

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

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

**May 14, 2008
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. April 9, 2008 TAC Meeting Minutes
(Attachment 5)**

A copy of the April 9, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the April 9, 2008 TAC meeting.

**6. STP-DA Call for Projects
(Attachment 6, 6A, 6B, 6C)
Ellen Beckmann, LPA Staff**

LPA staff solicited requests for STP-DA funding from the MPO's member jurisdictions. The MPO received \$53 million of requests for STP-DA funds for years FY 2009 through FY 2015. These projects include bicycle and pedestrian projects, travel demand management, transit, and LPA staff and planning activities. Assuming that the MPO receives approximately \$4 million in STP-DA per year, the MPO only has about \$28 million of STP-DA for years FY 2009 through FY 2015. Furthermore, a portion of the MPO's STP-DA funds are already programmed for FY 2009 through FY 2015. As a result, all of the STP-DA requests will not be able to be filled.

The TCC has considered several options for the allocation of STP-DA funds. At the March TAC meeting, the TAC approved a general distribution of STP-DA funds in FY 2009 through 2015. At the April TAC meeting, the TAC approved funding for staff and planning activities. Attachment 6 is a memo that provides background on the issues.

The TCC has submitted a recommendation for the remaining Annual Reserve, Transit, and Local Discretionary funds and has developed criteria for selecting Annual Reserve projects. Attachment 6A is a memo that includes the TCC recommendation for funding and the criteria for the Annual Reserve projects. Attachment 6B is the STP-DA allocation spreadsheet that includes the TCC's recommendations.

At the April TAC meeting, the TAC requested a report of the funding allocated to Triangle Transit from the DCHC MPO and the Capital Area MPO. Attachment 6C displays this information in a table.

TCC Recommendation: That the TAC approve the criteria for the Annual Reserve projects in Attachment 6A and STP-DA funding for the Annual Reserve, Transit, and Local Discretionary categories as shown in Attachment 6B.

TAC Action: Approve the criteria for the Annual Reserve projects in Attachment 6A and STP-DA funding for the Annual Reserve, Transit, and Local Discretionary categories as shown in Attachment 6B.

7. Job Access Reverse Commute and New Freedom Call for Projects
(Attachment 7, 7A, 7B, 7C, 7D, 7E)
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. The MPO opened the 2008 Call for Projects in December 2007 with an application deadline of February 28, 2008. An applicant workshop was held in January. The MPO received two applications for NF (Attachments 7A and 7B) and three applications for JARC (Attachments 7C, 7D, and 7E). In addition, as the MPO's designated recipient, the City of Durham has requested funds for administration of the program equal to 8 percent of the FY 2008 apportionment. The TCC's recommendations are shown in Attachment 7.

TCC Recommendation: That the TAC approve funding projects using Job Access Reverse Commute and New Freedom funds.

TAC Action: Approve funding projects using Job Access Reverse Commute and New Freedom funds

8. Special Transit Advisory Commission
(Attachment 8, 8A, 8B, 8C)
Mark Ahrendsen, TCC Chair

The Special Transit Advisory Commission (STAC) was established by the DCHC MPO and the Capital Area MPO to develop a recommendation for major transit investments for the MPOs' 2035 Long Range Transportation Plans. The STAC held their final meeting on April 25, 2008. At this meeting the STAC validated their final report.

The Executive Summary of the STAC's final report is Attachment 8. Three maps display the STAC Regional Transit Vision Plan (Attachment 8A), Enhanced Region-wide Bus Service (Attachment 8B), and Recommended Rail Investments (Attachment 8C). The full report, maps and appendices are posted on the STAC website, <http://www.transitblueprint.org/stac.shtml>.

This report will be presented to the TACs of both MPOs at a joint meeting now scheduled for May 21.

The LPA will include opportunities for public comment and input on the STAC recommendations during the 2035 LRTP process. There will be mailings and public workshops in June, July, and August to present the alternatives analysis to the public. A transit intensive alternative that incorporates the STAC's recommendations will be one of the alternatives presented. In addition, in September and October there will be further mailings, public workshops, a newsletter, and a public hearing to present the preferred alternative to the public. In order to allow local jurisdictions time to provide the MPO comments on the report before summer recesses, the TAC may authorize that the report be released for public comment as soon as it is presented to the TAC at the joint meeting.

TAC Action: That the TAC authorize the release of the final STAC report for public comment as soon as it is presented to the TAC at the Joint TAC meeting.

**9. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan
(Attachment 9, 9A)
Andy Henry, LPA Staff**

The LPA is coordinating the work of local transportation and transit system planners, the Capital Area Metropolitan Planning Organization (CAMPO), and the travel model Service Bureau to develop and produce the 2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) for the DCHC MPO. At today's meeting, the LPA will:

- Present the 2035 LRTP Alternatives and Land Use Scenarios. This presentation does not include the performance data for these Alternatives, which will be presented at the June TAC meeting. The purpose of today's presentation is to become familiar with the LRTP Alternatives and receive guidance from the TAC. Attachment 9 is a summary of the Alternatives and Scenarios. More detailed descriptions including specific highway and transit projects included in each Alternative will be distributed at the meeting;
- Present a detailed schedule for completing and approving the 2035 LRTP and CTP, including the public involvement process. Attachment 9A is a draft of the Detailed Schedule.

TAC Action: Discuss and provide direction to staff on the CTP, 2035 LRTP Alternatives and the Detailed Schedule.

**10. 21st Century Transportation Committee - Congestion Relief/Intermodal Transportation Fund
(Attachment 10, 10A, 10B, 10C)
Mark Ahrendsen, TCC Chair**

The General Assembly established the 21st Century Transportation Committee to study transportation infrastructure needs in the State. Meeting agendas and copies of presentations are posted on the committee's website:

<http://www.ncleg.net/gascripts/DocumentSites/browseDocSite.asp?nID=32>. The committee has also formed four subcommittees: Finance, Intergovernmental, Prioritization/Best Practices/Efficiency, and Intermodal. An interim report for the committee may be submitted by May 1, 2008 and the final report is due December 31, 2008.

Attachment 10 is a report from the Intermodal subcommittee. The Intermodal subcommittee has proposed new legislation titled the Congestion Relief/Intermodal Transport Fund (Attachment 10A) which would provide funding for public transportation, freight and passenger rail, and ports. Both of these documents have been updated since the TAC's April meeting. The TAC reviewed this legislation at the April meeting and has asked staff to develop a list of principles to be included in the bill to address the DCHC MPO's concerns. The General Assembly may consider this bill during the short session. A draft position paper is included as Attachment 10B. There was a split vote at the TCC on this position paper. A minority report from the TCC is included as Attachment 10C.

TCC Recommendation: That the TAC approve the draft position paper regarding the proposed Congestion Relief/Intermodal Transport Fund.

TAC Action: Approve the draft position paper regarding the proposed Congestion Relief/Intermodal Transport Fund.

REPORTS:

11. Report from the TAC Chair
Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

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

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

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

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

16. Letter to NCDOT regarding CMAQ funds – April 3, 2008

(Attachment 16)

17. Letter to Mr. Ken Spaulding regarding FY 2009-2015 TIP – April 25, 2008

(Attachment 17)

Adjourn

Next meeting: June 11, 2008

Joint TAC meeting: May 21, 2008, 4pm – 6pm

Location: TBD

TAC Directives to Staff

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

01/01/07 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – See Attachment X of 4/9/08 TAC Agenda.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.

01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda
04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>In Progress:</u> See Attachment 7C of 6/13/07 TAC Agenda, Attachment 8 of 3/12/08 TAC Agenda, Attachment 8 of 4/09/08 TAC Agenda, and Attachment 6 of 5/14/08 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	<u>Completed:</u> See Attachment 17 of 10/10/07 TAC Agenda
08/08/07	Add information on student employment, employment-to-population ratios, and household size to the SE Data	<u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda
08/08/07	Provide an update on damage to NC-147 due to the I-40 detour	<u>Completed:</u> NCDOT staff replied via email to TAC members

09/12/07	Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution	<u>Completed:</u> See Attachment 8 of 10/10/07 TAC Agenda
10/10/07	Send a letter to thank the NCDOT for the I-40 repair project	<u>Completed:</u> See Attachment 17 of 11/14/07 TAC Agenda.
11/14/07	Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources.	<u>In Progress:</u> Corridors to be identified as part of the 2035 LRTP process. STP-DA funding has been reserved.
11/14/07	Develop a combined mode 2009-2015 TIP regional priority list by division with costs.	<u>Completed:</u> See Attachment 7 and 7A of 1/09/08 TAC Agenda.
12/12/07	Provide a presentation and update on the 21 st Century Transportation Committee	<u>Completed:</u> See Attachment 6 of 3/12/08 TAC Agenda.
12/12/07	Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners.	<u>Completed:</u> See Attachment 15 of 1/09/08 TAC Agenda.
02/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress:</u>
03/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	<u>Completed:</u> Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments.
03/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
04/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	<u>In Progress:</u> See Attachment 6C of 5/14/08 TAC Agenda.
04/09/08	Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category	<u>In Progress:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.
04/09/08	Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation.	<u>Completed:</u> See Attachment 10B of 5/14/08 TAC agenda.

41 **PRELIMINARIES:**

42 **Adjustments to the Agenda**

43 Mark Ahrendsen stated two handouts were distributed at the beginning of the meeting.
44 One is related to the STP-DA allocation table that we will address as part of agenda item 8 and
45 the other is related to agenda item 10. You also have a Power Point presentation related to the
46 planning work program which is agenda item 9.

47 **Public Comments**

48 There were no public comments.

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

50 There were no comments regarding the Directives to Staff.

51 **ACTION ITEMS:**

52 **March 12, 2008 TAC Meeting Minutes (Attachment 5)**

53 Mike Woodard stated that Mayor Bell's middle initial is "V", not "B" on line 6. A
54 motion was made by Mike Woodard and seconded by Kevin Foy approving the March 12, 2008
55 TAC Meeting Minutes with the amendment noted above. The motion carried unanimously.

56 **Special Transit Advisory Commission – Update (Attachment 6, 6A, 6B and 6C)**

57 Alice Gordon provided an overview for the Special Transit Advisory Commission
58 (STAC) process and how it relates to the 2035 Long Range Transportation Plan (LRTP). Ms.
59 Gordon stated that the Advisory Commission's last scheduled meeting will be on April 25, 2008.
60 The STAC is going to give recommendations on the transit element of the long LRTP. Then a
61 lot of the public outreach for the STAC recommendations is going to be done as part of the
62 LRTP process. The TAC hopes to have a joint meeting with CAMPO to receive the final STAC
63 report and, if possible, would like to schedule that meeting before the May TAC meeting.

64 Mark Ahrendsen stated that Ms. Gordon provided an excellent overview of the process.
65 It is now time to begin discussion of the findings and recommendations of the report and how it
66 will be incorporated in the 2035 LRTP that will be developed over the coming months and put
67 out for public comment. The STAC recommendations will be among the alternatives that will be
68 evaluated as part of the LRTP. Mark stated TAC members need to think about their questions
69 now in preparation for the joint TAC meeting.

70 Mark stated that the appendices are not with the packet that TAC members received
71 because they are so large. However, they are available on the website. Mark stated there were
72 three major categories of investment in the regional transit vision plan. There is an enhanced
73 region-wide bus network that expands bus service to outlying areas and connects to other
74 communities. There is a circulator concept that provides a bus or trolley circulation system in
75 the region's core areas. The third is the fixed guideway or rail element that connects the major
76 economic centers.

77 The existing revenue stream is insufficient to expand transit service. Therefore, they
78 have also made suggestions to provide the necessary revenue to implement the recommendations
79 including: a ½ cent sales tax, an increased vehicle registration fee, a continuation of the 5%
80 vehicle rental tax. They are also anticipating state revenue to support these capital investments
81 and once the system gets up and running, they are projecting federal revenue. The estimated cost
82 of the fixed guideway element is a little over \$2 billion. The total cost for this entire system
83 through 2035 is a little over \$8 billion. It is split approximately 81% on the rail investment and
84 operations and 19% on the bus capital investment and operations. The revenue that is projected
85 is \$9.2 billion. Based on the STAC assumptions, there is enough revenue with the new revenue
86 sources.

87 The STAC called for the establishment of a strong regional transit authority to establish
88 the regional transit plans, investment priorities, and approve new funding. They suggested
89 continued cooperation between the two MPOs and perhaps even relocating the MPOs' staffs at
90 some point in the future. They also recommended incentives for local governments to plan and
91 develop in a way that would be supportive of the investment in the transit service.

92 Mark Ahrendsen stated one of the issues to be aware of as this moves forward is how we
93 maintain a regional perspective with two MPOs and address the local needs. Another issue is the
94 setting of priorities. Which will go first? Funding and public input are other issues.

95 Kevin Foy asked what the circulator is and how is it related to local bus? Mark
96 Ahrendsen stated that part of the purpose of the circulators is to feed the regional system;
97 recognizing that you have stations in fixed guideways but also need to serve the core community.
98 It could also enhance some elements of the local bus system.

99 Mike Woodard stated that the report comes up short on how to raise the money and how
100 to spend it. Mark Ahrendsen stated it also does not address funding of local bus needs. Mark
101 stated that the STAC concentrated on regional transit funding and the MPOs will have to
102 recognize the financial needs of the existing local transit systems and how they continue to be a
103 viable part of the transit vision for the Triangle. Patrick McDonough stated we currently have
104 around 260 buses collectively in the Triangle. They are proposing 160 – 165 new buses
105 throughout the region and the report includes circulators as high-level bus service. These buses
106 are included in the \$8 million estimate.

107 Alice Gordon stated that we can ask that the report include more information on the
108 current status of the local systems.

109 Becky Heron has a concern over balancing all of the local needs and the funding sources.

110 Mark Ahrendsen stated that staff are trying to set a joint meeting with CAMPO but the
111 date has not been finalized. We are looking at May 9, 2008.

112 Alice Gordon stated that if the May 9, 2008 meeting can take place then each TAC could
113 have the report on their agenda in May, release it for public comment by local jurisdictions, and
114 then have a public meeting at the June TAC meeting.

115 **Special Transit Advisory Commission – Contract**

116 A motion was made by Kevin Foy and seconded by Mike Woodard to authorize the
117 contract extension to May 31, 2007 and the use of unobligated FY 2007-08 UPWP funds
118 (\$6,400) and local match funds (\$1,600) for the DCHC MPO's portion of the budget increase.
119 The motion carried unanimously.

120 **STPDA Call for Projects (Attachments 8, 8A, and 8B)**

121 Mark Ahrendsen provided an introduction for the STPDA Call for Projects, along with
122 the attachments. Ellen Beckmann provided an update for the TAC.

123 Kevin Foy asked what criteria will be used for the Annual Reserve and Ellen Beckmann
124 stated that there has been no structure set for how projects are recommended by the TCC. Kevin
125 Foy wants the TCC to develop written criteria to be used to select projects. Ellen Beckmann
126 stated the TCC will bring back the criteria to be used at the next TAC meeting.

127 Becky Heron asked what Ellen Beckmann was describing as the NC-54 subarea study
128 and Mark Ahrendsen stated that the scope is undefined; but it is looking at land use and
129 transportation issues on NC-54 from I-40 to Chapel Hill perhaps as far north as the US 15-501
130 bypass. Becky Heron asked if there was a time frame. Mark stated that this would provide the
131 funding for the study in the next fiscal year beginning after July 1st. Kevin Foy asked how it

132 differs from the other study that was done for transit. Mark Ahrendsen stated this study will
133 include other mobility needs.

134 Bill Strom stated that Triangle Transit will receive no funds based on the current split of
135 STP-DA funds and he would like staff to make decisions about transit funding with regard to all
136 funding sources available to this MPO and with an eye toward equity between CAMPO and
137 DCHC for funds that are provided to Triangle Transit. He wants to make sure Triangle Transit is
138 being treated fairly. Mark Chilton asked for staff to provide a report on Triangle Transit's
139 funding sources from DCHC and CAMPO.

140 Kevin Foy asked if CAMPO and DCHC staff should merge and share resources. Mark
141 Ahrendsen doesn't think that co-locating them would reduce the resources needed. The same
142 resources will be needed. CAMPO is also requesting additional staff members. Perhaps there
143 could be some shared positions to improve efficiency. Mark Ahrendsen stated there are pros and
144 cons to both sides and this needs to be reviewed.

145 A motion was made by Mark Chilton and seconded by Mike Woodard to approve the
146 STP-DA funding for LPA staff, planning activities, and defer action on the NC 147
147 bicycle/pedestrian bridge. The motion carried unanimously.

148 A motion was made by Mark Chilton and seconded by Kevin Foy to recommend to the
149 TCC that they consider the Morgan Creek Greenway project when evaluating projects for the
150 regional bicycle and pedestrian category. The motion carried unanimously.

151 **FY 2008-2009 Unified Planning Work Program (UPWP) (Attachment 9 and 9A)**

152 Felix Nwoko provided an introduction for the FY 2008-2009 Unified Planning Work
153 Program (UPWP), along with the attachments.

154 Alice Gordon opened the public hearing. However, there were no public comments.

155 A motion was made by Mike Woodard and seconded by Becky Heron to close the public
156 hearing for the FY 2008-2009 Unified Planning Work Program (UPWP). The motion carried
157 unanimously.

158 A motion was made by Mark Chilton and seconded by Mike Woodard to approve the
159 three resolutions adopting the FY 2008-2009 Unified Planning Work Program and confirming
160 the transportation planning process. The motion carried unanimously.

161 **FY 2007-2013 Transportation Improvement Program – Administrative Modification #2**
162 **(Attachment 10)**

163
164 Patrick McDonough, Triangle Transit provided an introduction for the FY 2007-2013
165 Transportation Improvement Program – Administrative Modification #2.

166 A motion was made by Mark Chilton and seconded by Mike Woodard to approve the
167 resolution adopting Administrative Modification #2 to the FY 2007-2013 Transportation
168 Improvement Program. The motion carried unanimously.

169 **FY 2009-2015 Transportation Improvement Program – Air Quality Conformity**
170 **Determination Report (Attachment 11)**

171
172 John Hodges-Copple provided an introduction for the FY 2009-2015 Transportation
173 Improvement Program – Air Quality Conformity Determination Report.

174 Alice Gordon opened the public hearing on the FY 2009-2015 Transportation
175 Improvement Program – Air Quality Conformity Determination Report. There were no public
176 comments.

177 A motion was made by Mike Woodard and seconded by Becky Heron to close the public
178 hearing for the FY 2009-2015 Transportation Improvement Program – Air Quality Conformity
179 Determination Report. The motion passed unanimously.

180 **21st Century Transportation Committee – Update (Attachments 12, 12A, and 12B)**

181 David King, Triangle Transit provided an update on the 21st Century Transportation
182 Committee – Update, along with the attachments.

183 The 21st Century committee is composed of 24 people and their charge is to look at major
184 infrastructure needs for the state transportation system from a state level and produce
185 recommendations for the General Assembly. They have divided the work into four
186 subcommittees and one of the subcommittees is the intermodal subcommittee composed of 6 of
187 the 24 members. The intermodal subcommittee chair is Sam Hunt. The subcommittee has been
188 working to produce legislation that would allow the State to play a role with future fixed
189 guideway transit projects across the state. There is a finance subcommittee that is chaired by
190 Steve Zelnak. That subcommittee has to figure out how to pay for what the other subcommittees
191 propose.

192 Mike Woodard asked under this proposal who would actually collect the revenue. Mr.
193 King stated that the State Department of Revenue is our state collection agency and they would
194 collect the revenue and remit it. The counties decide how the revenue is spent. We would
195 simply be the administrative convenience. The counties would have to approve a regional
196 financial plan for the use of the funds. Mike Woodard asked what if the tax isn't passed in all
197 three counties. David King stated that Durham could still use its funds. Mayor Bell stated the
198 question is does the referendum need to pass in all three counties or is it a plurality of total vote.

199 Wib Gulley stated that there is some desire to move forward in the short session, but it
200 may be the long session. The bill does not state what happens if the tax is not passed in all three
201 counties. The bill may change so that each county must approve. Counties will have to approve
202 to be part of the special voting district and put the tax to a referendum.

203 Mike Woodard stated that the bill calls for adoption of a financial plan. Who develops
204 and approves this plan. David King stated that the financial plan would be consistent with the
205 STAC plan as approved by the MPOs in the LRTP. The Commissioners would approve putting
206 the tax on the ballot. There are details to be worked out.

207 Becky Heron asked if this will happen in FY 2008 and Wib Gulley stated that the
208 regional plan will come to MPOs but may not come to counties until FY 2009.

209 Alice Gordon asked staff to develop principles of what should be in the bill. Becky
210 Heron stated we need to educate the commissioners on what this bill means.

211 **REPORTS:**

212 **Report from the TAC Chair**

213 Alice Gordon did not have any additional items to discuss.

214 **Report from Staff (Attachment 14)**

215 The report from staff is attached.

216 **Report from the TCC Chair**

217 Mark Ahrendsen stated there is a tentative Joint TAC meeting on May 9, 2008. The time
218 has not been determined yet. Diane Catotti asked that if possible it be scheduled before or after a
219 Crime Cabinet meeting which is scheduled from 12:00 p.m. – 2:00 p.m.

220 The 2009-2015 STIP is scheduled for approval in June. Staff is scheduling a NCDOT -
221 Division 5 follow-up meeting regarding a few questions.

222 On April 15, 2008 there is going to be an NcGO! Transportation summit held in Cary at
223 the Embassy Suites at 9:00 a.m.

224 **NCDOT Report (Attachment 16)**

225 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects. US 15-
226 501 is ahead of schedule. The Hopson Road project is ahead of schedule. The NC-98 project is
227 a little behind schedule. The NC-54 and Davis Drive project in the Research Triangle Park area
228 is ahead of schedule.

229 Mayor Bell has a concern over the appearance of the NC-55/I-40 ramp. Staff will follow-
230 up with NCDOT on this project.

231 There was not an update from Division 7.

232 **INFORMATIONAL ITEMS:**

233 **Recent News Articles and Updates (Attachment 17)**

234 The recent news articles and updates are attached.

235 **Triangle Parkway Design Public Hearing Presentation (Attachment 18)**

236 The Triangle Parkway Design Public Hearing Presentation is attached.

237 **Adjournment**

238 There being no further business of the Transportation Advisory Committee, a motion was
239 made by Mike Woodard and seconded by Mayor Bell to adjourn the meeting at 11:32 a.m.

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: May 14, 2008

SUBJECT: STP-DA Call for Projects – Background

Overview and Background Information

The Federal Highway Administration (FHWA) provides Surface Transportation Program-Direct Attributable (STP-DA) funds to urbanized areas over 200,000 in population. These funds are provided to the DCHC MPO based on the population of the urbanized area. The DCHC MPO currently receives about \$4 million each year. The MPO receives these funds directly and has the authority to allocate these funds to projects as needed. The MPO's allocation of STP-DA funds is programmed in the TIP. The DCHC MPO has traditionally used STP-DA funds on non-highway capacity projects. STP-DA funds require a 20% local match.

In 2007, the TAC requested that the LPA and TCC work to develop a STP-DA funding proposal for the 2008-2015 TIP. In summer/fall 2007, the DCHC MPO requested potential STP-DA projects for FY 2009 through 2015 from its member governments. The MPO received many project requests from several different categories including:

- LPA staff
- LPA planning activities – both routine planning and special emphasis projects
- Local government planning activities
- Local bicycle and pedestrian construction projects
- Regional bicycle and pedestrian construction projects
- Expansion and replacement transit vehicles
- Transit service improvements and passenger amenities

The following table summarizes the new project requests received by the MPO from its member jurisdictions and agencies:

Agency	Total Federal Requests (80%) 2009-2015
TJCOG	1,419,109
TTA	3,407,200
Durham	25,937,828
Chapel Hill	15,485,917
Carrboro	959,984

Hillsborough	512,000
LPA	5,334,950
Total	53,056,988
Funds Available	28,581,000
Difference	(24,475,988)

Assuming that the DCHC MPO continues to receive approximately \$4 million per year in STP-DA funds, the MPO only has about \$28 million to allocate leaving a shortfall of \$24 million. Furthermore, a portion of the \$28 million has already been allocated by the TAC to specific projects. As a result, all of the project requests will not be able to be filled.

For the past several months, the TCC and LPA staff have worked to develop a recommendation for STP-DA funding. At the March TAC meeting, the TAC provided feedback on STP-DA funding priorities. At the April TAC meeting, the TAC approved STP-DA funding for LPA staff and planning activities. The TCC has developed recommendations for the remaining categories displayed in the highlighted entries in the tables in Attachment 6B. All STP-DA funding will be included in the final FY 2009-2015 MTIP and incorporated into the STIP through amendments as needed.

