway/Hwy 55 Intersection	2 - D 2 - DC	U-2405	Unfunded
8	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	U-3436	Unfunded
9	NC 751 (Phase 1) Widening	9 - D 9 - DC		Unfunded
10	Seawell School Road Improvements	1 - C; 2 - CH	EB-4710	Unfunded
11	Elizabeth Brady Rd. Extension	1 - H	U-3808	Partially Funded
12	Fayetteville Road Widening	4 - D 4 - DC		Unfunded
13	NC 86 North Widening	3 - OC		Unfunded
14	Piney Mountain Road Improvements	4 - CH		Unfunded
15	Jack Bennett/Lystra Rd Safety Improvements	2 - CC		Unfunded
16	NC 54 (I-40 east to NC 55) Widening	5 - D 5 - DC		Unfunded
17	Old Oxford Highway Widening	8 - D 8 - DC		Unfunded
18	Estes Drive Improvements	3 - CH		Unfunded
19	Triangle Parkway	3 - D 3 - DC	U-4763B	Partially Funded
20	NC 751 Widening	1 - CC		Unfunded
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	U-4720	Unfunded
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC		Unfunded
23	Northern Durham Parkway	7 - D 7 - DC	U-4721	Unfunded
24	US 70 Bypass Widening	3 - H, 4 - OC		Unfunded

<b>Regional Priority Number</b>	<b>Project Name and Description</b>	<b>Local Priority Number</b>	<b>TIP Number</b>	<b>TIP Status in Draft FY09-15 STIP</b>
25	Perry Harrison School Turn Lanes	4 - CC		Unfunded
26	Orange Grove Rd. Extension	6 - OC		Unfunded
27	Western Bypass	5 - H	R-3438	Unfunded

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** November 14, 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 2007-2008 Unified Planning Work Program.

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

### **2007-08 Unified Planning Work Program (UPWP) – Projects**

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

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- TAC review Deficiency Analysis – December 2007.

#### **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 – August 13, 2007

- ✓ City issues contract
- ✓ Notice to proceed

### **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
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- Consultants selection in fall of 2007
- Notice to proceed in January 2008
- Completion of Project expected in Fall of 2008.

### **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

- Kimley Horn and Associates is the consultant
- Data collection underway
- Steering Committee proposed
- Completion of study expected in January
- Integration in the 2035 LRTP

#### **MPO Collector Street Plan**

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Completion of study and integration with the 2035 LRTP in Spring 2008

#### **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**

### **Unified Planning Work Program (UPWP) – Continuing Projects**

#### **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 Plan finalized in June 2007.
- ✓ Durham Public Forum - June 21, 2007
- Plan Adoption anticipated occurring during fall 2007. Durham City and Durham County approved on September 19, 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 80% complete.
- Data Collection and field inventory to be completed by fall 2007.
- Level of Service analysis anticipated to be completed by fall 2007.
- Development of CMS performance measures and guidelines likely to be completed in fall 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2007.
- Draft CMS State of System Report likely to be done in fall 2007.
- Public Comment and local review in fall 2007.
- Adoption anticipated in winter 2008.

### **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 fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

### **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 Consistent with SAFETEA-LU**

- ✓ Draft to be ready for fall of 2007.
- ✓ Adopted anticipated in Spring of 2008

**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
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007

**NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 11/1/2007**

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%	98.3%	12/15/2007
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) 220-4680	12/31/2006	100%	98.9%	11/1/2007
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%	11/1/2007
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	100%	96.6%	COMPLETE
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	\$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 220-4680	8/30/2007	100%	98.1%	11/1/2007
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS	\$ 2,795,584.75	18.9 miles	Barnhill Contracting	Bob Shultes	(919) 840-0914	9/1/2007	100%	98.0%	11/1/2007
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	9/20/2007	85.0%	98.1%	COMPLETE
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	82.0%	100.0%	12/1/2007
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	19.2%	29.7%	11/1/2009
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	10.5%	10.5%	6/15/2008
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,476,305.55	0.587 miles	Thompson Contracting, Inc.	Phillip R. Johnson, PE, PLS	(919) 733-9499	10/1/2008			
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	\$ 18,810,912.36	1.769 miles	DLB, Inc.	Aaron V. Earwood, PE	(919) 220-4680	8/1/2010			

**NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 11/1/2007**

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
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	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55			B. UPSHAW	(919) 220-4600	spring 2008
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE			B. UPSHAW	(919) 220-4600	spring 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 - DCHC MPO** (CS 02/07 Attachment 12)