STP-DA Funding Policy

The TAC adopted a STP-DA policy in 2003 that states:

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

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

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

STP-DA Funding Requests

In order to develop a proposal for STP-DA funding, the TCC and LPA grouped the submitted projects into seven project types:

1. Small projects, includes:
 - a. LPA and local government planning activities under \$200,000 (federal)
 - b. Bicycle, pedestrian and transit projects under \$200,000 (federal)
 - c. Cost over-runs and additions to existing projects

- d. These are projects that require less advance planning and can be completed quickly.
 - e. Note, many small projects needed between 2009 and 2015 are not currently identified. New projects will likely be added to this category as new needs are identified.
2. LPA staff requests and LPA and local government routine planning activities, includes:
 - a. New and existing LPA staff positions
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation plan, modeling, etc.
 3. LPA and local government extra planning activities, includes:
 - a. LPA and local government planning activities over \$200,000 (federal)
 - b. Optional activities such as special emphasis projects
 - c. The TAC has already approved \$676,000 for special emphasis projects in FY 2009. All of these projects were approved as part of past years' UPWPs and are either on-going projects or are projects that have been postponed. They have all been de-obligated in the FY 2007-2008 UPWP by Amendment #2 approved on February 13, 2008.
 4. Transit projects over \$200,000 (federal)
 5. Regional bicycle and pedestrian projects
 - a. At the November TAC meeting, the TAC requested that staff develop a prioritized set of regional bicycle routes and identify funding for these projects. This has not yet been completed. For illustrative purposes, LPA staff identified some of the submitted STP-DA projects as regional routes. However, LPA staff intends to formally identify routes including soliciting input from the public and local transportation boards. A recommendation will be brought to a future TCC and TAC meeting.
 - b. The TAC has already approved \$3,923,000 of STP-DA funds for two projects in FY 2009-2015:
 - i. Old Durham Chapel Hill Road Bicycle and Pedestrian \$2,742,000
 - ii. American Tobacco Trail Phase E \$1,181,000
 6. Other local projects over \$200,000 (federal), includes:
 - a. Large bicycle and pedestrian projects
 - b. Scenic and environmental enhancements
 - c. The TAC has already approved \$2,392,000 of STP-DA funds for two projects in FY 2009-2015:
 - i. Cornwallis Road Bicycle and Pedestrian \$1,816,000
 - ii. Upper Booker Creek Greenway \$576,000
 7. Travel demand management

If the submitted projects are assigned to these project categories, the distribution of requests is as shown in this table:

Project Type	Total	Number of Projects	Average Cost
Small Projects	\$1,518,409	23	\$66,018
Staff and Planning	\$4,679,720	3	\$1,559,907
Extra Planning	\$1,093,403	4	\$273,351
Transit	\$18,476,000	11	\$1,679,636
Regional Bike & Ped	\$8,764,662	5	\$1,752,932
Other Local	\$17,299,088	23	\$752,134
Regional TDM	\$1,225,706	1	\$1,225,706
Total	\$53,056,988	70	\$757,957

The TCC recommends dedicating some STP-DA funds for each of these project types with the exception of TDM. Funding for the MPO's share of TDM for FY 2009 through 2012 will be provided using CMAQ funding. TDM offers very high air quality benefits and competes very favorably for this funding. As a result, the TCC recommends funding TDM for FY 2013 through 2015 with future CMAQ funds.

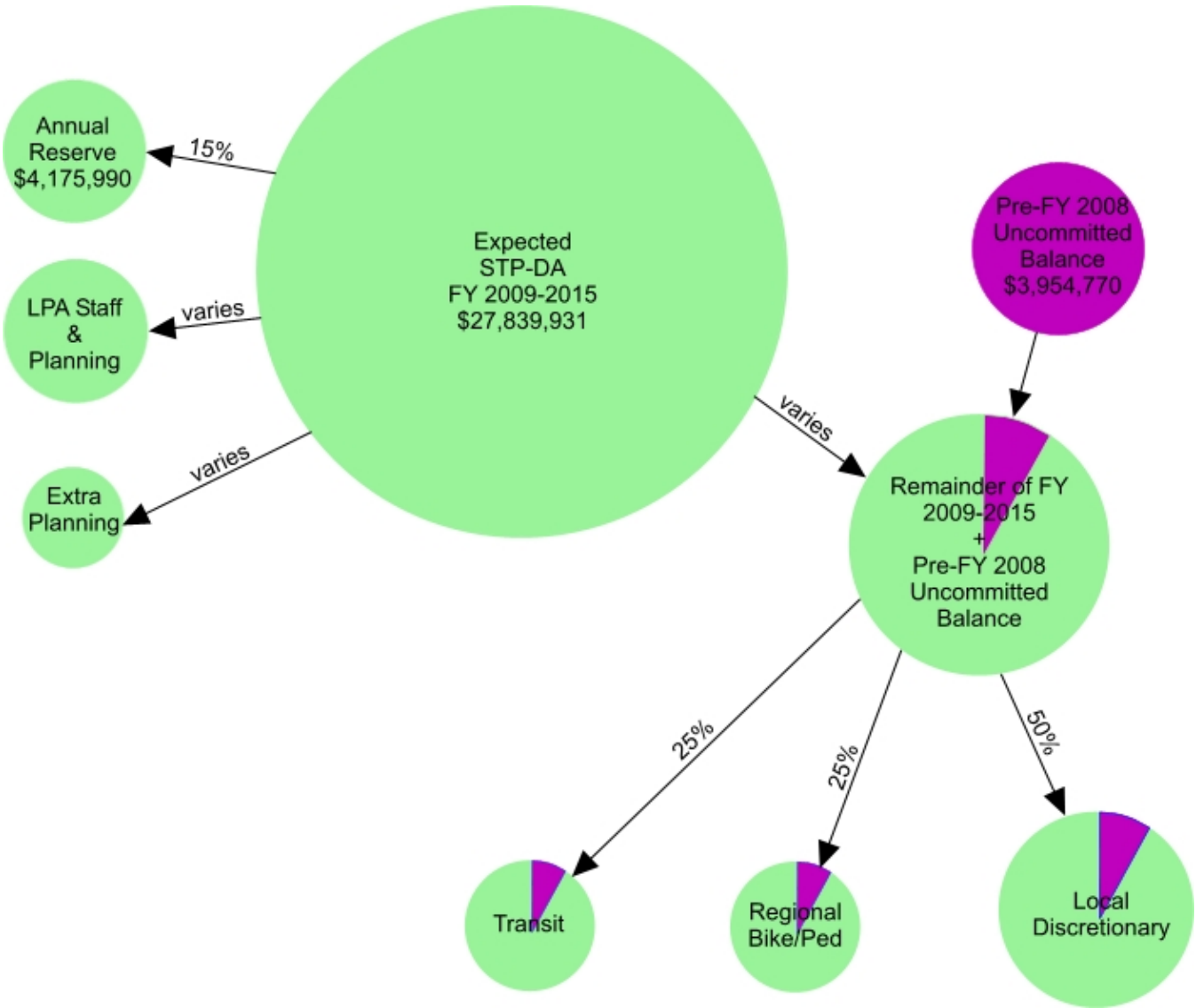
STP-DA Funding Proposal

The TCC and LPA followed three steps to complete the STP-DA funding proposal. The TAC provided guidance on steps 1 and 2 in March. Funding for planning and staff activities was approved by the TAC in April. The TCC has recommended a funding proposal that completes step 3 in the highlighted entries in the tables in Attachment 6B. Attachment 6B includes a series of linked spreadsheets for each funding category. There is a summary table and a table for pre-FY 2008 at the beginning. Attachment 6A is a memo that provides more detail on the TCC recommendation.

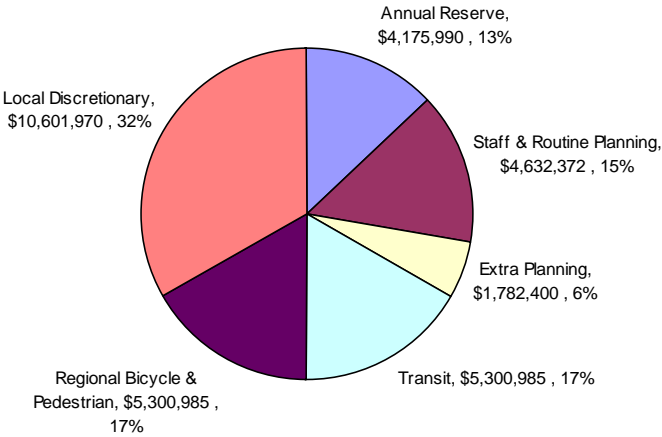
Step 1 – Distribution of STP-DA funding across the six categories:

The TAC approved the local discretionary emphasis. This scenario emphasizes local projects. Local projects can include any project type (transit, bike/ped, enhancements, planning) so this scenario offers municipalities flexibility in funding projects that reflect their own priorities. In general, local bicycle and pedestrian projects would be funded from this category.

The diagram below displays the distribution method approved by the TAC in March. The TAC approved providing an annual reserve for small projects equal to 15% of the STP-DA expected each year FY 2009-2015. The exact percentages for remaining categories were preliminary, dependent upon TCC recommendations for the staff and routine planning and extra planning categories. By approving the local discretionary emphasis, the TAC approved providing twice as much funding for the local discretionary category as for the transit and regional bicycle and pedestrian categories.



Applying the TAC approved method to the TCC's recommendation for LPA staff and planning and extra planning, results in this distribution of funding (also shown on the pie chart on the page 1 of Attachment 7A). The percentages in this chart are very similar to what was presented to the TAC in March.



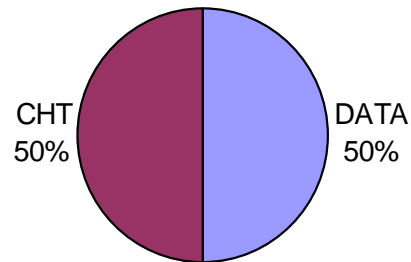
Step 2 – Distribution of STP-DA funding within the six categories

Annual Reserve (Small Projects) – This category is intended to be used for short-term immediate needs and small projects. No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to immediate needs that may vary significantly from year to year.

Staff and Routine Planning – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to individual jurisdictions.

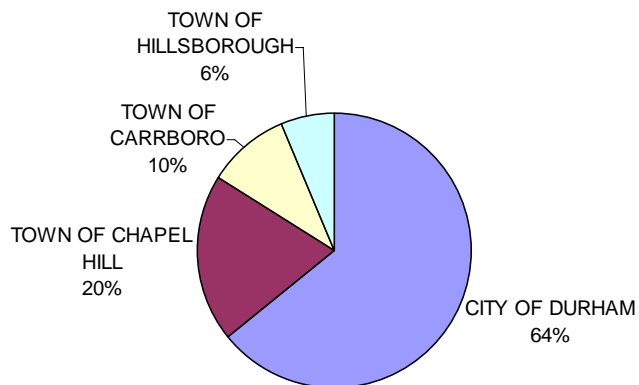
Extra Planning – This category is for special emphasis projects either performed by the LPA or member jurisdictions. This category is for larger, more expensive planning projects that will enhance transportation planning in the MPO but are not required. No guidelines have been proposed for distribution by jurisdiction. All of the projects that have been approved are for MPO-wide activities.

Transit - The TAC approved an even distribution of STP-DA funds within the transit category between Chapel Hill Transit and DATA



Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. Most projects in this category will span across multiple jurisdictions or otherwise provide regional benefits through increased connectivity.

Local Discretionary – For the local discretionary category, the TAC approved a guaranteed \$500,000 minimum for each municipality and then distribution of the remainder proportionate to municipal population.



Step 3 – Allocate STP-DA funds to specific projects within each category

All funding of specific projects within each category must be presented to the TAC for approval. There is no sub-allocation of funding directly to member governments.

Annual Reserve (Small Projects) – The TAC approved three LPA planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP. The TCC developed a recommendation for the remainder of the Annual Reserve as described in Attachment 6A and shown in the top table in Attachment 6B.

Staff and Routine Planning – The TAC approved LPA staff and planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP.

Extra Planning – The TAC approved extra planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP.

Transit - The TCC developed a recommendation for the transit category as described in Attachment 6A and shown in the table on page 6 on Attachment 6B.

Regional Bicycle and Pedestrian – Two projects have already been approved that fall into this category. The TCC will develop a recommendation for the remainder based on regional priority corridors. LPA staff intends to formally identify regional connections including soliciting input from the public and local transportation boards. This will be done as part of the 2035 LRTP. A recommendation for this category will be brought to the TAC later this year. The Town of Chapel Hill has proposed a new project for this category – the Morgan Creek Greenway. The TCC recommends considering this project during the process to develop regional priority corridors.

Local Discretionary – The TCC developed a recommendation for the local discretionary category as described in Attachment 6A and shown in Attachment 6B.

MEMORANDUM

**TO: Transportation Advisory Committee
 DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: May 14, 2008

SUBJECT: STP-DA Call for Projects – TCC Recommendation

This memo describes the TCC recommendation for the remainder of the STP-DA funds and includes the criteria for the selection of projects for the Annual Reserve. Attachment 6 provides more background information on the STP-DA process to date. Attachment 6B is the updated STP-DA tables with the TCC recommendation highlighted in yellow.

Step 3 – Allocate STP-DA funds to specific projects within each category

Annual Reserve (Small Projects) – The TAC approved three LPA planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP. The TCC developed a recommendation for the remainder of the Annual Reserve as shown in the top table in Attachment 6B. The bottom table in Attachment 6B displays all of the project requests for this category.

- \$86,274 for passenger amenities such as benches, shelters, lighting at DATA bus stops
- \$15,840 for a short sidewalk along Fay Street connecting to the DATA facility.
- \$15,680 for a short sidewalk along Barbee Road near Pearsontown Elementary
- \$40,000 for a study of local trip generation rates by Chapel Hill Transit
- \$24,000 for greenway and bicycle/pedestrian maps
- \$136,000 for the purchase of one replacement bus for Triangle Transit (split 50% with CAMPO)
- \$16,376 for the purchase of two vans for Triangle Transit (split 50% with CAMPO)
- \$46,400 for passenger amenities such as benches, shelters, lighting, and information at Triangle Transit bus stops in the DCHC MPO area, includes stops that are owned or shared with local transit operators (100% share)

The TCC's funding recommendation for the two Triangle Transit vehicle purchase projects is dependent upon the receipt of a letter from the Capital Area MPO indicating that staff will recommend using STP-DA for 50% of these project costs. Capital Area MPO staff have stated that they will not send this letter and that these projects will have to be considered during the Capital Area MPO's merit-based selection process for their STP-DA allocation. The TAC may elect to conditionally approve these projects dependent upon the receipt of 50 percent funding from the Capital Area MPO. If the

Capital Area MPO does not approve this funding this year, the STP-DA funding will be unallocated, will roll over into next year's Annual Reserve process, and may be reallocated to other projects. As background information, Attachment 6C displays funding that Triangle Transit receives from DCHC MPO and Capital Area MPO sources.

For Annual Reserve projects, the TCC developed the following list of requirements:

1. There is a \$200,000 cap for non-planning projects. There is no cap for planning projects.
2. The funding must be spent in the fiscal year for which it is programmed. Recipients should prepare a status report every six months. If funding is not used in that fiscal year, the funds can be reprogrammed. The applicant can apply for funding for the same project again.
3. For Triangle Transit projects that are regional in nature (i.e. vehicle purchases), funding will be provided as a 50/50 split with the Capital Area MPO. Triangle Transit must present a written letter from the Capital Area MPO indicating that the LPA staff will recommend the use of STP-DA funding on the project.

The TCC developed the following list of selection criteria for Annual Reserve projects:

1. Priority will be given for requests from agencies that do not receive a designated allotment of STP-DA funds.
2. Priority will be given for cost over-runs for projects funded from other STP-DA categories. Secondary priority will be given for cost over-runs for projects funded through other sources.
3. Priority will be given for projects that will provide a local match exceeding 20%.

Staff and Routine Planning – The TAC approved LPA staff and planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP.

Extra Planning – The TAC approved extra planning projects at the April TAC meeting. This was also incorporated into the final FY 2008-2009 UPWP.

Transit - The TCC developed a recommendation for the transit category as described in Attachment 6A and shown in the table on page 6 on Attachment 6B.

- \$2,592,000 for six hybrid expansion buses for DATA in FY 2009
- \$400,000 for up to five replacement vans for CHT in FY 2010
- \$2,242,332 for five replacement buses for CHT in FY 2010

Regional Bicycle and Pedestrian – Two projects have already been approved that fall into this category. The TCC will develop a recommendation for the remainder based on regional priority corridors. LPA staff intends to formally identify regional connections including soliciting input from the public and local transportation boards. This will be done as part of the 2035 LRTP. A recommendation for this category will be brought to the TAC later this year. The Town of Chapel Hill has proposed a new project for this

category – the Morgan Creek Greenway. The TCC recommends considering this project during the process to develop regional priority corridors.

Local Discretionary – The TCC developed a recommendation for the local discretionary category as described in Attachment 6A and shown in Attachment 6B.

City of Durham

- \$800,000 for additional funding needed for the bike/ped bridge over NC 147 in FY 2009
- \$1,248,000 for additional funding needed for bike/ped facilities on Morreene Road in FY 2010 (also a CMAQ project)
- \$412,000 for a sidewalk on Avondale Drive in FY 2011
- \$920,000 for additional funding for bike/ped facilities on Hillandale Road in FY 2011 (received STP-DA funding pre-2009)
- \$556,000 for bike/ped facilities on Cheek Road in FY 2011
- \$1,026,381 for additional funding for bike/ped facilities on Carpenter-Fletcher Road in FY 2010 (received STP-DA funding pre-2009)

Town of Chapel Hill

- Deleted funding for the Upper Booker Creek Greenway in FY 2011
- \$120,000 for pedestrian improvements on Old Mason Farm Road in FY 2009
- \$300,000 for additional funding for pedestrian improvements on NC 86 and other locations in FY 2009 and 2010 (received STP-DA funding pre-2009)
- \$120,000 for pedestrian access to Bolin Creek Trail in FY 2010
- \$750,000 for Bolin Creek Greenway in FY 2010
- \$500,000 for BRT improvements on NC 86 and US 15-501 in FY 2010 and 2011
- \$72,232 for a sidewalk on Ephesus Church Road in FY 2010
- \$200,000 for transit marketing and planning for CHT in FY 2009

Town of Carrboro

- \$168,684 for a multi-use path connection to Estes Drive in FY 2010
- \$428,960 for sidewalk on Rogers Road in FY 2010
- \$4,000 for a multi-use path study in FY 2009
- \$30,000 for bicycle loop detectors in FY 2011
- \$214,700 for the Bolin Creek Greenway in FY 2011
- \$46,640 for a sidewalk on S. Greensboro Street in FY 2012
- \$67,000 for the Bel Arbor multi-use path in FY 2013

Town of Hillsborough

- \$543,386 for a sidewalk on Nash Street in FY 2009

Fiscal Year Balance

NCDOT staff have informed the LPA that the annual FY expenditures and STP-DA funds do not need to be balanced. The MPO can run a deficit and are encouraged to over-program in the early years to use up unobligated funds before they expire. The total programmed over the seven years must not exceed the sum of the federal STP-DA annual apportionments (with the 86% obligation ceiling applied) plus the unprogrammed balance from previous years.

There is a limit to the over-programming of funds in the early years. The MPO cannot obligate more in any given year than its unobligated balance plus the federal STP-DA annual apportionment. The unobligated balance is not the same as the unprogrammed balance because the MPO has programmed projects pre-FY 2009 that have not yet been obligated. Obligation occurs when an agreement has been approved for the project. Currently, the MPO's unprogrammed balance is \$3,969,060 and the unobligated balance is \$10,160,257 meaning that there is \$6,191,197 of projects programmed but not obligated yet.

On the first page of Attachment 6B, there are rows showing the MPO's federal STP-DA apportionment, the unobligated balance, and the obligation limit (highlighted in orange). The TCC's recommendation for FY 09 programs a total of \$9,442,413 (highlighted in green). The obligation limit is \$14,784,830. The TCC delayed projects so that the programming in FY 09 was safely under the obligation limit since there are many pre-FY 2009 projects that may be obligated this year. The TCC's recommendation does not meet the obligation limit in FY 10 and 11 as shown in red font. TCC's recommendation is to approve the tables as shown with an understanding that some projects will need to be delayed to meet the limit. When the TCC is considering STP-DA funding in spring 2009, the TCC will address this issue with consideration of current project schedules.

Another issue to note is that since the STP-DA annual allocation was assumed to be constant, but may increase (following past trends), there may be funding available for additional projects in later fiscal years. The MPO will need to address this issue in future years as additional funding becomes available.

TCC Recommendation:

That the TAC approve STP-DA funding for the Annual Reserve, Transit, and Local Discretionary categories as shown in Attachment 6B.

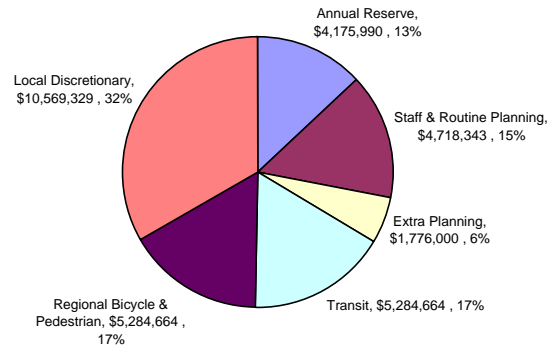
TAC Action:

Approve STP-DA funding for the Annual Reserve, Transit, and Local Discretionary categories as shown in Attachment 6B.