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	<b>100% complete</b>
Orange	U-4008 35009.3.2	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	<b>66.31% complete</b>
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	<b>POC pending for compl. by 12/31/07</b>
Orange	SF-4907 B 41699.1	US 70 (Hillsborough Rd.) and NC 751 near Durham	Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751	\$35,000 PE	Survey requested
Orange	SF-4907 C 41698.1	NC 57 @ NC157 near Hillsborough	Install center traffic islands with stop signs on NC 157	\$7,000 PE	Survey requested
Orange	SS-4907E 41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	\$173,000.00	<b>Request for quotes 11/5/07</b>
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	<b>Survey complete</b>
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	\$200,000.00	<b>Barrett, Irvin &amp; Jordan Contr., Inc.; available 4/15/08</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	\$147,500.00	District design pending
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000.00	Town to construct w/ PE certification
Orange	41594	SR 1010 (W. Main St.) @ NC 54	Install pedestrian signal heads and crosswalk markings	\$40,000.00	FA const. pending crosswalk & POC for wheelchair ramps; <b>timing revisions compl.</b>
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	<b>Survey complete</b>
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	<b>100% complete</b>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO** 11/8/07 Attachment 12

Orange	EB-5021 41565.3.1	SR 1780 (Estes Drive) from Hillcrest Dr. to SR 1843 (Seawell School Road)	Add paved shoulders to accommodate bicycles (Widening, milling, guardrail and pavement markings)	\$480,000.00	S.T. Wooten Corp. <b>began const. 10/29/07</b>
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
<b>County</b>	<b>TIP #</b>	<b>Route</b>	<b>Location Description</b>	<b>TIP Est.</b>	<b>Est. Let Date</b>
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million	Letting to be delayed <b>until 1/20/09</b> for scope change; <b>coring &amp; grouting slabs = 85% compl.</b>
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$675,000.00	July 15,2008

## Prospect of new buses uncertain

By Ray Gronberg, The Herald-Sun  
October 10, 2007 11:31 pm

DURHAM -- Durham and Chapel Hill's bus systems aren't getting enough support from transportation planners when they want money to buy more coaches to add new routes or relieve overcrowding on existing routes, a transit advocate says.

The complaint surfaced Wednesday during a hearing conducted by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, a group that helps shape the area's funding requests to the state and federal governments.

The group is in the early stages of drafting a new request, and Chapel Hill Town Councilman Ed Harrison noted that administrators had given no weight to the possibility of serving new riders when they evaluated a string of purchase proposals from his town and Durham.

The resultant rankings favored proposals to replace existing buses, but marked down all requests geared toward expanding the number of buses operated by the Durham Area Transit Authority and Chapel Hill Transit.

"The staff needs to figure out a way to reflect our natural ridership and the [potential] ridership on new routes," Harrison said.

Harrison voiced his complaint amid recent grumbling in Durham about the quality of service DATA offers. City Manager Patrick Baker has said the system needs to "be a lot better" than it is today.

That means "a bigger system, one that's more customer friendly than it is right now, and that reaches more places," Baker told DATA's Board of Trustees last week.

Officials based in Durham's Public Works Department do most of the work involved in evaluating funding requests early on.

Their preliminary rankings agree that DATA should replace 31 of its existing buses, but a proposal to buy 12 more to relieve overcrowding on some routes got marked way down despite being the city and county government's top priority.

But the ranking may reflect the reality that the N.C. Department of Transportation hasn't been supporting many requests targeting service expansion.

Bus purchases rely heavily on state and federal subsidies. DOT's current spending plan labels two expansion requests from Durham and another from Chapel Hill as unfunded, meaning there's no telling when the agency will come up with the necessary money.

URL for this article: <http://www.heraldsun.com/durham/4-888558.cfm>

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## **UNC, town team up on green push**

**By: Will Robinson**

**Posted: 10/16/07**

Duke's rivalry with the University of North Carolina at Chapel Hill could be moving to the environmental front.

A report released last month by the North Carolina Sierra Club details the efforts of 24 "Cool Cities" across the state to combat global warming. Each of the communities signed the U.S. Mayors Climate Protection Agreement, a commitment to reduce their 1990 greenhouse gas emission levels seven percent by the year 2012.

The publication praised the work of the Chapel Hill community in working to solve global warming through collaboration with the university and the university community.

Doug Crawford-Brown, director of the UNC Institute for the Environment, said town-gown cooperation is typical of UNC students. He added that students are currently involved in a community carbon reduction project to measure the town's greenhouse gas emissions.

"Not only is it characteristic of Chapel Hill, it is [different from] other places," he said. "There aren't many places where a community has this level of resources to work with."