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Summary Table

		Prior Years	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL with prior years	Budgeted	Remaining
Pre-FY2009	Total	\$21,113,518	\$2,968,819	\$6,369,478	\$4,363,579								\$34,815,394		
	STP-DA	\$27,635,900	\$3,554,356	\$4,083,112	\$3,977,133								\$39,250,501		
	FY BALANCE		\$584,048	(\$2,286,478)	(\$386,446)										
	Unprogrammed Balance	\$6,057,936	\$6,641,984	\$4,355,506	\$3,969,060										
Post-FY2008	Annual Reserve					\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990	\$4,175,990	\$0
	Staff & Routine Planning					\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948	\$4,718,343	\$4,718,343	\$0
	Extra Planning					\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$1,776,000	\$1,776,000	\$0
	Transit					\$2,992,000	\$2,242,332	\$0	\$0	\$0	\$0	\$0	\$5,234,332	\$5,284,664	\$50,332
	Regional Bicycle & Pedestrian					\$1,961,500	\$1,961,500	\$0	\$0	\$0	\$0	\$0	\$3,923,000	\$5,284,664	\$1,361,664
Actual	Local Discretionary					\$1,817,386	\$6,030,257	\$2,382,700	\$46,640	\$67,000	\$0	\$0	\$10,343,983	\$10,569,329	\$225,346
	Total					\$9,392,081	\$11,775,615	\$3,643,443	\$1,327,173	\$1,367,914	\$1,321,903	\$1,343,518	\$30,171,648		
	STP-DA (with obligation limit)					\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$27,839,931		
	FY BALANCE					(\$5,414,948)	(\$7,798,482)	\$333,690	\$2,649,960	\$2,609,219	\$2,655,230	\$2,633,615			
	Unprogrammed Balance					(\$1,445,888)	(\$9,244,370)	(\$8,910,680)	(\$6,260,720)	(\$3,651,502)	(\$996,272)	\$1,637,343			
Federal STP-DA Apportionment						\$4,624,573	\$4,624,573	\$4,624,573	\$4,624,573	\$4,624,573	\$4,624,573	\$4,624,573			
Unobligated Balance at beginning of FY						\$10,160,257	\$5,392,749	(\$1,758,293)	(\$777,162)	\$2,520,237	\$5,776,896	\$9,079,565			
FY Obligation Limit (Federal Apportionment + Unobligated Balance)						\$14,784,830	\$10,017,322	\$2,866,280	\$3,847,411	\$7,144,810	\$10,401,469	\$13,704,138			

FY 2009-2015 STP-DA Summary Budgeted



DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) approved April 9 2008 with new Budget from NCDOT

Projects Pre-FY03 are hidden

TIP #	Location	Description	Status	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Non-Fed Match	Agency
DURHAM COUNTY													
23	306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563						\$280,641	Durham
24	306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723						\$111,931	Durham
25	306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074						\$18,768	Durham
26	306 C	I-85 (Hillandale Commons)	Landscaping - Berm Hillandale Commons area	\$25,000	\$0		\$20,000					\$20,000	Private
27	306 C	I-85	Islands - Hillandale and Guess Road	\$75,000	\$0		\$60,000					\$15,000	Durham
28	306 DB	I-85 DB (Broad to Camden)	Brick Betterment - Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640					\$26,660	Durham
29	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000						\$57,000	Durham
30	U-3804	Hillandale Rd	I-85 to Carver Street	\$0	\$0							\$0	State
31	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000						\$540,000	State
32	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entrny Enhancement	\$430,000	\$0	\$344,000						\$86,000	State
33	U-4010	NC 98 (Holloway Street)	Widen for Center Turn Lane	\$2,795,000	\$0				\$2,236,000			\$559,000	State
34	U-4011	Miami Blvd.	Widening	\$2,342,500	\$0					\$1,874,000		\$468,500	State
ORANGE COUNTY													
17	E-4994	Carboro	Bolin Creek Greenway (CA)	\$807,500	\$0				\$56,000	\$480,000	\$590,000	\$161,500	Carboro
18	E-4828	Carboro	Morgan Creek Greenway West (CA)	\$650,000	\$0				\$40,000	\$480,000	\$520,000	\$130,000	Carboro
19	E-4008	Carboro	Roberson Place Greenway (CA)	\$168,695	\$0			\$45,600	\$89,356			\$33,739	Carboro
20	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0		\$560,000	\$1,600,000	\$1,670,664			\$957,666	Chapel Hill
21		Chapel Hill	Bus Replacement	\$1,000,000	\$0		\$800,000					\$200,000	Chapel Hill
22	E-4601	Chapel Hill/Carboro	Morgan Creek Greenway (East)	\$300,000	\$0			\$80,000		\$640,000		\$180,000	CH/Carboro
23	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0				\$64,000	\$560,000		\$156,000	Chapel Hill
24	U-4704	Chapel Hill/Carboro	Signal System Improvements - Planning and Desig	\$450,000	\$0					\$360,000		\$90,000	CH/Carboro
MPO-WIDE													
U-4726	MPO/Various Local Gov't	Urban Area Bike/Ped Allocator		\$1,140,379	\$0	\$0	\$0	\$71,524	\$317,600	\$228,600	\$294,579	\$228,076	Multiple
U-4726A		CAR - Hanning Street Sidewalk	Complete	\$69,455	\$0			\$55,564				\$55,564	Carboro
U-4726B		CAR - Bolin Forest Drive Sidewalk	Complete	\$19,950	\$0			\$15,960				\$3,990	Carboro
U-4726C	05 bike/ped allocation	CH - Culbreth Rd	Complete	\$45,000	\$0				\$36,000			\$9,000	Chapel Hill
U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plar	Complete	\$93,750	\$0				\$60,000	\$15,000		\$18,750	Durham
U-4726E	05 bike/ped allocation	CH - Airport Road	Partially Complete	\$50,000	\$0				\$40,000			\$10,000	Chapel Hill
U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	Partially Complete	\$250,000	\$0					\$200,000		\$50,000	Chapel Hill
U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	No Activity	\$67,000	\$0				\$53,600			\$13,400	Durham
U-4726H	05 bike/ped allocation	DUR - Bike Education	Partially Complete	\$60,000	\$0					\$48,000		\$12,000	Durham
U-4726K	06 bike/ped allocation	DUR - Hillandale/Club to I-85 5' sidewalk on both side	Agreement	\$165,484	\$0						\$132,387	\$33,097	Durham
U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Forham/Estes Dr	Complete	\$15,000	\$0				\$12,000			\$3,000	Chapel Hill
U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	Partially Complete	\$10,000	\$0				\$8,000			\$2,000	Chapel Hill
U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	Complete	\$17,000	\$0					\$13,600		\$3,400	MPO
U-4726O	07 bike/ped allocation	DUR - Capenter Fletcher Rd/Woodcroft- Alston bike imp	Agreement	\$142,740	\$0						\$114,192	\$28,548	Durham
U-4726P	07 bike/ped allocation	CH - Culbreth Rd/15501-Culbreth Park Dr sidewalk	Complete	\$135,000	\$0				\$108,000			\$27,000	Chapel Hill
U-4727	MPO-UPWP	MPO Planning		\$3,800,000	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$760,000	Multiple
21		UPWP Planning \$165,000	On-going										
22		MPO Bike Ped Planner Position \$28,000	On-going										
23		TRM Service Bureau \$80,000 (FY 04 - FY 08)	On-going										
U-3475	MPO-UPWP spp projects (flexed to UPWP planning)	Various Planning Activities		\$2,307,168	\$0	\$0	\$58,000	\$50,000	\$577,483	\$488,251	\$672,000	\$461,434	MPO
25		MPO TDM	On-going	\$343,750	\$0				\$85,000	\$85,000	\$105,000	\$68,750	NCDOT
26		Bike/Ped (non-motorized trip) Model Development	Underway	\$75,000	\$0							\$15,000	MPO
27		GIS Integration and Automation	Underway	\$50,000	\$0							\$10,000	Multiple
28		Concession Management System	Underway	\$250,000	\$0				\$100,000		\$100,000	\$50,000	Multiple
29		CH - Chapel Hill Mobility Report Card	Complete (05)	\$225,000	\$0		\$58,000					\$45,000	Chapel Hill
30		CAR - Carboro Downtown Study	Complete	\$50,000	\$0				\$40,000			\$10,000	Carboro
31		Old Durham-CH Rd. bike/ped feasibility stud	Complete	\$62,500	\$0			\$50,000				\$12,500	Multiple
32		MPO Collector Street Plan	Complete	\$50,000	\$0				\$40,000			\$10,000	Multiple
33		Model travel behavior surveys (HH, B&A counts)	Complete	\$300,000	\$0				\$160,483	\$79,517		\$60,000	Multiple
34		Model Enhancements and major updates	On-going	\$225,000	\$0				\$30,000		\$150,000	\$45,000	Multiple
35		Model Surveys 01-2 (onboard, travel time, externa	Complete	\$243,750	\$0				\$67,000	\$128,000		\$48,750	Multiple
36		TDM additional request (TTA)	Complete	\$50,000	\$0				\$40,000			\$10,000	Multiple
37		MPO CIMS	Underway	\$60,000	\$0				\$48,000			\$12,000	Multiple
38		CH/CAR - Chapel Hill/Carboro Transit Master plan	On-going	\$200,000	\$0				\$160,000			\$40,000	Multiple
39		AQ Planning/Conformity (TJCOG)	Complete	\$42,168	\$0				\$8,734	\$25,000		\$8,434	Multiple
40		Chapel Hill TDM	Partially Complete	\$50,000	\$0					\$40,000		\$10,000	Chapel Hill
41		STAC	Underway	\$30,000	\$0					\$24,000		\$6,000	Multiple
42		L RTP Revenue Projections	Proposed	\$4,798	\$0						\$3,838	\$960	Multiple
Durham Total				\$20,801,309	\$7,089,577	\$4,377,360	\$186,640	\$0	\$113,600	\$2,251,000	\$2,168,579	\$4,615,282	Durham
Orange Total				\$17,884,128	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$3,618,499	Orange
MPO-Wide Total				\$8,997,168	\$1,510,000	\$165,000	\$273,000	\$228,657	\$639,863	\$607,814	\$1,008,000	\$1,805,434	Other
Yearly Total					\$14,217,737	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579	\$34,815,394	Total STPDA
STP DIRECT ATTRIBUTABLE					\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$4,083,000	\$3,977,133	\$39,248,900	Total STPDA
MPO Reserve					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FY BALANCE						(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$386,446)		
N/A = not available						\$3,377,643	\$1,568,058	\$2,907,477	\$6,057,936	\$6,641,984	\$4,355,506	\$3,969,060	

Staff Notes:

- Obligated as shown in the table
- Obligated but the \$ figure does not match
- Obligation status unconfirmed

The above table displays all of the projects that the MPO has programmed using STPDA funds. Obligation occurs when the funds are encumbered through an agreement with NCDOT. The dollar figures are color-coded based on the status of obligation according to data provided by NCDOT. If the table matches NCDOT's obligation data the figure is green. If the table does not match NCDOT's obligation data, the figure is red. If the obligation status is unconfirmed, the figure is black. In some cases, this is because projects have been programmed but are not yet obligated. LPA staff will monitor the status of projects to ensure that this table is consistent with the amount obligated for each project.

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Annual Reserve Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990			
		City of Durham/DATA												
TX-NNNN	Durham	DATA Passenger Amenities	Proposed	\$86,274							\$86,274	\$21,569	Durham	\$107,843
J-4726	Durham	DATA Sidewalk	Proposed	\$15,840							\$15,840	\$3,960	Durham	\$19,800
J-4726	Durham	Barbee Rd. (Orindo to Pearsonstown Elem.) Sidewalk	Proposed	\$15,680							\$15,680	\$3,920	Durham	\$19,600
		Town of Chapel Hill/CHT												
J-4727	Chapel Hill	Transit Study: local trip generation rates	Proposed	\$40,000							\$40,000	\$10,000	Chapel Hill	\$50,000
J-4727	Chapel Hill	Greenways/bike ped maps	Proposed	\$24,000							\$24,000	\$6,000	Chapel Hill	\$30,000
		LPA Planning												
J-4727	MPO-wide	Additional Funding for ITS Deployment Plan	Approved 4/08 - Additional	\$16,000							\$16,000	\$4,000	Multiple	\$20,000
J-4727	MPO-wide	Commercial Vehicle Study	Approved 4/08	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
J-4727	MPO-wide	Parking Study	Approved 4/08	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
		Triangle Transit												
TX-NNNN	Regional	1 Replacement Bus (50% share)	Proposed - need CAMPO	\$136,000							\$136,000	\$34,000	TT	\$170,000
TX-NNNN	Regional	4 12-passenger Vans (50% share)	Proposed - need CAMPO	\$16,376							\$16,376	\$4,094	TT	\$20,470
TX-NNNN	MPO-wide	100% of DCHC Area Passenger Amenities	Proposed	\$46,400							\$46,400	\$11,600	TT	\$58,000
		Yearly Total		\$596,570	\$0	\$0	\$0	\$0	\$0	\$0	\$596,570			
		FY BALANCE		(\$0)	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$3,579,420			
		Uncommitted Balance		(\$0)	\$596,570	\$1,193,140	\$1,789,710	\$2,386,280	\$2,982,850	\$3,579,420				

TCC Recommendation

Requests

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990			
		City of Durham/DATA												
	Durham	DATA Passenger Amenities	Proposed	\$200,000							\$200,000	\$50,000	Durham	\$250,000
	Durham	DATA Sidewalk	Proposed	\$15,840							\$15,840	\$3,960	Durham	\$19,800
	Durham	New Bicycle Map	Proposed	\$8,000							\$8,000	\$2,000	Durham	\$10,000
	Durham	LaSalle St. Sidewalk	Proposed	\$76,000							\$76,000	\$19,000	Durham	\$95,000
	Durham	Barbee Rd. (Orindo to Pearsonstown Elem.) Sidewalk	Proposed	\$15,680							\$15,680	\$3,920	Durham	\$19,600
		Town of Chapel Hill/CHT												
	Chapel Hill	Transit Study: local trip generation rates	Proposed	\$40,000							\$40,000	\$10,000	Chapel Hill	\$50,000
	Chapel Hill	Ephesus Church Road Sidewalk	Proposed	\$130,000							\$130,000	\$32,500	Chapel Hill	\$162,500
	Chapel Hill	Greenways/bike ped maps	Proposed	\$24,000							\$24,000	\$6,000	Chapel Hill	\$30,000
		LPA Planning												
	MPO-wide	Additional Funding for ITS Deployment Plan	Approved 4/08 - Additional	\$16,000							\$16,000	\$4,000	Multiple	\$20,000
	MPO-wide	Commercial Vehicle Study	Approved 4/08	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
	MPO-wide	Parking Study	Approved 4/08	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
		Triangle Transit												
	Regional	1 Replacement Bus (50% share)	Proposed	\$136,000							\$136,000	\$34,000	TT	\$170,000
	Regional	4 12-passenger Vans (50% share)	Proposed	\$32,752							\$32,752	\$8,188	TT	\$40,940
	Regional	2 7-passenger Vans (50% share)	Proposed	\$12,600							\$12,600	\$3,150	TT	\$15,750
	MPO-wide	100% of DCHC Area Passenger Amenities	Proposed	\$46,400							\$46,400	\$11,600	TT	\$58,000
		Yearly Total		\$953,272	\$0	\$0	\$0	\$0	\$0	\$0	\$953,272			
		FY BALANCE		(\$356,702)	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$3,222,718			
		Uncommitted Balance		(\$356,702)	\$239,868	\$836,438	\$1,433,008	\$2,029,578	\$2,626,148	\$3,222,718				

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Staff and Routine Planning Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE			\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948				
U-4727	MPO -UPWP	MPO Planning		\$3,040,000	\$523,000	\$618,690	\$637,251	\$656,368	\$676,059	\$696,341	\$717,231	\$7,564,941	\$1,891,235	Multiple	\$9,456,176
		UPWP Planning \$165,000 in FY 09	Approved - On-going												
		MPO Bike Ped Planner Position \$36,000 in FY 09	Approved - On-going												
		TRM Service Bureau \$120,000 in FY 09	Approved - On-going												
		Grant & MPO Admin \$55,000 beginning in FY09	Approved 4/08												
		GIS/Website Specialist \$75,000 beginning in FY09	Approved 4/08												
		Transportation Engineer/Planner \$72,000 beginning in FY09	Approved 4/08												
		Transportation Technician/Specialist \$40,000 beginning in FY10	Approved 4/08												
		Transportation Technician/Specialist \$40,000 beginning in FY10	Approved 4/08												
U-4727	MPO-wide	AQ Planning/Conformity (TJCOG)	Approved - On-going	\$33,734	\$25,625	\$26,266	\$26,922	\$27,595	\$28,285	\$28,992	\$29,717	\$227,137	\$56,784	Multiple	\$283,921
		TOTAL		\$3,073,734	\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948	\$7,792,077	\$1,948,019		\$9,740,097

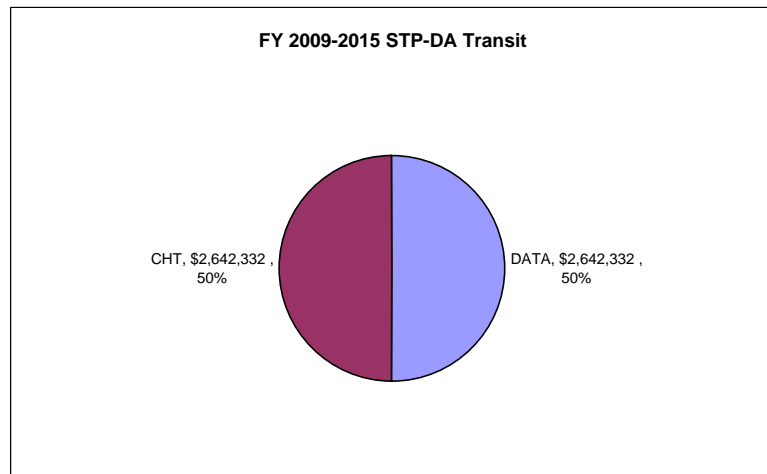
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Extra Planning Activities Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$1,776,000			
U-4727	MPO-wide	Model Enhancements and major update	Approved - On-going	\$180,000	\$80,000							\$260,000	\$65,000	Multiple	\$325,000
U-4727	MPO-wide	ITS Deployment Plan Update	Approved - Postponed to FY 09	\$0	\$56,000							\$56,000	\$14,000	Multiple	\$70,000
U-4727	MPO-wide	Bike/Ped (non-motorized trip) Model Development	Approved - On-going	\$60,000	\$140,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	GIS Integration and Automation	Approved - On-going	\$40,000	\$160,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	Land Use Model Development	Approved - Postponed to FY 09	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	MPO Collector Street Plan	Approved - On-going	\$40,000	\$40,000							\$80,000	\$20,000	Multiple	\$100,000
U-4727	MPO-wide	Transit Studies	Approved 4/08	\$0	\$600,000							\$600,000	\$150,000	Multiple	\$750,000
U-4727	MPO-wide	GIS Integration Phase II	Approved 4/08 - Additional \$	\$0	\$300,000							\$300,000	\$75,000	Multiple	\$375,000
U-4727	MPO-wide	NC 54 Subarea Study	Approved 4/08	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
		<u>TOTAL</u>		\$320,000	\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$2,096,000	\$524,000		\$2,620,000

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Transit Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$480,737	\$750,654	\$820,850	\$815,902	\$810,807	\$805,560	\$800,156	\$5,284,664			
		DATA									\$2,642,332			
TX-NNNN	Durham	6 Hybrid Expansion Buses	Proposed	\$2,592,000							\$2,592,000	\$648,000	Durham	\$3,240,000
		DATA Uncommitted Balance									\$50,332			
		CHT									\$2,642,332			
TX-NNNN	Chapel Hill	Up to 5 Replacement Vans	Proposed	\$400,000							\$400,000	\$100,000	Chapel Hill	\$500,000
TX-NNNN	Chapel Hill	5 Replacement Buses	Proposed		\$2,242,332						\$2,242,332	\$560,583	Chapel Hill	\$2,802,915
		CHT Uncommitted Balance									\$0			
		Yearly Total		\$2,992,000	\$2,242,332	\$0	\$0	\$0	\$0	\$0	\$5,234,332			
		FY BALANCE		(\$2,511,263)	(\$1,491,678)	\$820,850	\$815,902	\$810,807	\$805,560	\$800,156	\$50,332			
		Uncommitted Balance		(\$2,511,263)	(\$4,002,941)	(\$3,182,092)	(\$2,366,190)	(\$1,555,383)	(\$749,823)	\$50,332				

TCC Recommendation



DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Regional Bicycle & Pedestrian Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$480,737	\$750,654	\$820,850	\$815,902	\$810,807	\$805,560	\$800,156	\$5,284,664			
E-4707	Old Durham-CH Rd.	Bike Lanes	Approved - In Design	\$1,371,000	\$1,371,000						\$2,742,000	\$685,500	Multiple	\$3,427,500
E-2921E	American Tobacco Tr.	Phase E	Approved - In Design	\$590,500	\$590,500						\$1,181,000	\$295,250	Durham	\$1,476,250
		Yearly Total		\$1,961,500	\$1,961,500	\$0	\$0	\$0	\$0	\$0	\$3,923,000			
		FY BALANCE		(\$1,480,763)	(\$1,210,846)	\$820,850	\$815,902	\$810,807	\$805,560	\$800,156	\$1,361,664			
		Uncommitted Balance		(\$1,480,763)	(\$2,691,609)	(\$1,870,760)	(\$1,054,858)	(\$244,051)	\$561,509	\$1,361,664	\$1,361,664			

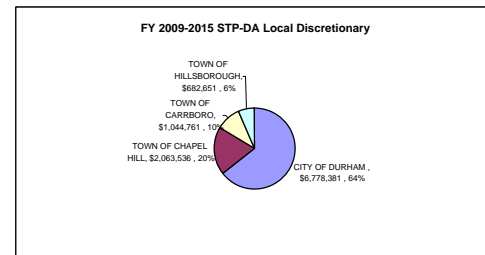
Chapel Hill proposed this project for consideration. The TCC subcommittee recommends considering this at the same time as other potential regional bicycle and pedestrian projects.

	Morgan Creek	Greenway	Proposed	\$750,000							\$750,000	\$187,500	Multiple	\$937,500
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DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Local Discretionary Table

Tip #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Other Funding	Total Project Funds
TOTAL AVAILABLE				\$961,473	\$1,501,308	\$1,641,699	\$1,631,804	\$1,621,614	\$1,611,119	\$1,600,312	\$10,569,329			
CITY OF DURHAM											\$6,778,381			
J-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H.)	Approved - No activity		\$1,816,000						\$1,816,000	\$454,000		\$2,270,000
J-4445	NC 147	Bike-Ped Bridge	Proposed - Additional \$	\$800,000							\$800,000	\$200,000	\$2,000,000	\$3,000,000
C-4928	Morreene Rd.	Bike/Ped Facilities (Neal to Erwin)	Proposed - Additional \$		\$1,248,000						\$1,248,000	\$312,000	\$556,000	\$2,116,000
J-4726	Avondale Dr.	Sidewalk (Roxboro to Geer)	Proposed			\$412,000					\$412,000	\$103,000		\$515,000
J-4726	Hilldale Rd.	Bike/Ped Facilities (I-85 to Fulton)	Proposed - Additional \$ for U-4726K			\$920,000					\$920,000	\$230,000	\$165,484	\$1,315,484
J-4726	Cheek Rd	Bike/Ped Facilities (Geer to Hardie)	Proposed			\$556,000					\$556,000	\$139,000		\$695,000
J-4726	Carpenter-Fletcher	Bike/Ped Facilities (Woodcroft to Alston)	Proposed - Additional \$ for U-4726O		\$1,026,381						\$1,026,381	\$256,595	\$142,740	\$1,425,716
<i>City of Durham Uncommitted Balance</i>											(\$0)			
TOWN OF CHAPEL HILL											\$2,063,536			
J-5022	Chapel Hill	Upper Booker Creek Greenway	Proposed deletion			\$0					\$0	\$0		\$0
J-4726	Old Mason Farm	Pedestrian safety improvements	Proposed	\$120,000							\$120,000	\$30,000		\$150,000
J-4726	NC86/other loc.	Pedestrian safety improvements	Proposed - Additional \$	\$150,000	\$150,000						\$300,000	\$75,000		\$375,000
J-4726	Franklin St	Pedestrian access to Bolin Creek Trail	Proposed		\$120,000						\$120,000	\$30,000		\$150,000
J-4726	Bolin Creek	Greenway construction	Proposed		\$750,000						\$750,000	\$187,500		\$937,500
TX-NNN	NC86/US 15-501	Improvements	Proposed		\$250,000	\$250,000					\$500,000	\$125,000		\$625,000
J-4727	Ephesus Church	Systemwide Transit marketing/Short Range Planning	Proposed	\$200,000							\$200,000	\$50,000		\$250,000
											\$72,232	\$18,058		\$90,290
<i>Town of Chapel Hill Uncommitted Balance</i>											\$1,304			
TOWN OF CARRBORO											\$1,044,761			
J-4726	Carrboro	Multi-use Path from Wilson Park to Estes Dr.	Proposed		\$168,684						\$168,684	\$42,171		\$210,855
J-4726	Rogers Rd.	Sidewalk (Homestead to Meadow Run)	Proposed		\$428,960						\$428,960	\$107,240		\$536,200
J-4726	Carrboro	SPW-Westbrook Multi-use Path Feasibility Study	Proposed		\$4,000						\$4,000	\$1,000		\$5,000
J-4726	Carrboro	Bicycle Loop Detectors	Proposed		\$30,000						\$30,000	\$7,500		\$37,500
J-4726	Carrboro	Bolin Creek Greenway	Proposed		\$214,700						\$214,700	\$53,675		\$268,375
J-4726	S. Greensboro St.	Sidewalk	Proposed			\$46,640					\$46,640	\$11,660		\$58,300
J-4726	Carrboro	Bel Arbor-Plantation Acres Multi-use Path	Proposed				\$67,000				\$67,000	\$16,750		\$83,750
<i>Town of Carrboro Uncommitted Balance</i>											\$84,777			
TOWN OF HILLSBOROUGH											\$682,651			
J-4726	Nash St.	Sidewalk	Proposed	\$543,386							\$543,386	\$135,847		\$679,233
<i>Town of Hillsborough Uncommitted Balance</i>											\$139,265			
Yearly Total FY BALANCE				\$1,817,386 (\$855,913)	\$6,030,257 (\$4,528,949)	\$2,382,700 (\$741,001)	\$46,640 (\$1,585,164)	\$67,000 (\$1,554,614)	\$0 (\$1,611,119)	\$0 (\$1,600,312)	\$10,343,983 (\$225,346)			
Uncommitted Balance				(\$855,913)	(\$5,384,862)	(\$6,125,862)	(\$4,540,698)	(\$2,986,085)	(\$1,374,966)	\$225,346				

TCC Recommendation



Triangle Transit
Funds Allocated From MPOs

Year Appropriated	DCHC MPO			CAMPO			TOTAL	DCHC Pct	CAMPO Pct
	#371780 Section 5307 Durham DCHC	104 (f) or STP-DA	JARC/ New Freedom	#379580 Section 5307 Raleigh CAMPO	104 (f) or STP-DA	JARC/ New Freedom			
1997	\$ 294,374			\$ 224,238			\$ 518,612	57%	43%
1998	\$ 397,585			\$ 357,405			\$ 754,990	53%	47%
1999	\$ 489,859			\$ 435,949			\$ 925,808	53%	47%
2000	\$ 488,955			\$ 527,636			\$ 1,016,591	48%	52%
2001	\$ 577,564			\$ 494,267			\$ 1,071,831	54%	46%
2002	\$ 719,597			\$ 500,125			\$ 1,219,722	59%	41%
2003	\$ 902,770			\$ 639,474			\$ 1,542,244	59%	41%
2004	\$ 720,871			\$ 872,126			\$ 1,592,997	45%	55%
2005	\$ 999,341			\$ 992,246			\$ 1,991,587	50%	50%
2006	\$ 877,990	\$ 85,000		\$ 861,608	\$ 64,102		\$ 1,888,700	51%	49%
2007	\$ 873,880	\$ 85,000	\$ 15,245	\$ 994,665	\$ 75,000		\$ 2,043,790	48%	52%
2008	\$ 1,046,654	\$ 105,000		\$ 1,417,053	\$ 105,000		\$ 2,673,707	43%	57%
TOTAL	\$ 8,389,440	\$ 275,000	\$ 15,245	\$ 8,316,792	\$ 244,102	\$ -	\$ 17,240,579	50%	50%

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: May 14, 2008

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

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 percent 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 Transportation - 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 FY 2006 funds and the FY 2007 funds from transportation providers. Three applications were awarded JARC or NF funds in June 2007. The DCHC MPO did not allocate all of the FY 2006 and FY 2007 funds. The remainder is available for allocation during this year’s Call for Projects.