Though Durham is another "Cool City" listed in the report, efforts like those of UNC and the Chapel Hill community have not been replicated in the Bull City.

"In a student body that is as intelligent as the one at Duke, there might be some opportunities to help with what Durham is doing in that realm," said Tom Jensen, conservation campaign coordinator for the North Carolina Sierra Club.

In 2001, UNC students voted to increase their student fees to allow the Chapel Hill transit system to eliminate bus fares. According to the report, the number of bus riders has doubled since the change.

David Bonk, long range planning and transportation coordinator in Chapel Hill, said the UNC student government took the initiative in the bus proposal.

"The point they made was: we will increase our own fee, but we don't want this to be limited to only a few routes that will cover only the university," he said.

Senior Genevieve Cody, Duke Student Government's vice president for community interaction, said DSG has not yet considered taking initiatives similar to the efforts at UNC. She added that Duke students are involved in environmental initiatives through on-campus organizations such as Environmental Alliance.

"We definitely consider what is going on in Durham," she said. "I mean we are a part of Durham, especially when it comes to environmental efforts."

Bonk said he wasn't sure if greenhouse gas reductions or free fares motivated the students. He added, however, that town-gown cooperation could boost environmental efforts.

"I think ultimately [cooperation] will generate the most benefit to a community, but I also understand there is a whole host of reasons why communities decide to go the way they do," Bonk said.

Eben Polk, associate in policy and research in the Nicholas School of the Environment and Earth Sciences, said Duke is analyzing its own greenhouse gas emissions independently of Durham's efforts.

"There is probably not going to be a lot of overlap immediately because campus and the local government are thinking about this differently," he said.

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Road Worrier:

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## ***Not just another road study? Prove it***

Bruce Siceloff, Staff Writer

Maybe they really mean it this time.

Gov. Mike Easley and the leaders of the state House and Senate assembled a "blue-ribbon" panel Monday and asked its 24 members to diagnose the state's transportation problems and figure out how to pay for the solutions.

The 21st Century Transportation Committee is expected to generate some ideas for the General Assembly next spring and to make a final report by the end of 2008. Brad Wilson of Raleigh, chief operating officer of Blue Cross and Blue Shield of North Carolina, will lead the group of political and business leaders.

Wilson's committee will have to establish first that North Carolina's ability to pay for roads, trains and buses really is lagging far behind its needs.

Easley squelched this premise last spring when he labeled "absurd" his own Department of Transportation's predicted \$65 billion shortfall over the next 25 years. Nothing happened to dispel the governor's skepticism, and the legislature declined to approve new transportation money.

This isn't the first time Easley and the legislature have thrown study groups at transportation problems.

In 2005, Easley and DOT created the group N.C. Thinking Ahead! with a similar "creative, innovative" charge. After a year of PowerPoint presentations, polls and public hearings, Thinking Ahead! dropped dead.

DOT stopped calling meetings. The group never even contributed to the proverbial dusty shelf of ignored committee reports.

About that time, the legislature tackled urban mobility problems with a blue-ribbon group that also toured the state and took itself seriously. There was a final report in this case, but no action.

This time it will be different, said Rep. Nelson Cole, a Reidsville Democrat on Wilson's committee.

"I do not think this is just another study," Cole said. "I think this study is going to prove there are other directions we can go in funding transportation and being more responsive to the needs we have out there."

Here are some likely items for the new panel's agenda:

\* Highway Trust Fund transfers: It was a bipartisan decision in 1989 to shift \$170 million each year from the Highway Trust Fund to the state's non-transportation General Fund. That's how much the General Fund lost when the state sales tax on cars was replaced with a similar "highway use tax," which goes to the Highway Trust Fund.

Many Republicans and some Democrats say that halting this transfer would solve DOT's money woes and jump-start the state's road-building engine. Actually, the Triangle's share of this \$170 million would cover only a mile or two of Raleigh freeway (and Durham sidewalk) work.

\* More local authority and financial responsibility: Last year, the legislature gave cities new latitude for spending money to improve state roads. It dropped an old ban that had made North Carolina one of the few states where counties could not build or maintain roads.

Some state officials want local governments to take over secondary roads. Some city officials worry more about freeways, and the fact that urban congestion has no weight in the state's "equity formula" for sharing road money.

\* Different ways to pay: Inflation steadily boosts taxes on sales and wages, but fuel-tax revenue has dropped despite recent increases in the per-gallon rate. Our more efficient cars are burning less gas.

But we keep driving more miles. Members of the new study committee said Monday that they want to explore a per mile tax approach that was pioneered in Oregon and that in the coming year, will be road-tested in the Triangle.