Schedule

This is schedule for the 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
- 1/16/08 Work session for applicants
- 2/28/08 Application deadline
- 3/1/08 – 3/25/08 Review committee scores the applications

- 4/3/08 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

Application Summary and TCC Recommendation

The DCHC MPO has FY 2006, 2007, and 2008 funding available for New Freedom and FY 2007 and 2008 funding available for JARC. Since the funds lapse after three years, the DCHC MPO must obligate the FY 2006 NF funds by June 30, 2008 or lose them. The tables on the following pages display the funding available, the funding requested, and the TCC recommendation. The scoring criteria are also included on the last page of this attachment.

The City of Durham is the MPO's designated recipient for these two programs and thus is responsible for the administration of the programs. The City of Durham has requested a continuation of the allocation of eight percent of the annual apportionment to cover administrative costs.

For New Freedom, the TCC recommends funding the administration and the Chapel Hill Transit/Orange Public Transit project. The subcommittee does not recommend funding the 2U Transit project because it does not meet the screening criteria. The project is not offering a non-duplicative or expanded service. DATA has not agreed to the partnership and it is not clear that the matching funds are coming from a source other than fares.

For JARC, the TCC recommends funding the administration, the Chapel Hill Transit project, the DATA New Hope Commons project, and the DATA Silver Line Windows project.

TCC Recommendation:

That the TAC approve funding projects using New Freedom and Job Access Reverse Commute funds.

TAC Action:

Approve funding projects using New Freedom and Job Access Reverse Commute funds.

New Freedom

	FY 2006	\$ 71,878
	FY 2007	\$ 71,810
Appropriations	FY 2008	\$ 77,573
	Total	\$ 221,261

Programmed	Total	\$ 30,433
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Remaining		\$ 190,828
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Applicant	Title	Description	Project Type	Total Cost	Requested Funds	%	TCC Recommendation	
City of Durham	Administration of the NF Program for FY 2008	8% of the FY 2008 apportionment	Planning	\$ 6,206	\$ 6,206	100%	Fund	\$ 6,206
CHT and OPT	New Coordinated Service to the Elderly and Handicapped	Financial support to provide feeder service to the elderly population	Operating Only, Mobility Management/ Coordinated Planning	\$ 97,600	\$ 48,800	50%	Fund	\$ 48,800
2U Transit and DATA	Partnership between 2U Transit and DATA	This project will supplement the services currently provided by DATA and/or replace routes that are no longer cost efficient for them to operate. Durham Tech, DECI, and LCC are the routes in which economies of scale may be achieved.	Mobility Management/ Coordinated Planning	\$ 119,592	\$ 59,796	50%	Do not fund. The application does not meet the screening criteria. It does not offer a non-duplicative service or expanded service. DATA has not agreed to the partnership. It is not clear where the matching funds are coming from.	\$ -
							Recommended Total	\$ 55,006

Carryover to 2009	\$ 135,822
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Job Access Reverse Commute

	FY 2006	\$ 152,453
	FY 2007	\$ 160,702
Appropriations	FY 2008	\$ 174,094
	Total	\$ 487,249

Programmed	Total	\$ 275,526
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Remaining	Total	\$ 211,723
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Applicant	Title	Description	Project Type	Total Cost	Requested Funds	%	TCC Recommendation	
							Fund	\$
City of Durham	Administration of the JARC Program for FY 2008	8% of the FY 2008 apportionment	Planning	\$ 13,928	\$ 13,928	100%	Fund	\$ 13,928
CHT	HS Route Expansion/Rogers Road	Financial support to expand the HS route to introduce new service to the Rogers Road community and midday service throughout the route. Service would provide transit to a low income neighborhood currently not served and improve access to transit along the current HS route	Operating Only	\$ 169,936	\$ 84,968	50%	Fund	\$ 84,968
DATA	Weeknights, Sunday, and Holiday Service to New Hope Commons	Funding to operate expanded route 10 evening services. The hours of service would be extended to 12 am. The proposed extended hours of service will meet the needs for passengers, employees and employers at New Hope Commons	Operating Only	\$ 145,986	\$ 72,993	50%	Fund	\$ 72,993
DATA	Route 12B Service Extension to Silver Line Windows	Funding to operate and publicize expanded route 12B service. The proposed extended service will meet the needs of employees of Silver Line Windows.	Operating Only	\$ 73,835	\$ 36,918	50%	Fund	\$ 36,918
							Recommended Total	\$ 208,807
							Carryover to 2009	\$ 2,916

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

- a. *Project Needs/Goals and Objectives (30 points)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at www.dchcmpo.org or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. *Implementation Plan and Evaluation (20 points)*: For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. *Project Budget (15 points)*: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. *Partnerships and Program Outreach (20 points)*: Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. *Program Effectiveness and Performance Indicators (10 points)*: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds).
- f. *Innovation (5 points)*: The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Project Requirements

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Project Evaluation Score sheet

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available?	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	

Each proposal will receive a score from the Project Selection Committee according to following criteria.

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan		
What is the quality of the implementation plan?	20	
Project Budget		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships and Outreach		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
Innovation		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING

PART I - TRANSMITTAL

Applicant Data

Legal Name: Town of Chapel Hill, Chapel Hill Transit, Orange County Public Transit

Contact Person: Steve Spade, Transit Director, Al Terry, Mgr Orange County Public Transit

Address: 6900 Millhouse Road

City, State, Zip: Chapel Hill, NC 28516

Telephone: 919-969-4909 Steve Spade

Fax: 919-968-2840 Chapel Hill Transit or 919-969-4909

E-mail: sspade@townofchapelhill.org ; aterry@county.orange.nc.us

Project Description

TITLE New Coordinated Service to the Elderly and Handicapped

BRIEF DESCRIPTION Chapel Hill Transit and Orange County Public Transit request financial support to provide feeder service to the elderly population in the Chapel Hill/Carrboro area.

FUNDING PROGRAM: JARC _____ New Freedom X

PROJECT TYPE Capital Only _____ _____Capital and Operating
Operating Only X XMobility Management/Coordinated
Planning

SERVICE DAYS/HOURS Service would operate 9 hours daily/255 days/year

ESTIMATED COST PER ONE WAY TRIP \$4.78 (boarded passenger)

ESTIMATED DAILY RIDERS 80 weekday (weekday/weekend)

Part II Narrative

Project Need/Goals & Objectives

Chapel Hill and Orange County Public Transit provide transportation services for the elderly and disabled population throughout Orange County. Orange County Public Transit provides service in the non urban areas of Orange County while Chapel Hill Transit services focus on the urban area. Orange County has social service clients that utilize service provided by Orange County Public Transit and Chapel Hill Transit EZ Rider operation.

EZ Rider provides demand response service to elderly and handicapped persons residing within Chapel Hill, Carrboro and UNC. Combined, the two systems provide approximately 350 daily rides.

With the recent construction of the Seymour Center on Homestead Road in Chapel Hill, a long term problem has become more evident. Many of the senior citizens that reside in Chapel Hill have difficulty using fixed route services to access services such as the Seymour Center throughout the community. While not fully needing the demand response service provided by EZ Rider, these persons still encounter difficulty using the fixed route system because of the length of travel and the need to transfer. The more frail population is comfortable making a more direct trip. The need for a more direct service has been a regular request at public forums.

As a result, many of these persons find themselves utilizing the EZ Rider service resulting in overcrowded schedules and rising costs. Also, seniors who are using EZ Rider find access more difficult than the fixed route system. Finally, the cost to use the EZ Rider system is a significantly higher cost per trip than the \$1.22 cost to the Town of Chapel Hill for providing a fixed route trip.

Working with the Department of the Aging in Orange County and various public forums, the public demand has been strong for a bus route developed specifically to serve senior citizens needs traveling to areas of their primary destinations.

Project Description

Chapel Hill Transit and Orange County Public Transit propose to develop and operate a feeder route system to connect areas of senior citizen concentrations with high demand locations.

This project requests funding to provide additional planning, production of marketing public information tools and the operation of a special senior citizen shuttle to be operated throughout the Chapel Hill-Carrboro area.

Attached as exhibits 1-7 are maps that show the distribution of elderly persons throughout Carrboro and Chapel Hill. In addition, exhibit 1 shows the high frequency boarding and alighting locations.

Under this program, Chapel Hill Transit and Orange County Public Transit would initiate the following activities collaboratively:

1. Analyze senior citizen residences and major boarding locations and traffic generators
2. Develop and plan a senior citizen route in the community
3. Develop marketing materials and use mobility management training to present options to customers. Mobility management training would be conducted by existing Chapel Hill Transit customer service staff.
4. Operate senior citizen shuttle service

Because the service is being designed to primarily target the elderly population, this project does qualify as meeting a target area of the CPT-HSTP in the following ways:

1. This will constitute a transportation outreach to the elderly community.
2. It will target services to the elderly community.
3. There will be a mobility manager portion to this program that will help people understand their options. Mobility management activities will be conducted by existing staff to support this project.

Project Goals and Objectives

Project Goal: To develop and implement an improved transportation service to provide better mobility to elderly citizens of Carrboro and Chapel Hill.

Objectives:

- Provide an alternative to fixed route transportation for able bodied elderly persons that travel
- To make better use of community resources by providing lower cost trips on a senior shuttle than demand response service
- To effectively use community resources by collaboratively scheduling service between Orange County Public Transit and EZ Rider
- To respond to the community need for transportation alternatives
- Reduce reliance on the single occupancy vehicle

Community Benefit

The introduction of this service will benefit the community in a number of ways.

1. The analysis of elderly travel needs will provide long term benefits for other transportation planning

2. The introduction of this service will improve services for the elderly and low income elderly population in Chapel Hill and Carrboro
3. Regional benefits will be derived by reduced auto emissions
4. Regional benefit from collaborative service planning by making better use of taxpayer resources

Projected Ridership

The project budget projects that the equivalent of eight hours of revenue service will be provided daily by the initial operation of the senior shuttle. Traditionally, paratransit operations generate approximately three to three and a half passengers per hour. Because these services will be operating from high demand locations providing limited fixed route service, it is anticipated that the service would carry approximately ten passengers per hour or an estimated eighty passengers per day. In the current fixed route system the most inefficient fixed routes carry 13 passengers per hour. Because this is a new service providing service to a target population, it assumes that route performance will be comparable to lower performing fixed routes. On an annual basis this would mean that the service would provide approximately 20,400 rides.

Implementation Plan

Chapel Hill and Orange County Public Transit would have the primary responsibility for the design, implementation and operation of the services. The project coordinator from Orange County Public Transit would be Al Terry, Manager of Orange County Public Transit. Steve Spade, Director of Chapel Hill Transit would be the project coordinator for Chapel Hill Transit. Mr. Terry and Mr. Spade would also work collaboratively with Mr. Jerry Passmore, Director of Orange County Department on Aging and Transportation.

It is anticipated that the following schedule will be followed for the development and implementation of services:

- Spring/Summer 2008 – hold public forums and service planning
- June/July – develop route structure and operating procedures
- July/August – develop and provide marketing and schedule information for potential users
- September 1 – begin operation of the senior citizen shuttle

Project Budget (additional detail see Part III Project Budget)

It is anticipated that the service will provide eight revenue hours of service a day, total platform hours of nine hours per day. Cost factors are shown below.

9 hours daily revenue service x \$21.00/hour =	\$189.00
(hourly labor + benefits costs and \$.65/hour administrative cost	

135 daily revenue miles x \$1.00/mile (maintenance consumable cost) = \$135.00
 (estimated operating miles is based on the current system average speed of 15
 miles per hour projected for a 9 hour day.)

Total \$324.00

It is estimated that the annual cost to provide this service for a twelve month period,
 Monday through Friday service is \$82,600.00

Attached as exhibit 8 is a sample route.

Planning activities including public forums, analysis of data, concept development-
 \$ 7500.00

Development of marketing materials and outreach \$7500.00

Total project cost \$97, 600.00

Total annual projected ridership is 20,400 rides per year.

Recommended Fare: Free

Estimated cost per boarded passenger is \$4.78 per ride.

Program Effectiveness and Performance Indicators

The effectiveness of this program will be measured and evaluated by utilizing several
 performance indicators including:

- Total Ridership
- Passengers per hour
- Cost per passenger

Service quality will be monitored by utilizing customer satisfaction surveys and
 monitoring of on time performance.

The performance of this service will be monitored monthly and information will be
 provided comparing the performance of the route to the expected standards of \$4.78 cost
 per ride and the following goals:

- Total Ridership – 80 passengers per day
- Cost per boarder passenger - \$4.78
- Passengers per hour – 10

Coordination and Program Outreach

The design of this service will be coordinated by Orange County Public Transit and Chapel Hill Transit. The coordination will include analysis of trips in Chapel Hill with Orange County Public Transit and Chapel Hill Transit. Vehicles will be assigned to make trips based on their scheduled availability and there will also be coordination on the scheduling aspects of the service. It is assumed that services will be operated by Chapel Hill Transit. However, Chapel Hill Transit and Orange Public Transit have agreed that as routes and schedules are developed, if Orange Public Transit vehicles can be provided more efficiently, they can be utilized. Routing and scheduling will be done collaboratively and therefore the transit agencies will be able to identify the most cost effective means to assign vehicles to any trips.

Service development will also be coordinated with the Orange County Department of Aging and Transportation, specifically to identify target markets and to coordinate schedules with activities at traffic generators such as the Seymour Center.

Chapel Hill Transit and Orange County will also work with other agencies that serve the elderly, such as elderly housing complexes like Carol Woods and other high demand destinations.

Innovations

There are several innovative aspects to this service being provided.

1. Cooperation – two independent transit providers will work collaboratively to plan and operate services. Operations including scheduling and vehicle assignment will be done collaboratively.
2. Limited fixed route service provided by small vehicles –will provide a more cost effective service than door to door paratransit services, but provide more flexibility and direct travel than normal fixed route services
3. Travel training will be utilized as part of the mobility manager concept in which targeted markets are identified – Orange County Public Transit and Chapel Hill Transit will provide programs on how to access and utilize the service.
4. Coordinated scheduling – by utilizing both Orange Public Transit and Chapel Hill Transit EZ Rider vehicles, the trips will be assigned and scheduled to the most cost effective service provider, thus providing coordinated scheduling and more effective use of community resources.

PART III - PROJECT BUDGET

Project Funding

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

Please include a certified financial statement from an accountant or bank.

Total Annual Project Budget \$97,600 (operating and capital only)

Capital Federal Share	\$0	_____%
Capital Local Match	\$0	_____%
Operating Federal Share	\$48,800	50%
Operating Local Match	\$48,800	50% Total

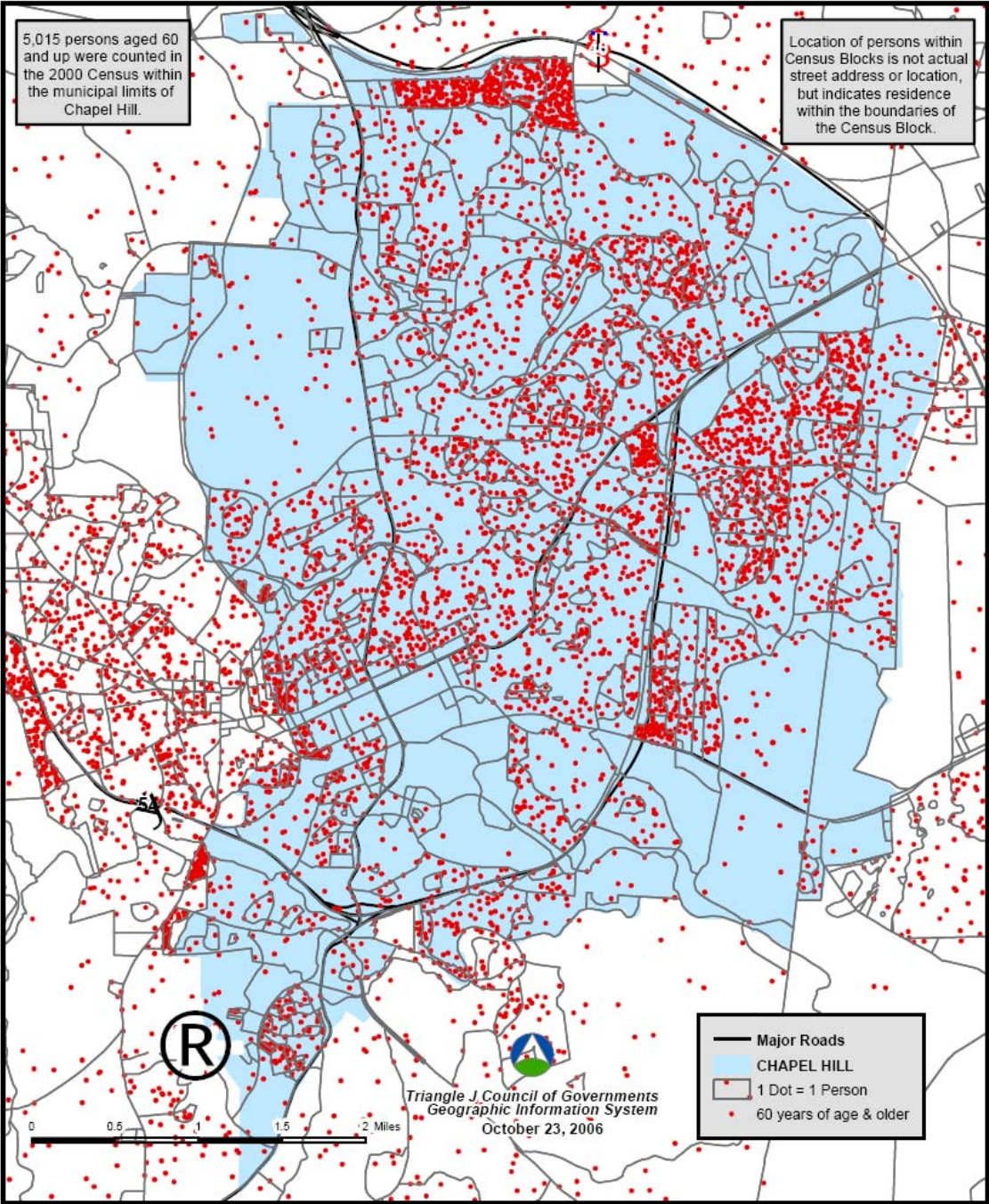
Local Match Funding Source: Funding will be included in the Chapel Hill Transit FY 2008/09 operating budget.

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

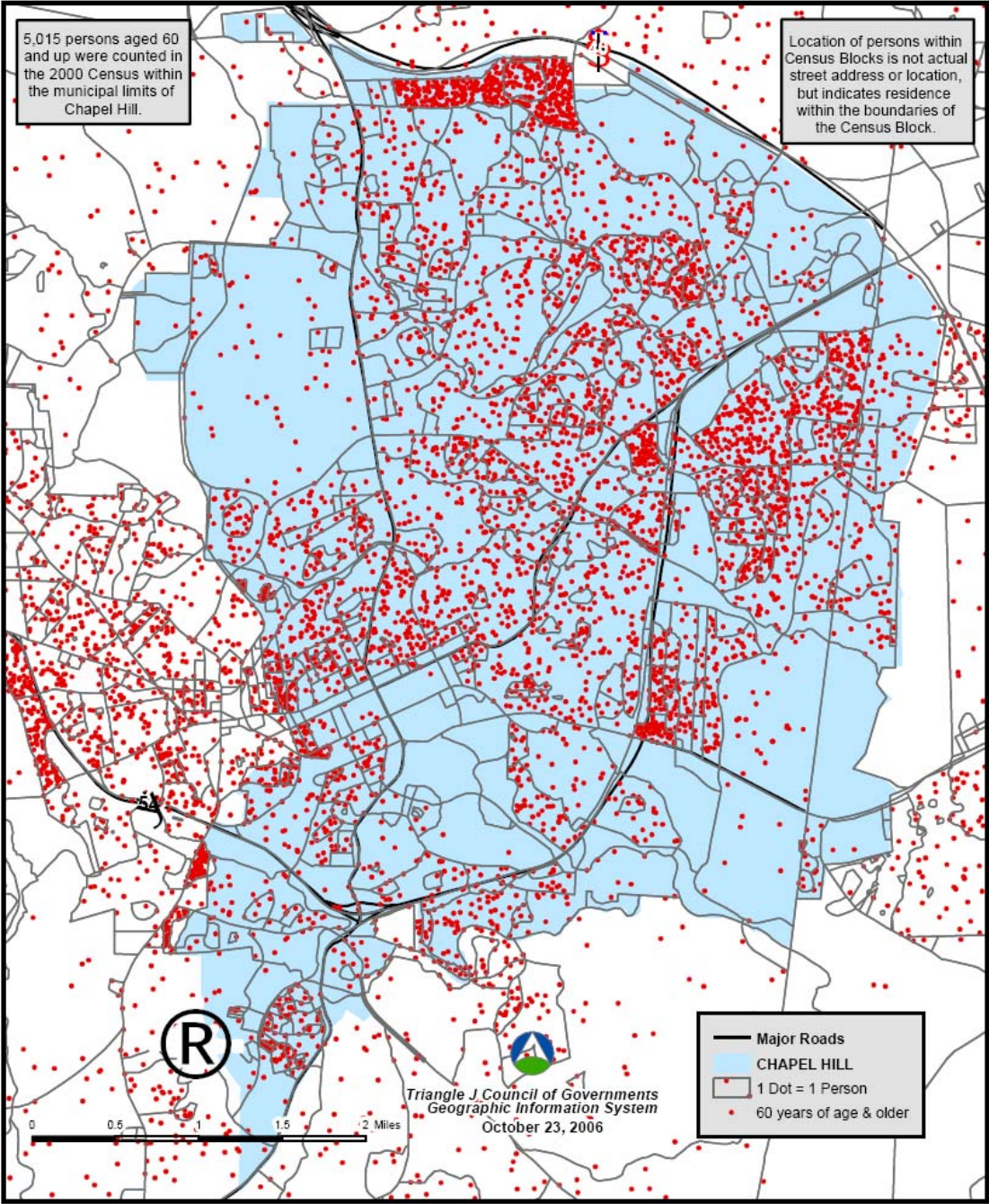
Will there be a commitment of funds beyond the grant period? Yes No

It is assumed that the operating cost for this service will be absorbed in the Chapel Hill Transit operating budget beyond FY 2008/09. In the event that clients of Orange County Public Transit utilize the service, Orange County Public Transit will contract with Chapel Hill Transit to support the service.

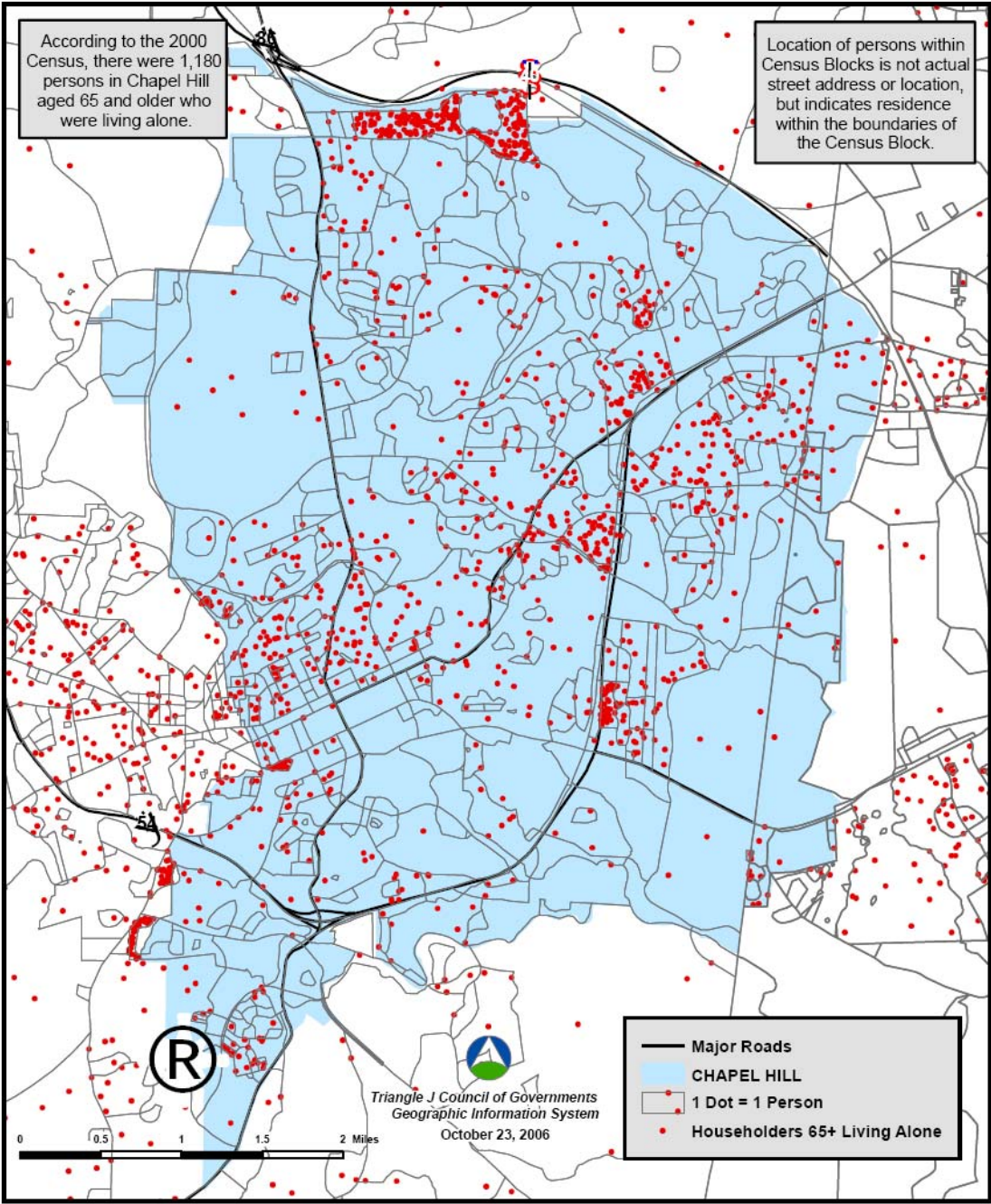
Chapel Hill, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



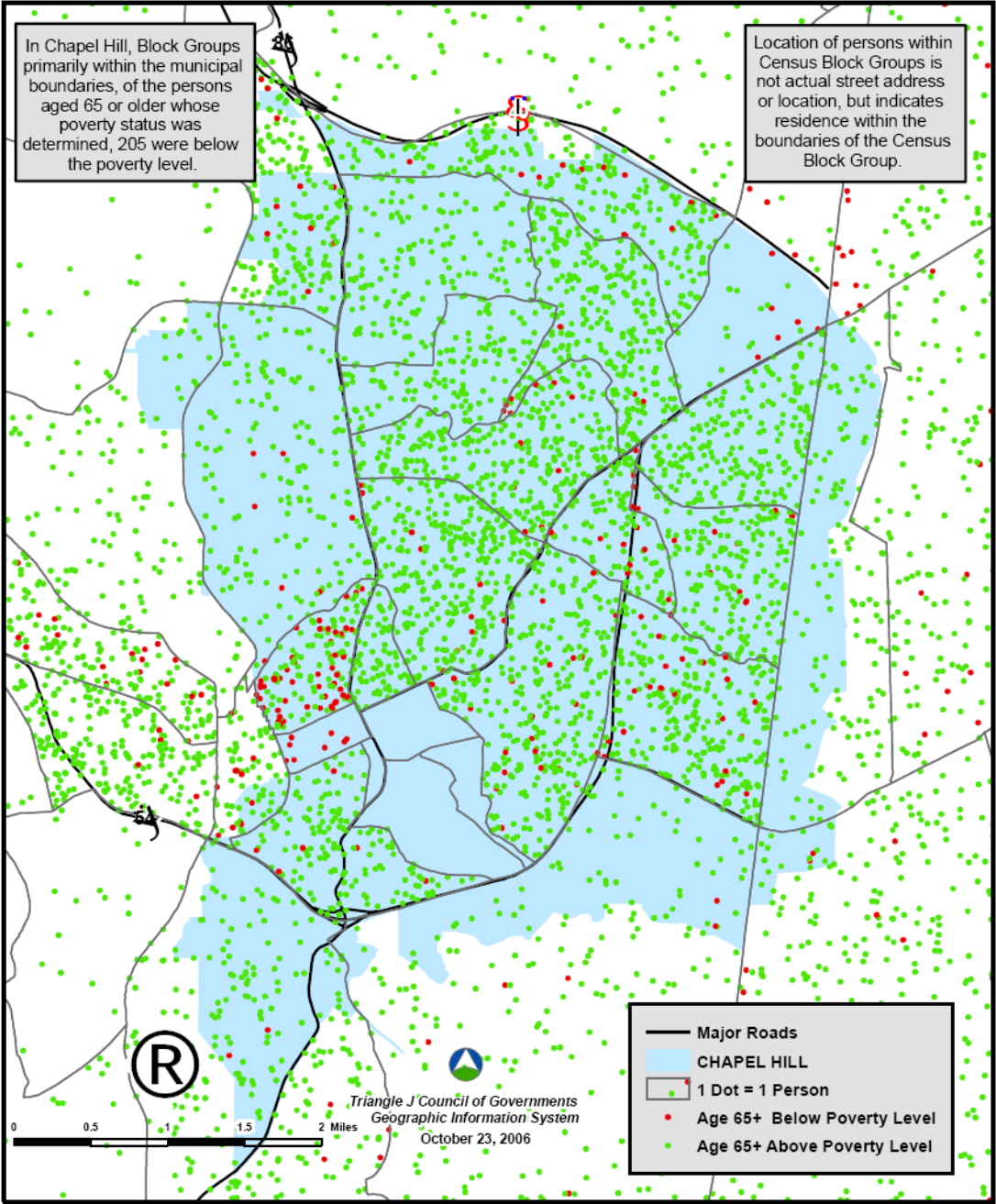
Chapel Hill, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



Chapel Hill, NC Census 2000 Blocks Distribution of Persons 65 Years of Age and Older Living Alone



Chapel Hill, NC Census 2000 Block Groups Population 65 Years And Older For Whom Poverty Status Is Determined

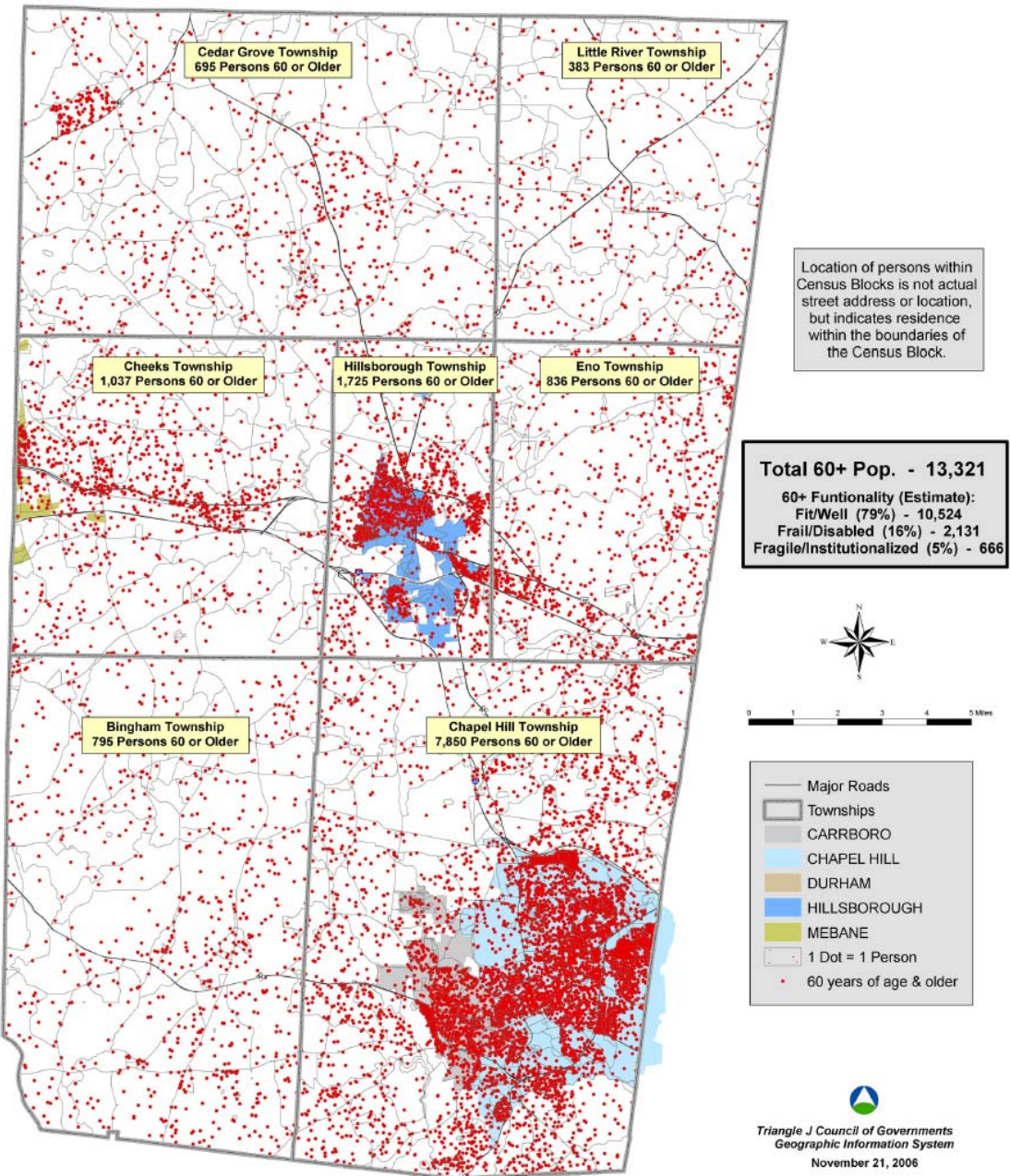


Town of Chapel Hill, NC Census 2000

Population Distribution by Older Age and Gender

	<u>Chapel Hill</u>	<u>% of Town Total</u>
Total	48,715	100.0%
Male	21,961	45.1%
M 45-59	2,968	6.1%
M 55+	2,758	5.7%
M 60+	2,011	4.1%
M 65+	1,521	3.1%
M 75+	675	1.4%
M 85 +	130	0.3%
Female	26,754	54.9%
F 45-59	3,404	7.0%
F 55+	3,827	7.9%
F 60+	3,004	6.2%
F 65+	2,400	4.9%
F 75+	1,349	2.8%
F 85 +	412	0.8%
Total	48,715	100.0%
45-59	6,372	13.1%
55+	6,585	13.5%
60+	5,015	10.3%
65+	3,921	8.0%
75+	2,024	4.2%
85 +	542	1.1%
65+ Live Alone	1,180	30.1%
65+ w/ Disability	1,316	33.6%
65+ Below Poverty	205	5.6%
65+ Minority		
65+ Male/Female Ratio =		1 to 1.578
75+ Male/Female Ratio =		1 to 1.999
85+ Male/Female Ratio =		1 to 3.17

Orange County, NC Census 2000 Blocks Distribution of Persons 60 Years of Age and Older



Orange County Population Projections By Age, Gender, Race 2007-2030

July 2007 Projection

	Total	5-17	55+	60+	65+	75+	85+	95+
Orange	125,436	18,549	23,975	16,441	11,143	5,144	1,538	151
Male	65,128	9,062	13,183	9,272	6,527	3,288	1,119	128
Female	60,308	9,487	10,792	7,169	4,616	1,856	419	23
Non-white	24,183	4,311	3,836	2,683	1,871	813	248	29

July 2010 Projection

Orange	130,719	19,408	27,135	18,916	12,353	5,327	1,631	151
Female	67,550	9,529	14,827	10,536	7,152	3,411	1,213	133
Male	63,169	9,879	12,308	8,380	5,201	1,916	418	18
Non-white	25,290	4,429	4,302	2,992	2,020	833	250	35
% Change from Year 2007	4.2%	4.6%	13.2%	15.1%	10.9%	3.6%	6.0%	0.0%

July 2015 Projection

Orange	138,272	20,109	32,252	23,645	15,809	5,855	1,825	238
Female	71,098	9,834	17,561	13,064	8,933	3,680	1,296	194
Male	67,174	10,275	14,691	10,581	6,876	2,175	529	44
Non-white	26,794	4,463	5,228	3,663	2,421	941	283	44
% Change from Year 2007	10.2%	8.4%	34.5%	43.8%	41.9%	13.8%	18.7%	57.6%

July 2020 Projection

Orange	146,769	21,319	36,897	28,340	20,102	7,187	1,951	244
Female	75,048	10,468	20,031	15,621	11,288	4,427	1,409	210
Male	71,721	10,851	16,866	12,719	8,814	2,760	542	34
Non-white	28,616	4,673	6,136	4,512	3,044	1,092	290	52
% Change from Year 2007	17.0%	14.9%	53.9%	72.4%	80.4%	39.7%	26.9%	61.6%

July 2025 Projection

Orange	153,626	21,559	40,838	32,319	24,122	9,706	2,294	346
Female	78,362	10,546	22,106	17,836	13,578	5,820	1,588	275
Male	75,264	11,013	18,732	14,483	10,544	3,886	706	71
Non-white	30,030	4,792	6,895	5,298	3,747	1,380	360	62
% Change from Year 2007	22.5%	16.2%	70.3%	96.6%	116.5%	88.7%	49.2%	129.1%

July 2030 Projection

Orange	161,118	22,522	43,811	35,592	27,403	12,589	2,909	318
Female	81,891	11,041	23,629	19,558	15,436	7,575	2,032	270
Male	79,227	11,481	20,182	16,034	11,967	5,014	877	48
Non-white	31,698	5,027	7,549	5,942	4,419	1,758	413	66
% Change from Year 2007	28.4%	21.4%	82.7%	116.5%	145.9%	144.7%	89.1%	110.6%

Source: NC State Data Center

Updated January 25, 2007

Prepared by Jerry Passmore & Yoke Crume



**ORANGE COUNTY DEPARTMENT ON AGING
POST OFFICE BOX 8181
600 HIGHWAY 86 NORTH
HILLSBOROUGH, NORTH CAROLINA 27278**

*JERRY M. PASSMORE, DIRECTOR
DIRECT TEL. - 919.245.2009*

WWW.CO.ORANGE.NC.US/AGING

February 27, 2008

Mr. K. Stephen Spade, Director
Chapel Hill Transit
6900 Millhouse Road
Chapel Hill, NC 27516-8175

Dear Steve:

It is my pleasure to support your joint New Freedom funds application with Orange County to establish a Chapel Hill/Carrboro Cross Town Senior Shuttle that would pick up older adults at high density areas and take them directly to high demand community destinations like the Seymour Senior Center.

With the Older population doubling in Chapel Hill by 2020 and living older lives there will continue to be increase demand for transportation services, especially for frail older adults 75+. The current two tier transit design of providing public fixed routes for everyone and para-transit service (E-Z Rider) for the medically infirmed and disabled will not work for this changing demographic. Many older adults between 55 and 105, can not easily use the fixed route service requiring wait times and transfers nor do they qualify for the specialized para-transit service.

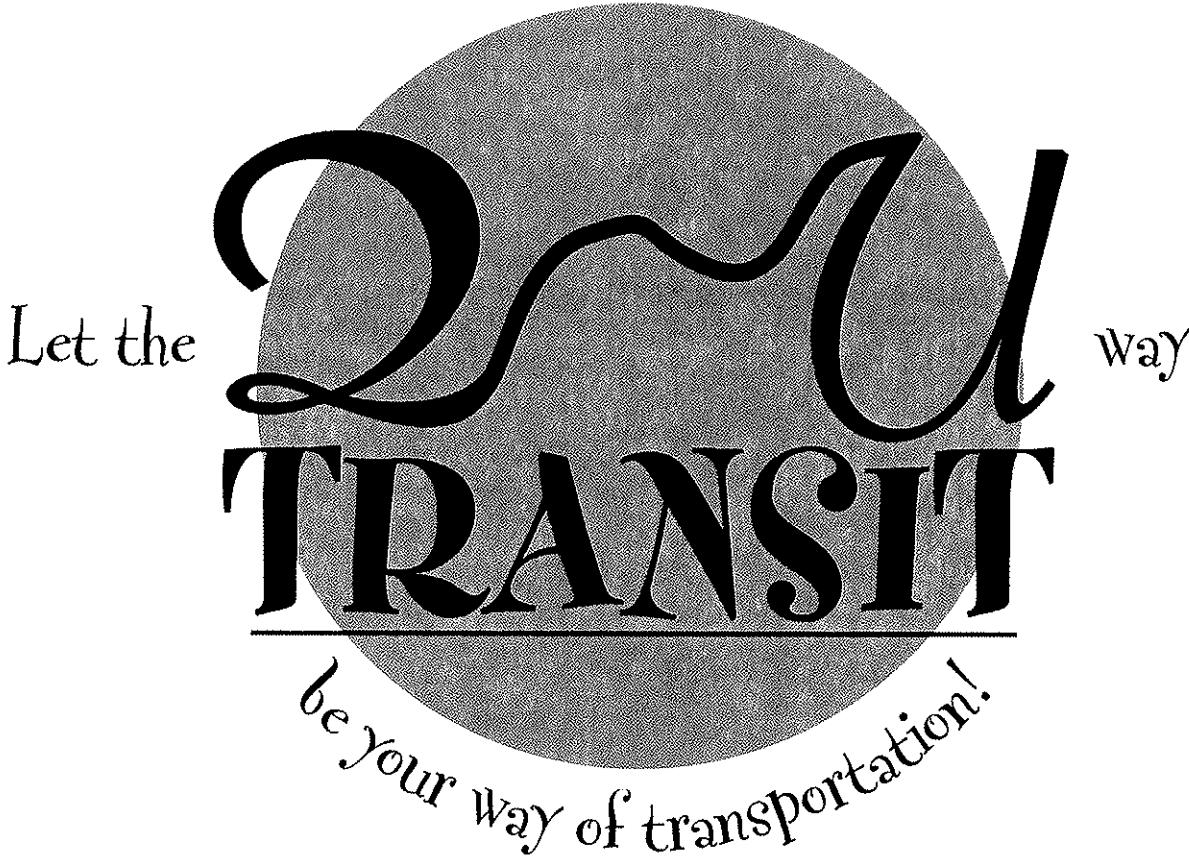
With your proposed new three tier transit design it will ensure more seniors, with a wide range of mobility needs, can access city and county community services. The Cross Town Senior Shuttle would potentially reduced or slow down the demand for the Chapel Hill Transit's expensive door to door E-Z Rider service.

The Department on Aging will be glad to assist in this project in anyway possible. We would be happy to organize focus groups of seniors for input on the initial experimental design as well as advertise in our Senior Times newspaper of this new service.

Thank you for being pro-active in responding to the Transit needs of older adults.

Sincerely,

Jerry M. Passmore, Director
cc: Al Terry, OPT Manager



New Freedom
Grant
Proposal

**JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING (FFY 2007 and FFY 2008)**

PART I – TRANSMITTAL

Applicant Data

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

Part II – NARRATIVE

Project Need, Goals and Objectives

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

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

2U Transit provides transportation services to the mobility impaired, both privately and contractually. The goal is to expand services to provide an alternative solution for those who have traditionally relied upon para-transit and/or public transportation. This benefits individuals as targeted operating schedules which are more closely aligned with individual needs can be developed.

The objective is to partner with DATA, supplementing their services and/or replacing routes that are no longer cost efficient for them to operate. Durham Tech, DECI, and LCC are programs that are currently being considered for participation in this project. This initiative will benefit the transit system as a whole as those entities can concentrate on serving more densely populated areas, which in turn, lowers their overall operational cost. At the same time, 2 U Transit can focus on providing reliable, cost-efficient services to underserved communities and populations.

The project plan calls for 2U Transit to partner with DATA, providing services to approximately 23 individuals on a daily basis. We anticipate 46 round trips per day at a cost of \$32.32 per passenger round trip or \$16.16 per passenger one way trip.

Implementation Plan

Service Operating Plan

2 U Transit's operating schedule is 5 am to 9 pm Monday through Friday. We will be able to provide services during non-traditional hours (nights and weekends) as demand dictates.

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

Partnerships and Program Outreach

We will provide DATA with monthly and/or quarterly reports that detail the rider-ship and demographics in order to validate the effectiveness and efficiency of the project.

Marketing materials will be available for key stakeholders and partners in order to heighten public awareness.

Program Effectiveness and Performance Indicators

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

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

Continuous quality improvement measures as well as constant contact and feedback from our key stakeholders should ensure that we are able to meet and exceed the project expectations

Summary of Qualified Personnel

2U Transit employs drivers that are highly qualified. Under 2U Transit's direction current and future drivers are carefully screened. This includes criminal background check, driving record review, and substance screening. The company looks for caring, compassionate professionals. Drivers are carefully trained in various safety techniques including proper loading/unloading of passengers and wheelchair securement. Procedures and policies to be utilized in the event of an emergency are thoroughly covered.

Project Description

TITLE: 2 U Transit LLC in Collaboration with Durham Area Transit Authority

BRIEF DESCRIPTION:

This project will supplement the services currently provided by DATA and/or replace routes that are no longer cost efficient for them to operate. Durham Tech, DECI, and LCC are the routes in which economies of scale may be achieved.

FUNDING PROGRAM: JARC _____ New Freedom X

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

SERVICE: Transportation 5am-9pm DAYS/HOURS
Unless otherwise specified

ESTIMATED COST PER ONE WAY TRIP _____ \$16.16 _____ (operating cost)

*ESTIMATED DAILY RIDERS _____ 23 _____ (weekday/weekend)

**Estimated daily riders represents the total number of riders for the routes referenced in the grant narrative at a maximum amount. The attached annualized project budget is adjusted to provide a more accurate picture of the current ridership trends as each route does not operate daily.*

PART III - PROJECT BUDGET

Project Funding

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

Please include a certified financial statement from an accountant or bank.

Total Annual Project Budget \$ 119,592 (operating and capital only)

Capital Federal Share \$ _____ %

Capital Local Match \$ _____ %

Operating Federal Share \$ 59,796 50 %

Operating Local Match \$ 59,796 50 % Total

Local Match Funding Source Operating revenue

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

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

Describe: 2 U Transit seeks a long-term relationship with DATA and is committed to providing funds beyond the grant period.

2 U Transit

Projected Profit & Loss Statement - 2008

	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
REVENUES													
Normal Operating Budget	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	276000
Service Revenue	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	23000	276000
OPERATING EXPENSES													
Payroll Burden	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	120000
Payroll Taxes	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Telephone	400	400	400	400	400	400	400	400	400	400	400	400	4800
Maintenance & repair	500	500	500	500	500	500	500	500	500	500	500	500	6000
Accounting/Payroll	400	400	400	400	400	400	400	400	400	400	400	400	4800
Insurance	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	20400
Office supplies	500	500	500	500	500	500	500	500	500	500	500	500	6000
Fuel	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000	84000
TOTAL OPERATING EXPENSES	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	21500	258000
PROFIT (OR LOSS)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	18000
Grant Project Operating Budget	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
OPERATING EXPENSES													
Payroll Burden	4325	4325	4325	4325	4325	4325	4325	4325	4325	4325	4325	4325	51900
Payroll Taxes	347	347	347	347	347	347	347	347	347	347	347	347	4160
Health Insurance	150	150	150	150	150	150	150	150	150	150	150	150	1800
Maintenance & repair	833	833	833	833	833	833	833	833	833	833	833	833	10000
Workers comp	417	417	417	417	417	417	417	417	417	417	417	417	5000
Insurance	1261	1261	1261	1261	1261	1261	1261	1261	1261	1261	1261	1261	15132
Office expense	633	633	633	633	633	633	633	633	633	633	633	633	7600
Fuel	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	24000
TOTAL OPERATING EXPENSES	9966	9966	9966	9966	9966	9966	9966	9966	9966	9966	9966	9966	119592

BIOGRAPHICAL SKETCH**ELVIRA BASNIGHT**

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

A resident of Durham for approximately 20 years, Ms. Basnight has long been involved in community development and has gained extensive experience over the years working with the City of Durham, its Council, and a variety of community focused programs. She has been a frequent spokesperson for ADA compliance and diversity awareness within the community and the workplace. Ms. Basnight continues to strongly support *the concept of independence and equality for those with special needs*. With her experience and technological skills, Ms. Basnight is often called upon to speak for and demonstrate Assistive Technology and its vital role in the lives of the disabled.

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

Ms. Basnight has been employed in the medical arena for more than twenty years. She has participated in civil service employment (City of New York), federal (Durham VA) and, most recently has been employed in the private sector at Duke University Medical Center. Ms. Basnight's resourcefulness and problem-solving abilities have proven essential in her almost 25 years of active employment.