"That would be more in keeping with what the needs of the citizens are -- the people who use the roads are the ones who pay for them," Cole said.

Rep. Becky Carney, a Charlotte Democrat who served on the ill-fated urban mobility panel, will join Cole on the new committee. This time, she said, the public will expect results.

"People want to feel safe on the roads," Carney said. "They want to be able to move around, and they want choices. A lot of times the public is ahead of the policymakers, and I think the public is ahead of us this time."

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## ***State plans to widen I-40 bottleneck***

### **I-540 ramp also will be unclogged**

Bruce Siceloff, Staff Writer

Two of the Triangle's worst bottlenecks will be loosened by highway construction projects scheduled to start in 2010, according to plans released Wednesday by the state Department of Transportation.

Interstate 40 will be widened from four to six lanes between Wade Avenue and U.S. 1/64. An overstuffed I-540 off-ramp near Research Triangle Park also will be widened.

The draft of the State Transportation Improvement Program for 2009 through 2015 also calls for:

\* Chapel Hill-Carrboro's computerized traffic signal system to be installed starting two years earlier than planned, in 2011.

\* Construction on Durham's East End Connector, joining U.S. 70 and N.C. 147 to form a freeway link between North Durham and Research Triangle Park, to start in 2014, a two-year delay.

\* Construction of twin river bridges on New Falls of Neuse Road, a project managed by the city of Raleigh, to begin in 2009, two years earlier than planned.

The four-mile stretch of I-40 in West Raleigh suffers from the Triangle's worst freeway congestion. It is the only four-lane section of I-40 between Orange and Johnston counties.

The DOT previously proposed to spend \$60 million to make it eight lanes, but state officials had said they didn't have the money.

Wake County leaders suggested making it six lanes instead, hoping the lower cost would allow the work to begin. The DOT now says it will spend \$38.6 million to build two new lanes each way where the wide, grassy median is now.

State and local engineers agree that I-40 will eventually need eight lanes. The DOT's planning and environmental study would account for that, and the existing bridges will be widened now to handle eight lanes in the future.

"That will add about \$1.5 million to the project, but it's a whole lot more cost-effective to do that now," said Wally Bowman, a DOT engineer who oversees work in Wake and six other counties.

Raleigh Mayor Charles Meeker said the I-540 and I-40 improvements will provide limited relief for commuters.

"Those are fairly minor steps," Meeker said. "We pay some \$160 million a year in state and federal gas taxes. We get some back in maintenance, but we're getting nowhere near our fair share in Wake County."

North Raleigh residents who drive the I-540 Outer Loop to RTP have long complained about backups at the exit ramp to westbound I-40. The Outer Loop was extended a few miles southwest of I-40 this year, providing new entry points to RTP, but congestion at the off-ramp did not improve.

Bowman said the DOT will spend \$3.9 million to add a second lane to the off-ramp. The added lane will continue west on I-40 and onto the exit loop to Page Road.

"The growth in that area has far exceeded the traffic forecasts we had when that interchange opened in the mid-1990s," Bowman said. He added that 15 to 25 percent of I-540 commuters continue driving south each morning on the new Loop section, called N.C. 540, instead of taking the I-40 exit.

Meeker said city engineers hope to start building the Neuse River bridges in 2009, but the starting date will depend on how quickly they can obtain permits. An earlier start could make the new bridges available as a detour for traffic on the old Falls of Neuse Road bridge a mile upstream. In a separate project, the DOT plans to close the road in late 2010 for two years while it replaces the old bridge.

Bowman said tight funding has forced construction delays on urban loop projects across the state, prompting the schedule change on Durham's East End Connector.

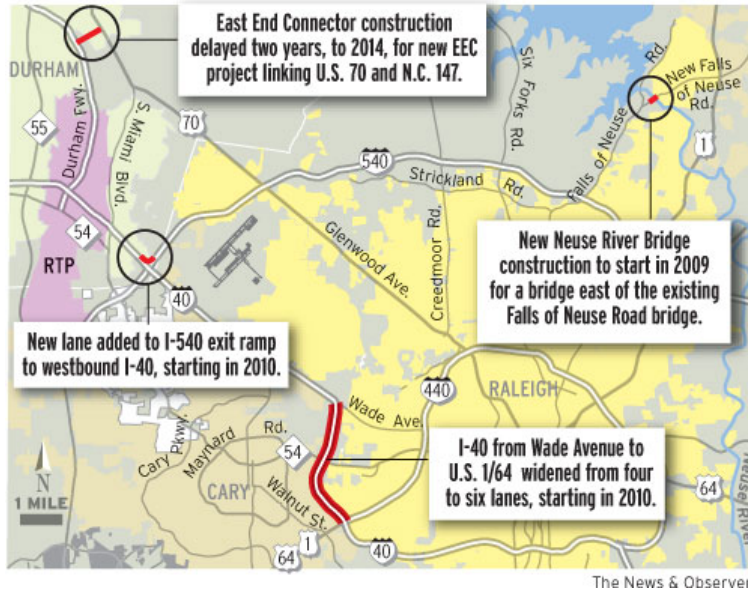
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## ROADWORK TO EASE TRAFFIC SQUEEZE