BIOGRAPHICAL SKETCH

Melvin Dixon

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

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

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

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

LETTER OF INTENT

To Pierre Owusu:

This letter of intent is to confirm partnership between DATA and 2U Transit, LLC to provide services for LCC, Durham Tech, and DECI. The cost agreed upon in the amount of: \$ 32.32 per passenger (Round-Trip) or \$ 16.16 per (One-Way) passenger trip. Upon finalization of terms and conditions 2U Transit will provide transportation services.

Thank-You
Melvin Dixon
Operation Manager

2U Transit
Durham, NC
919/479-0929 (office)
919/824-9410 (cell)
919/479-1807 (fax)

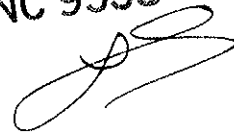
Org: 001 Serv: DDA Acct: 2000021668746

C/W:

	AVG BAL	NSF/UNC	UAV	ITEMS	RET	OD	OCCUR	CHG	BCK
This Month:	4055.02	0	0	0	0	0	0	0	0
YTD Total :	3115.09	0	0	0	0	0	0	0	0
12M Total :	4131.72	0	0	0	0	0	0	1	0
Jan 2008 :	2539.00	0	0	0	0	0	0	0	0
Feb 2007 :	4073.00	0	0	0	0	0	0	0	0
Mar 2007 :	3697.00	0	0	0	0	0	0	0	0
Apr 2007 :	6820.00	0	0	0	0	0	0	0	0
May 2007 :	11190.00	0	0	0	0	0	0	0	0
Jun 2007 :	5508.00	0	0	0	0	0	0	0	0
Jul 2007 :	3665.00	0	0	0	0	0	0	0	0
Aug 2007 :	2177.00	0	0	0	0	0	0	0	1
Sep 2007 :	4097.00	0	0	0	0	0	0	0	0
Oct 2007 :	2505.00	0	0	0	0	0	0	0	0
Nov 2007 :	2120.00	0	0	0	0	0	0	0	0
Dec 2007 :	1243.00	0	0	0	0	0	0	0	0
NSF/UNC/OD/UAV Tier: 000									

Command:
F1=Help F3=Exit

North Duke Branch
NC 9538



Laura Stone
Financial Specialist
919-471-5110.

2 U Transit LLC
Financial Statements
For the period ended December 31, 2007

2 U Transit

Project Budget

		Share Contribution %
Total Annual Budget (Operating and Capital Only)	\$ 109,292	
Total Operating Budget	\$ 109,292	
Total Capital Budget	-	
Capital Federal Share	\$ -	80%
Capital Local Match	\$ -	20%
Operating Federal Share	\$ 54,646	50%
Operating Local Match	\$ 54,646	50%
Total Annual Budget	\$ 109,292	

Local Matching Fund Source

The local match will come from the operating revenue as documented on the attached bank statements.

Table of Contents

Balance Sheet	Page 1
Income Statement	Page 2
Statement of Cash Flows	Page 4

Balance Sheet
December 31, 2007

Assets

Current assets

Cash

Cash - Wachovia	\$	2,162.30
-----------------	----	----------

Money Market Account		1,756.13
----------------------	--	----------

Other current assets		1,202.55
----------------------	--	----------

Total Current assets		5,120.98
----------------------	--	----------

Property plant and equipment

Automobiles & trucks		8,653.96
----------------------	--	----------

Total Property plant and equipment		8,653.96
------------------------------------	--	----------

Total Assets	\$	<u>13,774.94</u>
--------------	----	------------------

Liabilities and Equity

Current liabilities

Long-term debt - current portion	\$	291.90
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Total Current liabilities		291.90
---------------------------	--	--------

Long-term liabilities

Long-term debt		38,458.87
----------------	--	-----------

Total Long-term liabilities		38,458.87
-----------------------------	--	-----------

Equity

Retained earnings		(25,660.93)
-------------------	--	-------------

Capital contributed		685.10
---------------------	--	--------

Total Equity		<u>(24,975.83)</u>
--------------	--	--------------------

Total Liabilities and Equity	\$	<u>13,774.94</u>
------------------------------	----	------------------

See accompanying accountant's compilation report

Income Statement
For the period ended December 31, 2007

	Current	Percent	YTD
Operating revenue			
Sales	\$ 3,316.82	100.00	\$ 64,112.78
Total Operating revenue	3,316.82	100.00	64,112.78
Operating expenses			
Advertising	0.00	0.00	25.12
Employee benefits	0.00	0.00	481.78
Insurance	0.00	0.00	15,974.89
Legal and accounting	180.00	5.43	2,100.00
Meals and entertainment	0.00	0.00	19.28
Office expenses	1,101.37	33.21	14,011.41
Other expenses	0.00	0.00	2,571.60
Other taxes	0.00	0.00	303.37
Payroll taxes	0.00	0.00	4,189.75
Repairs and maintenance	0.00	0.00	6,926.85
Wages and salaries	1,048.71	31.62	14,758.94
Total Operating expenses	2,330.08	70.25	61,362.99
Income From Operations	<u>986.74</u>	<u>29.75</u>	<u>2,749.79</u>
Other income			
Interest income	0.00	0.00	9.77
Other income	0.00	0.00	2.01
Total Other income	0.00	0.00	11.78
Other expenses			
Other expenses	0.00	0.00	120.00
Total Other expenses	0.00	0.00	120.00
Net Income (Loss)	<u>986.74</u>	<u>29.75</u>	<u>2,641.57</u>
Retained earnings, beginning	(26,647.67)		(28,302.50)
Retained earnings, ending	<u>\$ (25,660.93)</u>		<u>\$ (25,660.93)</u>

See accompanying accountant's compilation report

() Trustee's Report
Supporting Schedule - Income Statement
 For the period ended December 31, 2007

	Current	YTD
Office expenses		
Fuel	\$ 999.37	\$ 7,617.07
Mileage reimbursement	0.00	501.91
Office expenses	102.00	5,892.43
Total Office expenses	<u>\$ 1,101.37</u>	<u>\$ 14,011.41</u>
Other expenses		
Bank charges	\$ 0.00	\$ 14.00
Licenses	0.00	648.48
Postage	0.00	33.12
Telephone	0.00	1,876.00
Total Other expenses	<u>\$ 0.00</u>	<u>\$ 2,571.60</u>

See accompanying accountant's compilation report

Statement of Cash Flows
For the period ended December 31, 2007

	Current	YTD
Cash flows from operating activities		
Net income/(loss)	\$ 986.74	\$ 2,641.57
Decrease/(increase) in other current assets	200.00	8,900.55
Net cash provided by (used in) operating activities	1,186.74	11,542.12
Cash flows from investing activities		
Investment in fixed assets	0.00	(5,803.96)
Net cash provided by (used in) investing activities	0.00	(5,803.96)
Cash flows from financing activities		
Proceeds from long-term debt	(494.00)	(10,904.41)
Net cash provided by (used in) financing activities	(494.00)	(10,904.41)
Net Increase/(decrease) in Cash	692.74	(5,166.25)
Cash at Beginning of Period	3,225.69	9,084.68
Cash at End of Period	\$ 3,918.43	\$ 3,918.43

See accompanying accountant's compilation report



Business Checking

01 2000021868746 001 130 0 32 69,753

WACHOVIA

00015127 02 AT 0.459 02 3DG 54



2 U TRANSIT LLC
907 CHALK LEVEL ROAD
DURHAM NC 27704

CB

Business Checking

12/01/2007 thru 12/31/2007

Account number: 2000021868746
Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 12/01	\$1,469.56
Deposits and other credits	3,518.82 +
Checks	1,048.71 -
Other withdrawals and service fees	1,775.37 -
Closing balance 12/31	\$2,162.30

Deposits and Other Credits

Date	Amount	Description
12/03	200.00	TRNSFR 3000078374121 12/02 ONLINE TRNSFR CONFIRMATION # VY77159897
12/03	1,000.00	DEPOSIT
12/10	107.75	DEPOSIT
12/17	385.00	DEPOSIT
12/20	125.88	DEPOSIT
12/26	487.75	DEPOSIT
12/26	690.44	DEPOSIT
12/31	520.00	DEPOSIT
Total	53,518.92	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
10071	51.37	12/07	10078	66.50	12/20	10080	282.55	12/28
10072	44.46	12/05	10077	136.31	12/17	Total	\$1,048.71	
10073	114.95	12/04	10078	51.28	12/14			
10075*	166.23	12/17	10079	135.06	12/31			

* Indicates a break in check number sequence



Business Checking

WACHOVIA

01 2000021668748 001 130

0 32 68,209

00014839 01 AT 0.334 01 30G 53



2 U TRANSIT LLC
907 CHALK LEVEL ROAD
DURHAM NC 27704

CB

Business Checking

9/29/2007 thru 10/31/2007

Account number: 2000021668746
Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 9/29	\$5,559.86
Deposits and other credits	3,614.42 +
Checks	1,866.25 -
Automated Checks	69.71 -
Other withdrawals and service fees	3,307.46 -
Closing balance 10/31	\$3,938.86

Deposits and Other Credits

Date	Amount	Description
10/03	830.37	DEPOSIT
10/15	320.00	DEPOSIT
10/18	163.50	DEPOSIT
10/30	2,300.55	TRANSFR 3000078874121 10/30 ONLINE TRANSFR CONFIRMATION # VY72422439
Total	\$3,614.42	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1183	67.35	10/15	10062	168.00	10/12			
10060*	550.00	10/05	10063	956.44	10/18	Total	\$1,866.25	
10061	74.51	10/16	10064	49.95	10/15			

* indicates a break in check number sequence (checks could be listed under Automated Checks)

Automated Checks

Number	Amount	Date	Description
1184	69.71	10/15	AUTOMATED CHECK VERIZON WEST ARC VERIZONTX CC ID. 1005022290 07:015 ARC MISC 1184
Total	\$69.71		



WACHOVIA

Business Checking

01 2000021668746 001 130 0 32 76,971

00016949 02 AT 0.459 02 3DG 66



2 U TRANSIT LLC
907 CHALK LEVEL ROAD
DURHAM NC 27704

CB



Business Checking

9/01/2007 thru 9/28/2007

Account number: 2000021668746
Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 9/01	\$2,486.14
Deposits and other credits	8,154.60 +
Checks	2,118.11 -
Automated Checks	114.95 -
Other withdrawals and service fees	2,827.82 -
Closing balance 9/28	\$5,559.86

Deposits and Other Credits

Date	Amount	Description
9/04	1,210.00	DEPOSIT
9/07	30.00	DEPOSIT
9/13	60.00	DEPOSIT
9/13	6,400.00	TRANSFER FROM 511111160795489
9/20	150.00	DEPOSIT
9/28	804.60	DEPOSIT
Total	\$8,154.60	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1175	60.00	9/17	1180	50.00	9/21	10058	550.00	9/20
1177*	67.35	9/17	1181	500.00	9/19	10059	37.40	9/25
1179*	303.37	9/17	:0057*	549.99	9/07	Total	\$2,118.11	

* Indicates a break in check number sequence (checks could be listed under Automated Checks)

Business Checking

01 2000021668746 001 130 0 32 SAFEKEPT Replacement Statement 001

2 U TRANSIT LLC
 907 CHALK LEVEL ROAD
 DURHAM NC 27704 CB

Business Checking

6/30/2007 thru 7/31/2007

Account number: 2000021668746
 Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 6/30 \$7,178.40
 Deposits and other credits 7,115.25 +
 Checks 3,471.67 -
 Automated Checks 115.03 -
 Other withdrawals and service fees 5,683.35 -
 Closing balance 7/31 \$5,023.60

Deposits and Other Credits

Date	Amount	Description	
7/12	400.00	DEPOSIT	000003418295642
7/16	2,515.25	DEPOSIT	000003319139248
7/26	110.00	DEPOSIT	000005712611953
7/30	1,500.00	TRNSFR 3000078374121 ONLINE TRNSFR CONFIRMATION # VY59598241	07/29 200707292102045
7/31	2,590.00	DEPOSIT	000005713608950
Total	\$7,115.25		

Checks

Number	Amount	Date	Number	Amount	Date	Number	Amount	Date
1163	230.00	7/24	10049	550.00	7/12	10053	1,245.64	7/16
1165*	501.91	7/31	10050	19.11	7/23	10054	550.00	7/27
10046*	27.43	7/09	10051	196.00	7/16	Total	\$3,471.67	
10048*	83.12	7/09	10052	68.46	7/17			

*Indicates a break in check number sequence (checks could be listed under Automated Checks)



Business Checking

01 2000021668746 001 190 0 32 81,187

WACHOVIA

00017190 02 AT 0.545 02 3DG 65
 2 U TRANSIT LLC
 907 CHALK LEVEL ROAD
 DURHAM NC 27704

CB

Business Checking

3/31/2007 thru 4/30/2007

Account number: 2000021668746
 Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 3/31	\$4,549.98
Deposits and other credits	11,626.22 +
Checks	3,800.22 -
Automated Checks	89.51 -
Other withdrawals and service fees	2,801.29 -
Closing balance 4/30	\$9,505.08

Deposits and Other Credits

Date	Amount	Description
4/09	200.00	DEPOSIT
4/10	675.00	REFUND U OF W-MIL SCH. OF 04/09 4828801046771 MILWAUKEE WI 1013V771309
4/12	6,971.25	DEPOSIT
4/16	1,904.80	DEPOSIT
4/23	1,765.37	DEPOSIT
4/28	110.00	DEPOSIT
Total	\$11,626.22	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1135	32.40	4/02	10028*	550.00	4/05	10034	550.00	4/20
1136	35.00	4/16	10029	102.95	4/06	10035	86.88	4/25
1138*	72.91	4/16	10030	77.30	4/16	10036	110.53	4/23
1139	40.00	4/17	10031	160.00	4/17	Total	\$3,800.22	
1140	803.38	4/16	10032	1,042.52	4/13			
1141	80.00	4/30	10033	57.02	4/16			

* Indicates a break in check number sequence (checks could be listed under Automated Checks)



Business Checking

01 2000021668746 001 130 0 32 77,288

00016354 02 AT 0.545 02 3DG 58



2 U TRANSIT LLC
907 CHALK LEVEL ROAD
DURHAM NC 27704

CB

Business Checking

3/01/2007 thru 3/30/2007

Account number: 2000021668746
Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 3/01	\$4,717.71
Deposits and other credits	8,888.52 +
Checks	3,206.11 -
Automated Checks	115.19 -
Other withdrawals and service fees	5,732.95 -
Closing balance 3/30	\$4,549.98

Deposits and Other Credits

Date	Amount	Description
3/05	345.00	DEPOSIT
3/09	560.00	DEPOSIT
3/14	2,000.00	TRNSFR 20C0029530986 05/14 ONLINE TRNSFR CONFIRMATION # VY41432652
3/15	166.52	DEPOSIT
3/19	4,785.00	DEPOSIT
3/23	150.00	DEPOSIT
3/26	880.00	DEPOSIT
Total	\$8,888.52	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1127	40.00	3/07	10018*	119.68	3/01	10025	550.00	3/23
1128	128.71	3/07	10020*	99.75	3/02	10026	159.16	3/23
1130*	692.30	3/20	10021	86.86	3/05	10027	147.54	3/26
1131	22.17	3/21	10022	549.99	3/09	Total	\$3,206.11	
1132	280.61	3/23	10023	78.96	3/23			
1134*	80.00	3/29	10024	170.38	3/13			

* Indicates a break in check number sequence (checks could be listed under Automated Checks)



Business Checking

01 2000021668746 001 130 0 32 77,202

WACHOVIA

00016719 02 AT 0.545 02 3DG 59



2 U TRANSIT LLC
907 CHALK LEVEL ROAD
DURHAM NC 27706

CB

Business Checking

2/01/2007 thru 2/28/2007

Account number: 2000021668746
Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 2/01	\$5,119.23
Deposits and other credits	6,145.66 +
Checks	2,607.20 -
Automated Checks	70.41 -
Other withdrawals and service fees	3,869.57 -
Closing balance 2/28	\$4,717.71

Deposits and Other Credits

Date	Amount	Description
2/05	464.90	DEPOSIT
2/12	1,725.51	DEPOSIT
2/13	1,675.00	DEPOSIT
2/20	1,950.25	DEPOSIT
2/26	330.00	COUNTER DEPOSIT
Total	\$6,145.66	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1121	73.24	2/07	1126	40.00	2/26	10016	550.00	2/23
1122	22.17	2/14	10013*	1,030.72	2/12	10017	156.02	2/26
1124*	481.78	2/16	10014	192.50	2/12	Total	\$2,607.20	
1125	40.00	2/15	10015	20.77	2/23			

* Indicates a break in check number sequence (checks could be listed under Automated Checks)

Automated Checks

Number	Amount	Date	Description
1123	70.41	2/13	AJTOMATED CHECK VERIZON WEST ARC VERIZONTX CO. ID. 100502223D 070213 ARC MISC 1123
Total	\$70.41		



Business Checking

01 2000021668746 001 130 0 32 77,486

WACHOVIA

00016400 02 AT 0.545 02 3DG 57
 2 U TRANSIT LLC
 907 CHALK LEVEL ROAD
 DURHAM NC 27704

CB

Business Checking

12/30/2006 thru 1/31/2007

Account number: 2000021668746
 Account owner(s): 2 U TRANSIT LLC

Account Summary

Opening balance 12/30	\$4,038.32
Deposits and other credits	3,942.74 +
Checks	733.52 -
Automated Checks	67.27 -
Other withdrawals and service fees	2,061.04 -
Closing balance 1/31	\$5,119.23

Deposits and Other Credits

Date	Amount	Description
1/08	79.46	DEPOSIT
1/08	112.00	DEPOSIT
1/11	206.52	DEPOSIT
1/19	1,472.00	DEPOSIT
1/25	315.00	DEPOSIT
1/29	1,757.76	DEPOSIT
Total	\$3,942.74	

Checks

Number	Amount	Date posted	Number	Amount	Date posted	Number	Amount	Date posted
1086	25.00	1/10	1118	70.00	1/17	10011	149.68	1/16
1114*	73.19	1/12	1119	208.00	1/23	10012	9.79	1/16
1116*	27.00	1/16	1120	119.12	1/19	Total	\$733.52	
1117	40.00	1/12	10010*	11.74	1/12			

* Indicates a break in check number sequence (checks could be listed under Automated Checks)

JOB ACCESS/REVERSE COMMUTE (JARC) TAC 5/14/08 Attachment 7C
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING

PART I - TRANSMITTAL

Applicant Data

Legal Name: Town of Chapel Hill, Chapel Hill Transit

Contact Person: Steve Spade, Transit Director

Address: 6900 Millhouse Road

City, State, Zip: Chapel Hill, NC 27516

Telephone: 919-969-4909

Fax: 919-968-2840

—

E-mail: sspade@townofchapelhill.org

—

Project Description

TAC 5/14/08 Attachment 7C

TITLE Chapel Hill Transit HS Route Expansion/Rogers Road

BRIEF DESCRIPTION Chapel Hill Transit requests financial support to expand the HS Route to introduce new service to the Rogers Road community and midday service throughout the route. Service would provide transit to a low income neighborhood currently not served and improve access to transit along the current HS Route.

FUNDING PROGRAM: JARC New Freedom

PROJECT TYPE Capital Only Capital and Operating

Operating Only Mobility Management/Coordinated
Planning

SERVICE DAYS/HOURS Service would operate 13 hours daily/255 days/year

ESTIMATED COST PER ONE WAY TRIP \$1.22 (boarded passenger)

ESTIMATED DAILY RIDERS 544 weekday (weekday/weekend)

Project Need/Goals & Objectives

For nearly 150 years African-American families have lived in what is now known as the Rogers-Eubanks community. In the late 1800's, Rogers Road was a wagon track through black owned family farmland and sawmills that stretched from Homestead to Eubanks and Millhouse Roads. Today, the Rogers Road community lies on the northern edge of Chapel Hill and Carrboro. The predominantly minority community experiences inferior public transit options compared to the rest of the community.

Currently, the Rogers Road community is serviced by the HS and the NS/Eubanks Park and Ride lot. (see system map – attachment 1). The Eubanks Park and Ride lot is approximately 1.7 miles from Rogers Road and Purefoy Lane, while the nearest HS bus stop, at Homestead and Rogers Road, is more than half a mile away from Rogers Road and Purefoy Lane. The HS only runs during school peak hours, at 30 minute headways, providing very limited quality of service. The NS has headways ranging from 20 minutes to 1 hour in length, again providing limited service to this community.

Census 2000 data indicates that especially within the Purefoy Lane community, there is a significant minority, low income population, in need of quality transit options. There are limited employment opportunities within the zone, making it necessary to provide appropriate transportation alternatives for work trips as well as non-work trips.

The need for transit service for the Rogers Road community is a priority for Chapel Hill and Carrboro. Public input at community forums in both Carrboro and Chapel Hill confirm this priority. Residents of the Rogers Road community have requested extension of public transit services for the past three years.

Because the area is predominately minority and low income, it is an area targeted by the CPT-HSTP. 2000 census data (see attachments 2, 3 & 4) indicates that the Rogers Road community is a significant minority low income population. While Chapel Hill as a whole is 22% minority and 44% low income (defined as having a household income less than 50% of the AMI), the census block directly east of Rogers Road is 60% minority and the TAZ directly east is 55% low income. This population has no quality transit options. There are limited employment areas within the Rogers Road community, making it necessary for persons seeking employment to rely on transportation alternatives other than public transit for work trips. This is also the case for non work trips, as the lack of transit service limits access to other community activities for the elderly, young and other persons unable to drive.

Service Description

The current HS route provides service from downtown Chapel Hill along Martin Luther King Jr. Blvd., Estes and Seawell School Road to Chapel Hill High School (see attachment 5). The service operates approximately every 30 minutes during the rush hour only. There is no midday service (see attachment 5).

Today the HS Route serves approximately 200 riders daily. The majority of these riders are students traveling to Chapel Hill High School. Thus, this route is serving a reverse commute activity. There is little travel to downtown Chapel Hill and the University on the HS Route. Chapel Hill Transit proposes to modify the HS route extending service north on Rogers Road to serve the heart of the Rogers Road community (see attachment 6). In addition, midday service

would be implemented providing access to work trips during the rush hour, and midday service for the elderly population in the area. TAG 5/11/08 Attachment 7C

The HS Route will then serve three new markets.

1. The Rogers Road community
2. University of North Carolina students who work or volunteer at the schools
3. Residents along the current HS route that want to travel to UNC

The lack of midday service has been cited by UNC as a reason students cannot be assigned to Chapel Hill High School. Midday service will provide flexibility to UNC students as well as Chapel Hill High students. More flexible schedules will also make inbound trips more attractive to consumers.

Project Goals and Objectives

Project goal: Improve mobility of Carrboro and Chapel Hill citizens residing in the Rogers Road community.

Objectives:

- Provide access to jobs, recreation and other community activities for low income residents of Rogers Road community
- Provide access to volunteer, work and learning opportunities at Chapel Hill High School for UNC students
- Reduce reliance on the single occupancy vehicle
- Respond to community need for transportation alternatives

Community Benefit

Expansion of the HS Route benefits the community and meets human service transportation priorities in several ways.

- Service will be provided to target populations of low income and minority populations
- Introduction of service on Rogers Road constitutes transportation outreach to a segment of the community previously unserved
- Improved travel options to Chapel Hill High School giving students more flexibility
- Regional benefits of reduced auto emissions and reduced reliance on the single occupancy vehicle

Projected Ridership

Chapel Hill Transit projects that the expanded HS route will generate 544 daily rides – 138,720 annually. The current HS Route service provides about 200 daily rides. The vast majority of these riders are traveling to Chapel Hill High School. It is estimated that 150 of the new daily riders will be from the Roger's Road neighborhood. Ridership will be primarily low income workers targeted by the JARC program. Chapel Hill Transit estimates that as many as 90% of the Rogers Road riders will be low income workers.

The expansion of service will provide transit options to new markets of Rogers Road residents, campus oriented work trips and midday needs to travel on the HS Route.

Currently, the Chapel Hill Transit system average passengers per hour is 47.8 passengers per hour. Performance on routes with frequency levels similar to the HS Route, such as the V, A, G and N are approximately 32 passengers per hour.

It is anticipated that the HS Route will maintain a similar performance level. Assuming productivity of 32 passengers per hour, the HS Route should generate 544 daily riders or 138,720 annual riders.

It is projected that the cost per ride will be \$1.22.

Implementation Plan

Chapel Hill Transit is the public transit provider for the towns of Chapel Hill, Carrboro and the University of North Carolina. Chapel Hill Transit has the responsibility to provide public transit service throughout the jurisdictions of Carrboro and Chapel Hill. The extension of service and the operation of fixed route service falls within the normal activities of the transit agency.

The development and implementation of this project will be coordinated by existing Chapel Hill Transit staff.

Henry DePietro – Operations Manager.

Responsibility: oversight of operators, planning and daily route operation

Mr. DePietro has over nine years experience in transit operations.

Nick Pittman – Scheduling Coordinator

Responsibility: Schedule building and production of public information materials

Mr. Pittman has 7 years experience in transit operations.

The project will not require the purchase of additional capital equipment, but will require an estimated addition of thirteen hours of service daily.

Staff has selected introduction of service to the Rogers Road community as a key budget priority for 2008/2009. In anticipation, an implementation plan has been developed. As an initial step, Chapel Hill Transit staff has analyzed demographic data for this area and sought public input from residents of the Rogers Road community. In addition, discussions have been held with the Chapel Hill Town Council and the Carrboro Board of Alderman soliciting their support for the project.

It is anticipated that the following schedule would be followed for the development and implementation of services.

Spring 2008 – Service planning and public meetings

May 2008 – Develop new HS Route schedules

July 2008 – Provide marketing/schedule information distributed throughout the community

August 21, 2008 – Begin operation of the Rogers Road transit service

Project Budget (additional detail see Part III Project Budget)

The expansion of the HS Route would extend service north of Homestead Road on Rogers Road and introduce midday service throughout the route.

Current Operation

Currently, the HS Route operates for 2 hours in the morning and afternoon peak providing 4.1 daily hours of revenue service (see attachment 4).

Operating Statistics – Current HS Route

4.1 daily revenue hours	\$15.51 hourly labor & benefits cost
75.8 daily revenue miles	\$1.81 maintenance & consumable cost/mile

Operating Costs	Annual Cost
4.1 hours X \$15.51= \$63.59 X 235	\$16,215
75.8 miles X 1.81 per mile= \$137.20 X 255	<u>\$34,984</u>
	\$51,201 Annual Cost
	Current HS Route

Expansion Operating Costs

Expanded service on the HS Route would extend service to Rogers Road and introduce midday service.

Operating Statistics (expansion only)

New daily operating hours	13	\$15.51 hourly labor & benefits cost
New daily operating miles	227	\$1.81 maintenance & consumable cost/mile

Operating Costs

13 hours X \$15.51= \$201.63 X 225	Annual Cost
227 miles X \$1.81= \$410.87 X 225	\$51,415
	<u>\$104,771</u>
Annual Operating Cost	\$156,186

Marketing Cost

Schedule design layout printing	
25,000 at \$.25 each	\$6,250
Direct mail/public outreach	
10,000 households at \$.75	<u>\$7,500</u>
	\$13,750
 Total Project Cost	 \$169,936

Efforts to Ensure Cost Effectiveness

Project effectiveness will be measured and evaluated by utilizing several system performance indicators including:

- Total Ridership
- Passengers per hour
- Cost per passenger

Service quality will also be monitored utilizing the following:

- Customer satisfaction surveys

Route performance activities will be monitored monthly. Performance standards for passengers per hour and cost per passenger require that each route meet or exceed 50% of the system average.

Performance of the HS Route will be compared to similar routes in the system. Automated passenger counters will enable staff to evaluate the service on a trip by trip basis. If route performance falls below the system standard, trip specific modifications can be made to improve performance.

Coordination and Program Outreach

Chapel Hill Transit will coordinate the provision of service with other transportation providers and social service agencies. The only other transportation provider in the area is Orange County Public Transit which provides service to elderly and disabled persons throughout rural Orange County. There are some trips provided by Orange County to clients who reside in the Rogers Road area. Chapel Hill Transit and Orange County will coordinate transportation to ensure that residents of the area have the maximum number of travel options afforded them.

Chapel Hill Transit will also coordinate with Orange County Aging and the Seymour Center. The Seymour Center is a facility located on Homestead Road that serves the elderly population. Chapel Hill Transit will work with the Seymour Center to identify transportation needs for persons living in the Rogers Road area traveling to the Seymour Center. Chapel Hill Transit will deviate midday trips in response to demand to ensure residents of the area are able to access this valuable social service.

Chapel Hill Transit will also work with area social service agencies working with low income populations to make them aware of the service and potential job opportunities. Chapel Hill Transit coordinates its services through the EZ Rider Advisory Committee. This committee will be made aware of service improvements and efforts to identify disabled persons who live in the Rogers Road neighborhood. Chapel Hill Transit will then work with the EZ Rider Advisory Committee and Disabilities Awareness Council to introduce travel training to disabled residents in order that they may take advantage of this service. Travel training will be conducted by current Chapel Hill Transit customer service staff to support this project.

Chapel Hill Transit will actively market the project. Public awareness of a general nature will be provided through media and news releases regarding the extension of service. Specific efforts will be made to reach target markets. Direct mail and door to door campaigns will provide schedules and maps for all residents affected by the project. Chapel Hill Transit will work with UNC to identify University students that will travel to Chapel Hill High School, Middle School and Elementary Schools for student teaching and volunteer work. Chapel Hill Transit will make educational and volunteer programs at the University aware of the fact that there is now transit access for these students.

Program Effectiveness and Performance Indicators

Chapel Hill Transit utilizes a number of performance indicators that help measure and ensure program effectiveness. The indicators that will be applied to evaluation of this service will include an analysis of the following:

- total riders
- riders per mile

- riders per hour
- cost per mile
- cost per hour

Chapel Hill Transit currently has a standard that all services operated must meet at least 50% of the system average in order to be viable. The system averages for passengers per mile, passengers per hour and cost per hour are shown below.

Measure	System Average
Passengers per mile	<u>3.2</u>
Passengers per hour	<u>40.0</u>
Cost per mile	<u>5.3</u>
Cost per hour	<u>66.0</u>

The performance measures will be analyzed on a monthly basis, if standards are not met necessary changes may be made to the routing and scheduling to improve effectiveness. Ridership data will be gathered through the use of Automated Passenger Counters that are installed on approximately one third of the Chapel Hill Transit fleet.

Innovations

There following are transit innovations being employed as part of this project:

Route Deviation will be used to extend service from the Rogers Road community to the Seymour Center which is about one mile from the established route. Route deviation will provide access to the Center for residents but not increase operating cost.

Travel Training will be used to educate disabled residents of the Rogers Road community about how to use fixed route transit. Access to fixed route service will provide improved mobility for the disabled and be more cost effective for the system by providing fewer demand response trips.

PART III - PROJECT BUDGET

Project Funding

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

Please include a certified financial statement from an accountant or bank.

Total Annual Project Budget \$169,936 (operating and capital only)

Capital Federal Share	\$0	_____%
Capital Local Match	\$0	_____%
Operating Federal Share	\$84,968	50%
Operating Local Match	\$84,968	50% Total

Local Match Funding Source: Funding will be included in the Chapel Hill Transit FY 2008/09 operating budget.

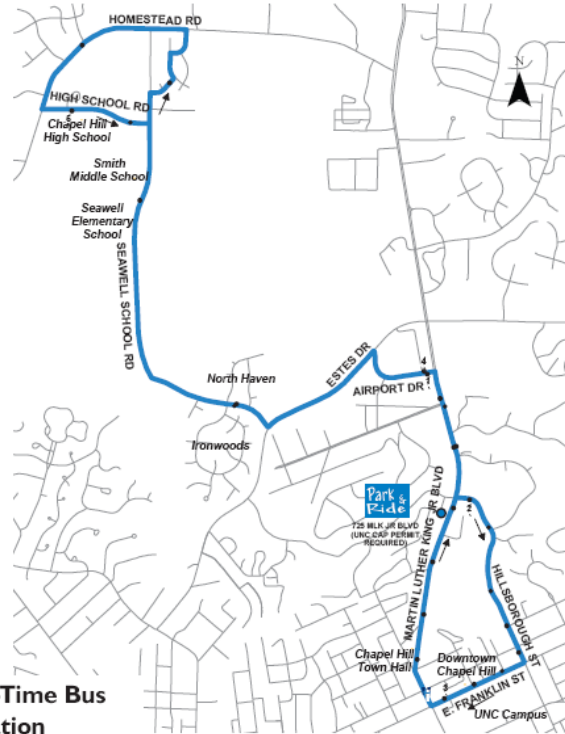
Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from. Financial information must be certified by an accountant or financial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

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

/Describe: Continued funding for the expanded HS Route will be included in the FY 2009/10 operating budget. The level of service and service hours on the HS Route could be modified to assure the best quality of service and that operations meet performance standards.

HS Route - High School / Airport Dr. at MLK Jr. Blvd / Downtown

Weekday Schedule
Year Round



 = Stop with Real-Time Bus Arrival Information

Southbound			Northbound		Southbound	
Airport Dr at MLK Jr Blvd	Hillsborough St at MLK Jr Blvd	E Franklin St at Varsity Theatre	Airport Dr at MLK Jr Blvd	Chapel Hill High School	Chapel Hill High School	Airport Dr at MLK Jr Blvd
①	②	③	④	⑤	⑤	①
7:05	7:10	7:15	7:21	7:28	7:30	7:35
7:35	7:40	7:45	7:51	7:58	8:00	8:05
8:05	8:10	8:15	8:21	8:28	8:30	8:35
8:35	8:40	8:45	8:51	8:58	9:00	9:05
SERVICE BREAK						
4:05	4:10	4:15	3:51	3:58	4:00	4:05
4:35	4:40	4:45	4:21	4:28	4:30	4:35
5:05	5:10	5:15	4:51	4:58	5:00	5:05
5:35	5:40	5:45	5:21	5:28	5:30	5:36

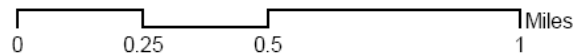
HS Weekday 19

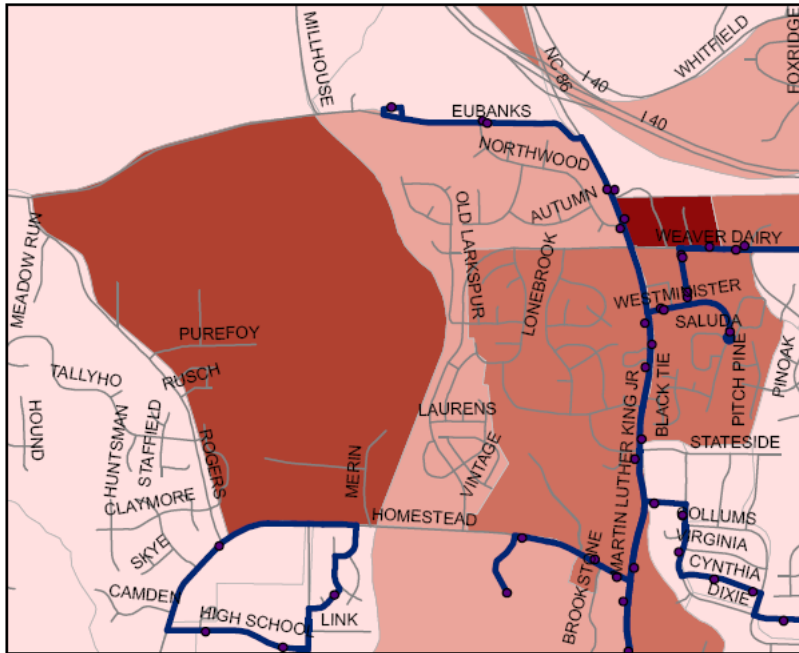
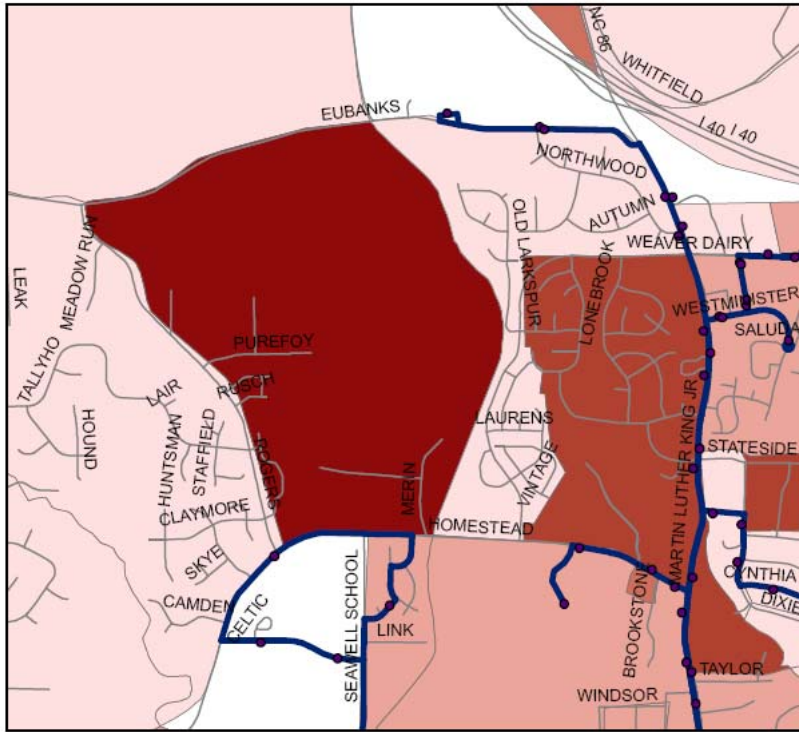
Rogers Rd. Demographic Information By Block

	Census Blocks		
	1000	1001	1037
Total Population	232	779	50
White alone	93	698	50
Black or African American alone	138	40	0
Asian alone	1	27	0
Other		14	0
Hispanic/Latino	8	15	0
Households	91	246	13
Average household size	2.55	3.17	3.85
Total Housing Units	106	250	13
Occupied	91	246	13
Vacant	15	4	0
Owner occupied	63	230	13
Renter occupied	28	16	0

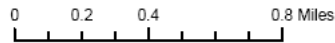


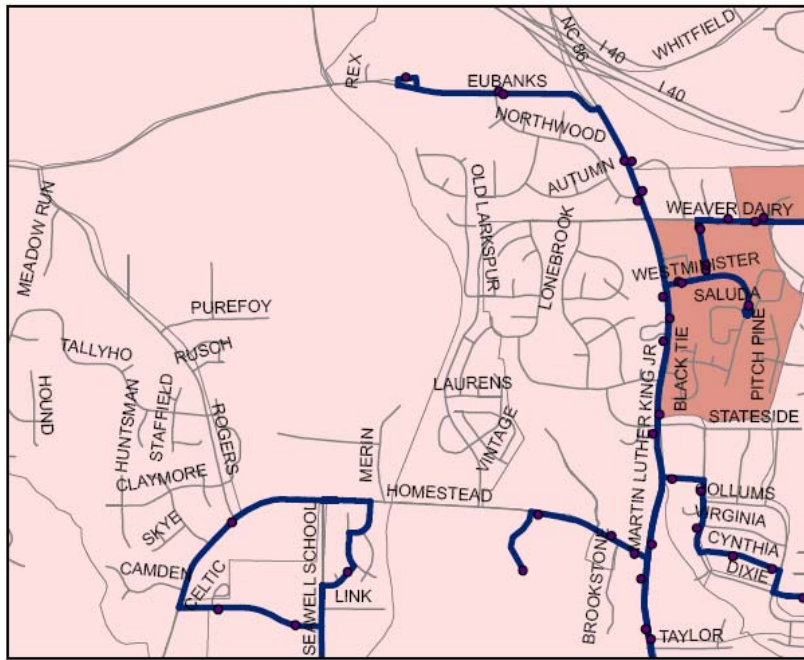
2008 February
 Sources: 2000 U.S. Census
 Prepared by Chapel Hill Planning Department



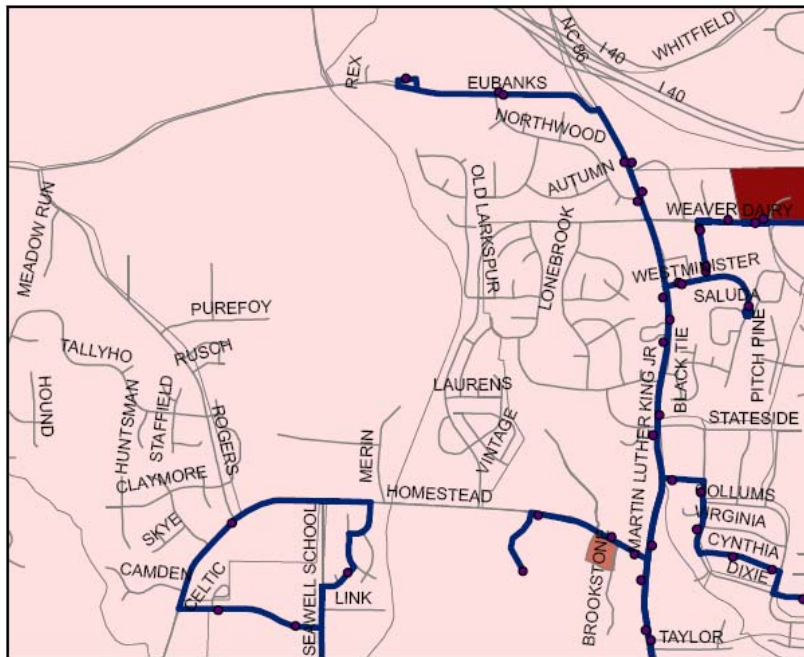


2008 February
Sources: Chapel Hill Transit & 2000 U.S. Census



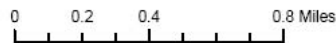


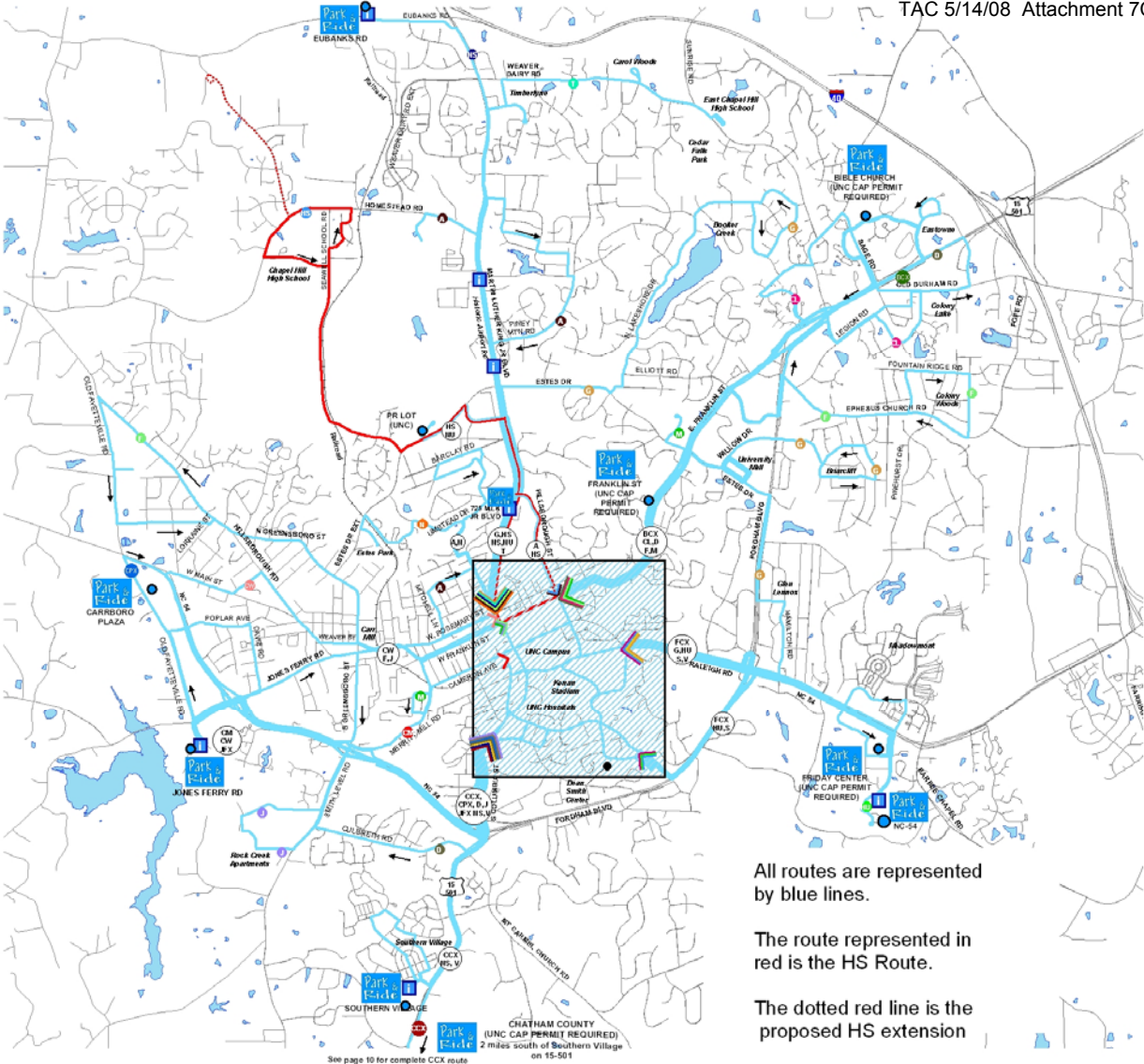
- Bus Stop
- Weekday Bus Route
- Streets



- (Lightest Red) 0 - 3%
- (Light Red) 4 - 5%
- (Medium Red) 6 - 8%
- (Dark Red) 9 - 12%
- (Darkest Red) 13 - 100%

2008 February
 Sources: Chapel Hill Transit & 2000 U.S. Census



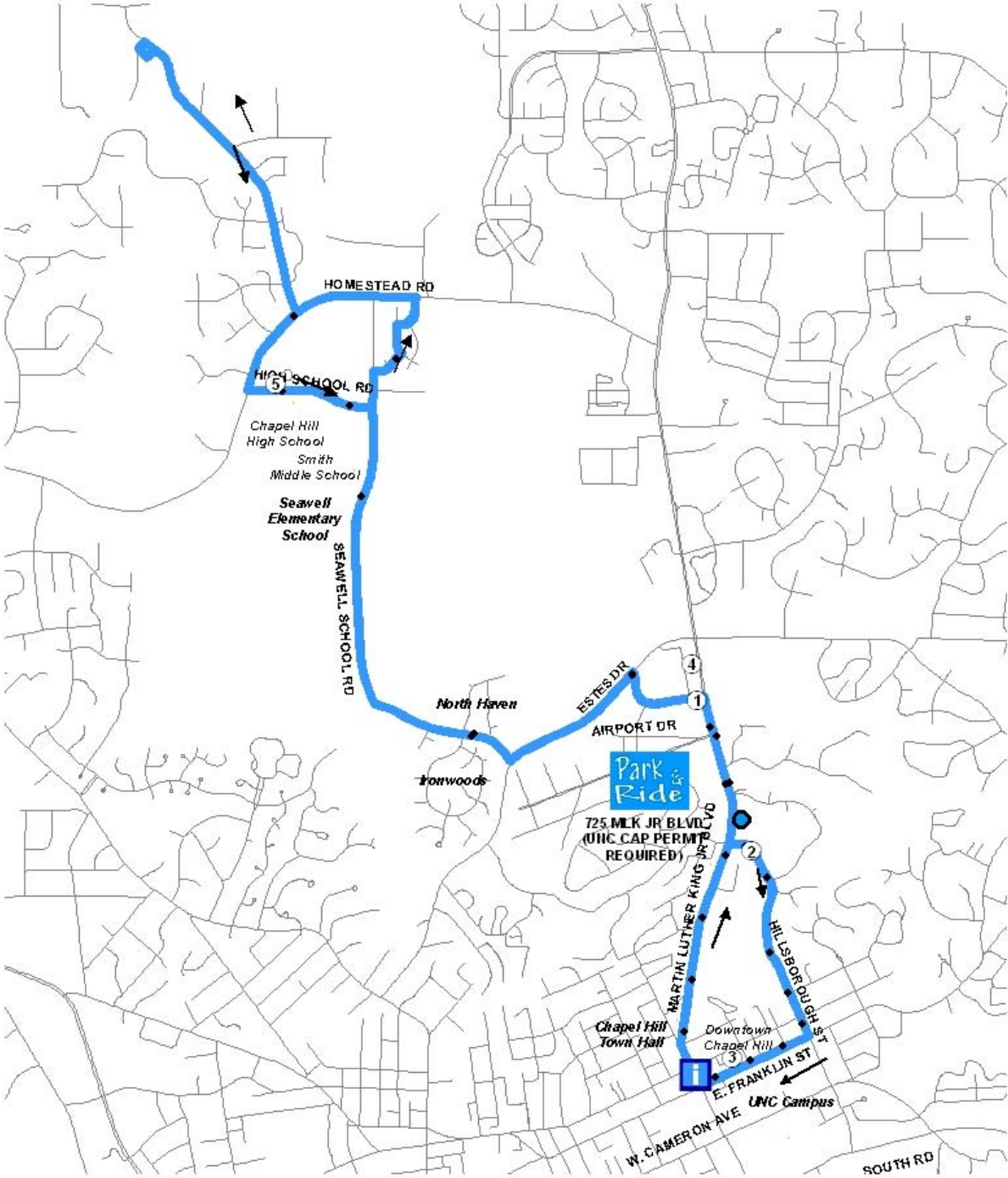


All routes are represented by blue lines.