State road-building plans for 2009 to 2015 start improvements on Interstate 40 and Interstate 540 earlier.



## DOT Officials: Growth Cause of I-40, I-540 Problem

Posted: Nov. 1, 2007

**MORRISVILLE & MDASH**Unexpectedly high growth was the root cause behind the design flaws at the intersection of Interstates 40 and 540, Department of Transportation officials said on Thursday.

Around 25,000 cars are caught each morning in a bottleneck that was created when the DOT opened a 4.5-mile extension of 540, called N.C. Highway 540, between I-40 and N.C. Highway 55.

The new highway was supposed to ease congestion and give drivers more options for getting into Research Triangle Park, but DOT eliminated one of two collector lanes for drivers exiting westbound I-540 onto westbound I-40, and the new highway did not draw off enough cars to keep that from being a major problem.

"It's an obvious mistake," one driver told WRAL. "If you can't see it's a mistake, then there's something wrong."

DOT engineers said the bottleneck is a symptom of trying to build our way out of congestion while growth in the Triangle continues. Design problems occur when growth exceeds traffic estimates that were made when the project was designed, officials said.

"The original project was done in the early '90s," Wally Bowman, a DOT engineer, said. "We project traffic 20 years in advance, and the traffic forecast at that time, based on land use and on land development at that time, was that traffic in that particular ramp area would not be that heavy."

When local municipalities rezone areas, more growth than expected occurs, skewing engineers' numbers, Bowman said.

The DOT has created a draft plan to add an auxiliary lane to westbound I-40 between I-540 and Page Road to accommodate the merging traffic. Right-of-way purchases would be funded in fiscal 2009, and construction would begin the next year and end in 2011 – if no new obstacles emerge, officials cautioned.

"if it's already a bottleneck now. ... What's it going to be doing by 2010?" driver Phyllis Newman said.

DOT designated \$3.8 million for the project in the latest draft of the annual Transportation Improvement Plan, which contains priority highway, ferry and aviation projects statewide over a seven-year period.

Public hearings will be held on the TIP this winter before the plan is presented to the state Board of Transportation for approval next summer.

Reporter: [Julia Lewis](#)

Photographer: [Pete James](#)

Web Editor: [Anne Leake](#)

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## ***Workers slam DOT in surveys***

### **They griped about favoritism and waste. The agency's head says criticism is constructive**

Benjamin Niolet, Staff Writer

The N.C. Department of Transportation is inefficient, unfocused and inflexible, according to a consultant's report released Wednesday.

The report is based on surveys filled out anonymously by nearly 9,000 employees and on interviews with dozens of state, business and local officials.

The employees said the department wastes money and time because upper managers change priorities, sometimes daily.

They said that projects drift for years, that low-level workers fear political consequences if they express new ideas, and that better leadership could shave years off the time it takes to finish major projects.

"Imagine two guys in a garage full of car parts, with a black curtain that splits the garage in half," said one engineer in the Preconstruction section of the highway division, which handles planning and design, among other functions. "These guys have to build a car by passing notes to each other from either side. That's Preconstruction."

State Transportation Secretary Lyndo Tippet said Wednesday night that the report provides an honest look at the department which will help make it a better organization.

"You don't know how you look until you get your picture took," Tippet said.

The department, which has a \$3.8 billion budget, hired McKinsey & Co., an international management consultant, to evaluate the agency. The department agreed to pay McKinsey \$1.1 million for an evaluation and an additional \$2.5 million for help in making changes. The review came as the department was losing credibility with state legislators, who control funding for the agency.

"What they really need over there is a couple retirement parties," said state Sen. Clark Jenkins, a Tarboro Democrat who spent 10 years on the N.C. Board of Transportation and leads legislative committees that watch over the department and control the purse strings.

The report recommends broad changes in the way the department's managers think, plan and act. It recommends steps to recruit and keep top workers, and it calls for the department to be more transparent and to finish projects faster and more cheaply.

The report also recommends the department work with the legislature to tie new funding to meeting its goals.

Last week, department officials briefed lawmakers on progress toward making changes. The legislators said they were generally pleased with what they heard.

The consultants wrote that the department does have some advantages. Employees are proud to serve and tend to respect their direct supervisors. The department has support from both internal and external leaders to change, according to the report.

Tippet said the consultant has already helped the department find ways to be more efficient that could save \$50 million.

"Our motive from the outset was to take a good organization, which DOT is, in my opinion, and make it better," he said. "I think what we've done with hiring this consultant is something unheard of in state government."

Much of the document is written in a dense, jargon-laden prose. One disclaimer repeated on several pages cautions: "This material, while thorough, does not represent the totality of our transformation capacity building or contribution."

According to the report, another problem the department faces is that department policy keeps salaries low, which makes it difficult to hire or keep talented employees. At one 200-person branch office, nine job candidates in three years turned down job offers because of low salary. Several managers often don't interview individuals with excellent experience and credentials because they know the department can't afford them, according to the report. New engineers see the department as a "back-up employer."

"If we've got cutting-edge civil engineers, then why is it we're not paying them?" Jenkins said. "We pay the doctors. We pay the professors. What are we spending, \$3 billion a year over there?"

### **Politics vs. merit**

Other employees said the department rewards connections. A Division of Motor Vehicles employee said: "The NCDOT is too political. Friends looking after friends. You can come in and do nothing or you can be productive, but it pays the same."

Even before the report's release Wednesday, department officials and state leaders acknowledged that the department suffers from a "silo" mentality, where different sections do not talk to one other. As one

information technology employee said, "There are three different versions of IT, they all fall under different bosses and they are each accountable to different policies."

DOT officials also have previously said, and the report repeats, that the department's employees have no unified vision in terms of goals and direction.

In recent years, Triangle drivers have had reason to complain about the department. A DOT blunder during a 2003 project to widen Interstate 40 required workers to close lanes nightly this year between Durham and Chapel Hill to resurface the road. At night and on weekends, backups extended two to three miles. That mistake was a big factor in the department's decision to hire McKinsey.

Jenkins said the legislature let the department know in February that things needed to change. "Our leadership wasn't inclined, to send any money over there until they changed," Jenkins said.

Despite the consultant's recommendations that the department be transparent and open to help restore public confidence, much of the work by McKinsey was at first done in secret. The department had agreed to keep confidential much of the consultant's work, including its proposal to the state. After The News & Observer published a story about the secrecy, Gov. Mike Easley ordered the department to release contract documents.

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### **The Herald-Sun editorial: Welcome accord on new bike path**

We plead guilty to supporting bike lanes, bike trails and pedestrian paths and sidewalks. It doesn't take a visionary to see a future when more people will be seeking alternatives to the internal combustion engine. So we were pleased to see that a deal has been struck to create bike lanes and sidewalks along a section of Old Durham-Chapel Hill Road between Page Road and Garrett Road.

We appreciate the inter-governmental cooperation that led to the agreement and the foresight of all those involved, including the N.C. Department of Transportation and the governments of Durham and Chapel Hill.

As you look around the Triangle, it's clear that more and more folks are biking and walking for recreation, shopping and commuting. They do so for a variety of good reasons, including offsetting the high cost of gasoline and for the health and environmental benefits.

But all those good reasons quickly evaporate if the roads aren't safe. Riding or walking along a highway with no shoulder as trucks whiz by inches away will make even the most diehard alternative transportation advocate rethink the risk-to-benefit ratio.

One of the more dangerous stretches for bikers and walkers is along the route between Durham and Chapel Hill. Which is unfortunate, because both communities have many bikers and walkers. But there's no decent bike path along Old Chapel Hill Road, and 15-501, the main highway, is far too dangerous.

Chapel Hill Town Councilman Ed Harrison should get credit for pushing this idea for many years until an agreement was finally reached last month. Harrison is one of those locals whose interests have always straddled the county line.

The major contributor to the \$3.83 million project will be DOT, which allocated \$400,000, along with \$2.74 million from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. Of the remainder, the City of Durham will pick up \$445,640, and the Town of Chapel Hill will pay \$239,960. The

difference in funding is based on the mileage within each municipality. The project is expected to start construction in 2009 and conclude in 2010.

We hope this is a sign that bike lanes and pedestrian paths will play a more major role in future transportation planning.

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This is a conceptual rendering of the self-propelled diesel rail cars that will be manufactured by United Transit Systems for the Triangle Transit Authority. It shows two cars attached back-to-back in a "married pair." Colors, logo and other details for the actual cars may look different. It's the only image, and only resolution, available today. source: United Transit Systems and Triangle Transit Authority

## ***Rail, buses and how much?***

### **By February, tri-county panel to deliver costly new plan for Triangle transit**

Bruce Siceloff, Staff Writer

More than a year after local leaders called for a fresh look at the Triangle's transit needs, a three-county citizen panel has begun to focus on two competing scenarios for creating a regional network of trains, buses and streetcars.

Leaders of the Special Transit Advisory Commission told city and county officials last week that by February they would deliver a new plan for transit improvements estimated to cost more than \$5 billion over the next three decades.

Between now and February, the 29-member commission is expected to choose between two plans for a mix of bus and rail service that would be phased in over 30 years in 18 corridors across the region.

The group will weigh a 1995 Triangle Transit Authority plan to run diesel rail cars between Raleigh and Durham against a new proposal to combine heavier commuter trains with versatile buses that would alternate between city streets and concrete guideways.

The commission is saving the hardest part of its assignment for last: where to find the money.

"No matter what system we look at, it isn't going to be cheap," George Cianciolo of Chapel Hill, a Duke University pathologist who serves as the group's co-chairman, said at a meeting of elected city and county officials who make up the Triangle's two regional transportation planning boards.

On Tuesday, Mecklenburg County voted overwhelmingly to keep its transit sales tax which helps fund Charlotte Area Transit System's ambitious plans to expand its light rail and buses. The margin of victory stunned even transit supporters. With 96 percent of precincts counted, 70 percent voted against repeal, with 30 percent in favor of stopping the tax.

In the Triangle, rising costs and low ridership forecasts forced TTA last year to shelve its quest to build a 28-mile track for trains that would run several times every hour, 18 hours a day, from Durham through Research Triangle Park to Raleigh.

But the advisory group has not ruled out making TTA's tracks the spine of a rail, bus and streetcar network that could stretch across the region and into neighboring counties.

### **Full menu of options**

Commission members -- 29 business, neighborhood and environmental leaders from Wake, Durham and Orange counties -- will spend the next three months deciding between the familiar TTA rail plan and other options:

\* Commuters from Selma to Burlington could ride to work on trains that come into the Triangle each morning and reverse direction in the afternoon. The N.C. Railroad, which owns a 317-mile rail corridor from Morehead City to Charlotte, is studying the feasibility of adding commuter trains to tracks used by Amtrak and freight carriers.

\* Buses, streetcars or light-rail trains could circulate continually through Research Triangle Park and the Triangle's downtown centers, picking up workers and shoppers. Raleigh-Durham International Airport is making plans to extend a transit link from the airport to RTP.

\* A varied fleet of special buses could be deployed to get the edge on traffic congestion. One option is an exotic breed of bus that has become popular in Germany, Australia and Great Britain.

Curb-guided bus rapid transit uses a rubber-tire bus that travels both on city streets and on narrow paths lined with concrete curbs. The busway is a few inches wider than the vehicle. The bus is fitted with small horizontal wheels to hug the inside of the curb, much like a train clings to its rails.

This scenario, emphasizing commuter trains and curb-guided buses in the region's busy heart, has some elements in common with the version built around TTA's trains. Both plans envision frequent "circulators" for RTP and downtown areas, plus improved bus and commuter train links to outlying towns.

Transportation planners offer comparable capital cost estimates for both approaches, in the range of \$5 billion to \$6.6 billion to build an entire 18-corridor network over 30 years.

### **Plans guide growth**

Though the TTA rail line would be built all at once, the narrow concrete tracks for curb-guided buses could be built in short segments over several years. A 25-foot-wide path could carry bus tracks in both directions, with room for an emergency walkway to be used if a bus was disabled.

Several buses might travel the curbed path from one end of the region to the other, staying out of traffic and passing over busy streets at speeds up to 55 mph, with transit stops along the way. The buses might exit onto city streets to finish the journey on a regular bus route, planners said.

"It's pretty low-tech and kind of foolproof," said Ed Johnson, director of the Capital Area Metropolitan Planning Organization. "It's something like rail but more flexible."

"It can still be built with a permanence in quality and construction, and you've got to think that would influence the land development market."

Advocates of the TTA plan say rail transit would stimulate dense, mixed development to help focus the region's growth along transit corridors. That's an advantage they say bus service cannot match.

"This is not just about transportation -- this is also about land use, and how we're going to grow," said Sig Hutchinson of Raleigh, chairman of the TTA trustees.

Chapel Hill developer Roger Perry, who has included transit facilities in his recent projects, said curb-guided buses could be just as popular with riders -- and developers -- as rail transit lines.

"I would think that the rubber tires wouldn't make much difference," Perry said. "Conventional wisdom says people are more willing to ride a train than a bus. But if it's on a fixed guideway, and it's reliable and it's quick, that seems to mitigate it in my mind."

### 'Can we afford it?'

Gerry Cohen of Raleigh, a commission member who oversees legislative drafting for the General Assembly, said the group will go beyond TTA's plan for Raleigh-to-Durham service.

"This is a sketch of a plan to serve both the existing population and the growth we're going to have in the entire region, in an environmentally sound fashion," Cohen said. "The next question will be, 'Can we afford it?' but I don't know yet how much it will cost."

That question was on the mind of city and county officials who called for the study.

"We all have grandiose plans, but one of the biggest problems we have is how we're going to manage the funding," said Becky Heron, a Durham County commissioner. "Where are we going to get these dollars that we need -- when we're having so many problems right now even keeping up our existing roads?"

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**Charlotte.com**

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## Tax supporters, foes surprised by margin of victory

*STEVE HARRISON*

Mecklenburg County voters overwhelmingly backed the transit sales tax Tuesday, dismissing an aggressive grass-roots effort to repeal it and endorsing CATS' ambitious plans to expand light rail and buses.

The margin of victory stunned even transit supporters. With all but one precinct counted, 70 percent voted against repeal, with 30 percent in favor of stopping the tax. The number of people voting for repeal -- roughly 37,000 -- fell short of the 48,000 signatures collected that put the tax back on the ballot.

The decision means that the Charlotte Area Transit System will continue collecting the half-cent tax, which generated \$70 million last year, and will continue with its expansive 2030 transit plan.

CATS plans to build a commuter-rail line to the Lake Norman area and to extend the existing light rail northeast to University City. It also wants to build a streetcar through central Charlotte and either a busway or light rail down Independence Boulevard.

Polls in the spring showed voters supported transit in similar numbers to the 1998 vote, which was 58 percent in favor and 42 percent against. By August, that margin had slipped.

But in the two months before the election, transit tax supporters spent heavily with a television and radio blitz that helped widen their margin of victory. They also had the support of numerous public officials, including ex-mayors and leaders in the black community. They urged against repeal.

The Vote Against Repeal Committee, which raised nearly \$600,000, told voters that repealing the transit tax would make traffic congestion worse, hurt the environment and force the city to make cuts in the bus system, which receives 65 percent of the tax. The committee also warned voters that repealing the transit tax would likely result in higher property taxes.

"I think we should have had this 20 years ago," said Jim Sasser, a Charlotte retiree. "I didn't approve of some of the way they handled their finances, but overall, I never had any question about it."

Nancy Gross, a south Charlotte homemaker, voted against school bonds. But she supported the transit tax because it "is hardly noticeable. But if we repealed it, they were going to raise my property taxes."

Throughout Mecklenburg, there has been anger in the past two years over the cost overruns in building the Lynx Blue Line, scheduled to open this month.

Those frustrations often surfaced on talk radio and on the opinion pages of the newspaper, but they weren't enough to swing the election.

The anti-transit tax group, Sensible Charlotte Area Transportation, was disappointed that it had only raised roughly \$12,000 by late October. A successful effort six years earlier to defeat the new uptown arena raised more money.

Former City Council member Don Reid, who helped lead the repeal effort, declined to comment to the Observer.

Former county commissioner Jim Puckett, another repeal leader, couldn't be reached for comment.

When the transit tax was passed in 1998, precincts in African American communities near uptown voted for the tax, with some showing nearly 70 percent in support.

But black support was thought to be harder to come by in 2007. A petition drive that placed the transit tax on the ballot had its highest percentage of signers in black communities, and an Observer poll in August found that African Americans favored repeal.

Results Tuesday, though, showed that a number of black precincts west and northwest of uptown voted against repeal by more than 70 percent.

Annie Cox, who works for a heating and air conditioning firm, said she considered voting for repeal. She voted to keep the tax because losing bus service would hurt low-income people, she said.

In the short-term, CATS will open the Lynx Blue Line in a little more than two weeks -- an event that supporters can celebrate with the repeal effort behind them. And the city must find a replacement for CATS chief executive Ron Tober, who announced in August he is retiring Dec. 21.

"Frankly I'm surprised at the spread right now," said Tober as incomplete results came in Tuesday night. "To have a significant margin -- it's a good feeling. People in the community realize we need to have a good public transportation system."