The route represented in red is the HS Route.

The dotted red line is the proposed HS extension

HS Route Proposed Service Attachment 6





TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

February 20, 2008

Steve Spade, Director
Chapel Hill Transit
6900 Millhouse Road
Chapel Hill, NC 27516

Dear Mr. Spade,

I am writing on behalf of the Town of Carrboro to support the Chapel Hill Transit application of Job Access Reverse Commute funding. The project being requested in this grant is the extension of the HS route to serve the Rogers Road community.

A portion of the persons who live on Rogers Road are residents of Carrboro. This is a community of lower income citizens who have for the past several years requested the introduction of bus service to the area. This is a high priority for the Town of Carrboro and if this grant is approved, Carrboro will share in a portion of the local match.

The extension of service to the Rogers Road community will improve access to jobs, education, medical and recreational opportunities offered throughout our community. Thank you for your efforts to help provide this service.

Sincerely,

Steve Stewart, Town Manager
Carrboro, NC

February 29, 2008

Dear Madam or Sir:

Chapel Hill Transit is submitting an application for Job Access Reverse Commute funds to extend service to the Rogers Road neighborhood. The residents of Rogers Road, who are lower income citizens, have consistently expressed the need for transit services to the Chapel Hill Town Council.

Job Access Reverse Commute funds are critical to the Town because these funds would enable us to provide such Transit services to members of the Roger's Road neighborhood. Chapel Hill takes pride in its commitment in providing transportation options for individuals in our community and the addition of the Job Access Reverse Commute funds would enable us to extend this option to those in the Rogers Road neighborhood.

This application has my full support and commitment to work with the Town Manager, Roger Stancil, and staff to make this project a success.

Thank you for your consideration of this application. Please feel free to contact Stephen Spade, Transit Director at (919) 969- 4900, or the Mayor's Office at (919) 968-2714 if you have comments or questions.

Kevin C. Foy
Mayor

February 29, 2008

MEMORANDUM TO: Felix Nwoko, TSP Manager
101 City Hall Plaza
Durham, NC 27701

FROM: Steve Mancuso, Transit Administrator
Durham Area Transit Authority
1907 Fay Street
Durham, NC 27701

Subject: APPLICATION FOR JARC FUNDING FOR SERVICE EXPANSION
TO NEW HOPE COMMONS AT NIGHT, SUNDAYS AND
HOLIDAYS

I am pleased to submit this application on behalf of the Durham Area Transit Authority (DATA) for Job Access Reverse Commute (JARC) funding to enable the transit system to provide night, Sunday and holiday service to New Hope Commons on route 10. The total cost of the service is \$145,986. DATA is asking for \$72,993 (50%) in JARC funding assistance. If approved, DATA would amend route 10 service operation in July of 2008. The balance of \$72,993 is expected to be requested from City Council.

The attached proposal is in response to the announcement from DCHC-MPO calling for transportation projects in the region to be funded using FY 09 Job Access Reverse Commute (JARC) funds. This proposal has been prepared following the guidelines set forth in the project announcement.

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

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

Attachments

DURHAM AREA TRANSIT AUTHORITY
JOB ACCESS /REVERSE COMMUTE (JARC)
APPLICATION FOR FUNDING

PART 1 - TRANSMITTAL

APPLICANT DATA

Transit System:	Durham Area Transit Authority
Contact Person:	Pierre Osei-Owusu
Address:	1907 Fay Street, Durham NC 27704
Telephone:	919-560-1535
Fax:	919- 560-1534
E-mail:	Pierre.osei-owusu@durhamnc.gov

Project Description

TITLE Weeknights, Sunday and Holiday Service to New Hope Commons

BRIEF DESCRIPTION DATA is requesting funding to operate expanded route 10 evening services. The hours of service would be extended from 6:pm. to 12 am. The proposed extended hours of service will meet the needs of passengers, employees and employers at New Hope Commons.

FUNDING PROGRAM: JARC New Freedom _____

PROJECT TYPE Capital Only _____ Capital and Operating _____

Operating Only Mobility Management/Coordinated Planning _____

SERVICE DAYS/HOURS

306 Weekdays and Saturdays x 5.25 hours per weekday and Saturday = 1,606.5 hours per year. 58 Sundays x 12.25 hours per Sunday= 710.5 hours per year

Total hours per year of extended service is = 2,317

ESTIMATED COST PER ONE WAY TRIP \$1.00 per one-way rider trip

ESTIMATED DAILY RIDERS 47 (weekday)

PART 1 FUNDING REQUEST

Project Overview

The Durham Area Transit Authority is pleased to submit this application in response to the DCHC-MPO's recent request for projects to be funded using Job Access Reverse Commute (JARC) funds. This proposal is to obtain JARC funds to enable DATA to provide night service to help improve current night service to several patrons. Currently, New Hope Commons is not served at night, Sundays, and holidays. The cost of the service is \$145,986 and DATA is requesting **\$72,993 (50%)** in JARC assistance for the implementation of the service. The balance of \$72,993 will be requested from City Council.

Background

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) recently announced solicitation of proposals for funding under the Job Access and Reverse Commute (JARC) program. DCHC-MPO is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. DATA operates fixed route service within a portion of the DCHC jurisdiction. JARC funds provide financial assistance to improve mobility and economic opportunities through a local/regional collaborative transportation planning process. A Job Access project provides transportation services that, among other things, are designed to transport welfare recipients and other low-income individuals to jobs and job-related activities. A significant number of patrons of the DATA system are considered low income and are currently provided fixed route services that qualify for JARC funding.

According to a customer survey conducted by DATA in 2006, approximately 72% of DATA's customers earn less than \$20,000 a year. Therefore, a significant number of patrons of the DATA bus system are considered low income and qualify for transit service as outlined by the JARC grant.

PART II PROJECT NARRATIVE

Night Service Improvement to New Hope Commons on Route # 10

A number of complaints have been made by bus riders about the # 10 bus not serving New Hope Commons at night, and on Sundays and Holidays. The Service Planning and Efficiency Committee (SPEC) and DATA's PRIDE Ambassadors examined the complaint and evaluated the night, Sunday and Holiday service on the route at the affected areas. After an extensive boarding and alighting count around the named corridor staff has determined from the survey results that there would be sufficient ridership to New Hope Commons to merit service at night and on Sundays and Holidays.

For the past two-years staff has tried to have this problem resolved as part of the overall annual budget. Unfortunately, the City's budget has not been able to accommodate this request therefore staff is using this JARC funding opportunity to look for other means of

paying for the expanded service to help passengers with their job access commute needs related to the route. This service request has gone all the way to the Durham City Council.

Project Goals and Objectives

The goal of the project is to provide more opportunities for workers who use DATA. DATA provides on average over 14,000 passengers trips daily. The service improvement project is consistent with the goals of JARC in regards to being able to offer transportation needs to low-income workers with nontraditional work schedules.

Objectives:

- Provide job access opportunities for low income residents in Durham to work in the New Hope Commons area
- Provide enhanced job access opportunity for low income and Latino residents along Garrett Road, who have been requesting for this service for the past two years
- Encourage people to use buses and thus reduce the single occupancy vehicle use

Estimation of Additional Passengers

It is estimated, based on the average passenger/trip (28) system-wide, that this project will provide approximately 9 passengers per hour or **20,963** additional passengers annually. Calculation of the estimates is shown below:

9 pass/hr x 5.25 rev hr per weekday = 47.25 additional passengers per weekday x 254 weekdays = **12,001** annually, + 9 pass/hr x 5.25 rev hr per Sat = 47.25 additional passengers per Saturday x 52 Saturdays = **2,457** passengers annually, + 9 pass/hr x 12.25 rev hr per Sunday = 110.25 additional passenger per Sunday x 59 Sundays & Holidays = **6505** passenger annually). Total additional passengers from the service =

Implementation Plan

The timeline for the implementation of the project will depend upon the award of the funds. However, this request is for FY2009 that begins on July 1, 2008. It is anticipated that the service change would begin no later than 30 days after the award of the funds. This would allow the planning staff would work with the Public Affairs Specialist to provide notice to passengers and to make changes to printed media regarding night service and also educate riders about the service change.

The actual implementation plan will include an announcement of the award of the funding to the target groups including an implementation timeline as noted below:

- July 2008-Internal review of the route amendment process
- July-2008 Schedule design and dissemination and review by all stakeholders

- August 2008 – final draft schedule plan goes to DATA Board for approval
- August 2008- announcement of service start date to all stakeholders including bus riders, Latino community, and merchants at New Hope Commons.
- September/October 2008-service begins

Program Outreach/Marketing

In working with the PRIDE (People Ride in Durham Everyday) Ambassadors and the SPEC (Service Planning and Efficiency Committee), DATA has received input from both the community and operators of the system. Passengers have expressed their concerns about the absence of night service to New Hope Commons making it difficult for low income workers to work at this retail outlet. Also DATA will work with the Triangle Transit Authority, DATA ACCESS, and WORK FIRST program coordinators of the Durham County, to reach out to many potential clients who would need the service.

Listed below are program outreach strategies:

- Assess the transportation requirements of WORK FIRST program participants and identify transportation-related barriers to obtaining and retaining work at the retail outfit;
- Identify strategies to increase availability, affordability and effectiveness of extended transportation service;
- Establish agreements among the transportation providers, employers and the Social Services Agency (SSA) to ensure the availability of this transportation options;
- Step up outreach programs to the Latinos and other low income communities in the Garrett Road area to publicize the service;
- Include announcements on buses, brochures and flyers to major buses in the New Hope Common Area

Demographic Profile of the Service Area

The target population for the service consists largely of Latinos who live along Route # 10 in the Garrett Road area, and work at New Hopes Commons. Many of these residents qualify as low income residents. Please refer to the attached Map based for the demographic profile of the service area, based on 2000 Census Tracts for Durham.

Program Effectiveness/Evaluation

Transportation is clearly a key barrier to those moving from welfare to work. Providing a variety of affordable or expended transportation options for low-income workers, especially those who receive welfare benefits will increase the likelihood that those workers will get and retain jobs. This is a critical objective of DATA.

There is no doubt that this service extension would benefit a number of low income clients. This is because a number of citizens have taken the matter to the Durham City Council requesting for extended service to the named place in order to enable them hold on to jobs in the New Hope Commons shopping center.

DATA is working with a number of community organizations to improve access to jobs and to fill gaps in the region's employment-related transportation services. This initiative is increasing collaboration between DATA and local stakeholders. The program offers transportation to job opportunities beyond the reach of many workers, especially those making the transition from public assistance to jobs and economic self-sufficiency.

Program Evaluation

The proposed service will be evaluated based on ridership per hour. The expectation is that the service will perform at a minimum 30% in passenger ridership compared to the systems average ridership for the first year. This is the standard set by the DATA Board for all new routes. Currently the average ridership (system-wide) =28 passengers per hour. Therefore it is anticipated that the additional service would generate a minimum of 9 passengers per hours to guarantee continued provision of the service. DATA will monitor the route and the service performance and take appropriate measures established by the DATA Board to ensure that the service meets the minimum required productivity measure.

Part III. PROPOSED PROJECT BUDGET

The total cost of the service is \$145,986. DATA is requesting \$72,993 (50%) in JARC assistance to help cover the cost of the service. DATA plans to make a formal request for the remaining balance from City Council once the JARC portion is approved. Also, for subsequent years, DATA hopes to include the entire amount as part of its annual budget.

Current and Future (JARC funded) Route 10 Weeknights, Saturday Nights and Sunday Schedule

**Current Route
10 (Weekday)**

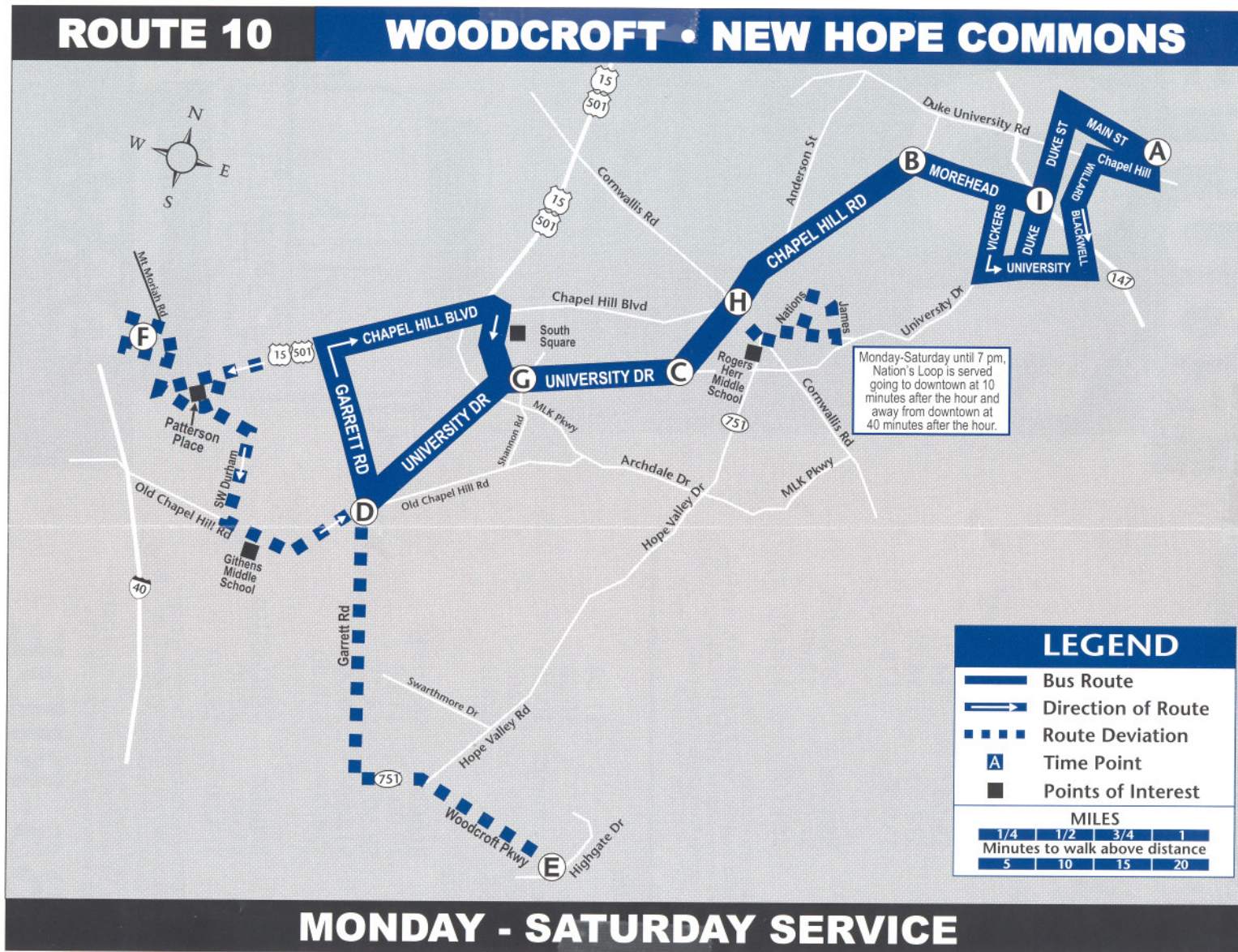
Downtown Terminal	Morehead & Chapel Hill Rd	Chapel Hill Rd & University	Old Chapel Hill & Garrett	Woodcroft & Highgate	New Hope Commons	University & Shannon	Chapel Hill Rd & Cornwallis	Duke St & Morehead	Downtown Terminal
—	—	—	—	—	5:15	5:30	5:40	5:50	5:55
—	—	—	—	5:45	—	6:00	6:10	6:20	6:25
—	—	—	—	—	6:15	6:30	6:40	6:50	6:55
6:00	6:10	6:20	6:30	6:45	—	7:00	7:10	7:20	7:25
6:30	6:40	6:50	7:00	—	7:15	7:30	7:40	7:50	7:55
7:00	7:10	7:20	7:30	7:45	—	8:00	8:10	8:20	8:25
7:30	7:40	7:50	8:00	—	8:15	8:30	8:40	8:50	8:55
8:00	8:10	8:20	8:30	8:45	—	9:00	9:10	9:20	9:25
8:30	8:40	8:50	9:00	—	9:15	9:30	9:40	9:50	9:55
9:00	9:10	9:20	9:30	9:45	—	10:00	10:10	10:20	10:25
9:30	9:40	9:50	10:00	—	10:15	10:30	10:40	10:50	10:55
10:00	10:10	10:20	10:30	10:45	—	11:00	11:10	11:20	11:25
10:30	10:40	10:50	11:00	—	11:15	11:30	11:40	11:50	11:55
11:00	11:10	11:20	11:30	11:45	—	12:00	12:10	12:20	12:25
11:30	11:40	11:50	12:00	—	12:15	12:30	12:40	12:50	12:55
12:00	12:10	12:20	12:30	12:45	—	1:00	1:10	1:20	1:25
12:30	12:40	12:50	1:00	—	1:15	1:30	1:40	1:50	1:55
1:00	1:10	1:20	1:30	1:45	—	2:00	2:10	2:20	2:25

1:30	1:40	1:50	2:00	—	2:15	2:30	2:40	2:50	2:55
2:00	2:10	2:20	2:30	2:45	—	3:00	3:10	3:20	3:25
2:30	2:40	2:50	3:00	—	3:15	3:30	3:40	3:50	3:55
3:00	3:10	3:20	3:30	3:45	—	4:00	4:10	4:20	4:25
3:30	3:40	3:50	4:00	—	4:15	4:30	4:40	4:50	4:55
4:00	4:10	4:20	4:30	4:45	—	5:00	5:10	5:20	5:25
4:30	4:40	4:50	5:00	—	5:15	5:30	5:40	5:50	5:55
5:00	5:10	5:20	5:30	5:45	—	6:00	6:10	6:20	6:25
5:30	5:40	5:50	6:00	—	6:15	6:30	6:40	6:50	6:55
6:00	6:10	6:20	6:30	6:45	—	—	—	—	—
6:30	6:40	6:50	7:00	—	7:15	—	—	—	—

JARC FUNDED WEEKNIGHTS, SAT NIGHT AND SUNDAY SERVICE

7:00	7:10	7:20	7:30	7:45	8:00	8:30	8:40	8:50	7:55
8:00	8:10	8:20	8:30	8:45	9:00	9:30	9:40	9:50	8:55
9:00	9:10	9:20	9:30	9:45	10:00	10:30	10:40	10:50	9:55
10:00	10:10	10:20	10:30	10:45	11:00	11:30	11:40	11:50	10:55
11:00	11:10	11:20	11:30	11:45	12:00	12:30	--	--	11:55
12:00	12:10	12:20	12:30	—	—	—	—	—	—

Note: Currently, there is one bus running hourly headway and 60 minutes roundtrip time. With JARC funding, the service will increase to two buses each running 120 minutes roundtrip on hourly headway. Sunday and Holiday Schedule will involve the same two buses operating from 7:00 a.m. until 7: p.m.





DATA Bus Service to Minority Populations

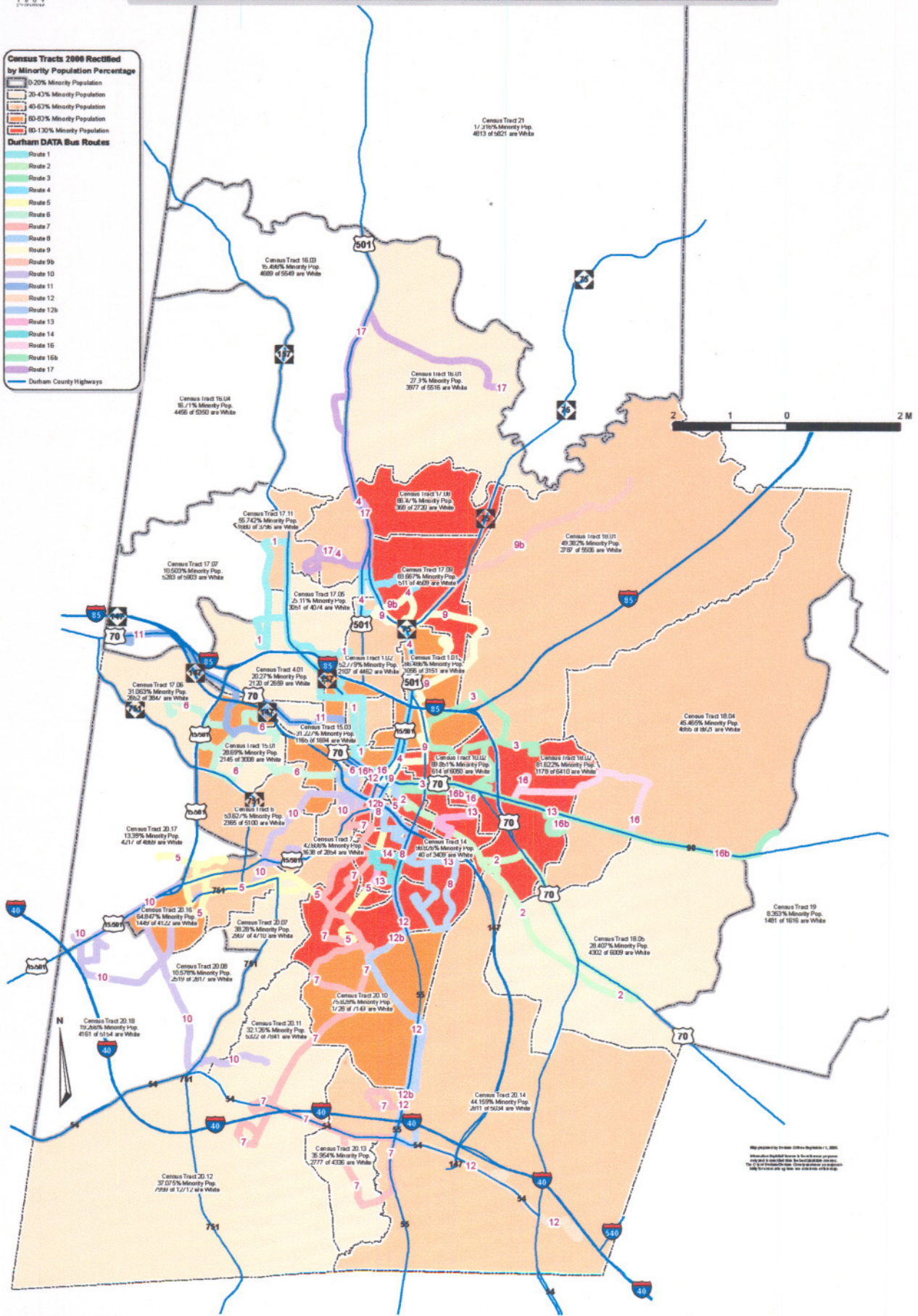
Census Tracts 2000 Recified by Minority Population Percentage

- 0-20% Minority Population
- 20-43% Minority Population
- 40-63% Minority Population
- 60-83% Minority Population
- 80-100% Minority Population

Durham DATA Bus Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 9a
- Route 9b
- Route 10
- Route 11
- Route 12
- Route 12a
- Route 12b
- Route 13
- Route 14
- Route 15
- Route 16
- Route 16a
- Route 16b
- Route 17

Durham County Highways



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April 23, 2008

MEMORANDUM TO: Felix Nwoko, TSP Manager
101 City Hall Plaza
Durham, NC 27701

FROM: Pierre Osei-Owusu
Durham Area Transit Authority
1907 Fay Street
Durham, NC 27701

Subject: APPLICATION FOR JARC FUNDING TO EXTEND SERVICE ON
ROUTE 12B TO SILVERLINE WINDOWS COMPANY AT 2223
NORTHEAST CREEK PARKWAY

I am pleased to submit this application on behalf of the Durham Area Transit Authority (DATA) for Job Access Reverse Commute (JARC) funding to enable the transit system to expand service on route 12B. The cost for the expanded service is \$73,835. DATA is asking for \$36,918 (50%) in JARC funding assistance. If approved, DATA will amend route 12B and begin the service by September of 2008. The balance of \$36,918 (50%) local match is expected to be requested from the Durham City Council.

The attached proposal is in response to the recent announcement from DCHC-MPO calling for transportation projects in the region to be funded using FY 09 Job Access Reverse Commute (JARC) funds. This proposal has been prepared following the guidelines set forth in the project announcement.

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

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

**PART 1 - TRANSMITTAL
APPLICANT'S INFORMATION**

Transit System:	Durham Area Transit Authority
Contact Person:	Pierre Osei-Owusu
Address:	1907 Fay Street, Durham NC 27704
Telephone:	919-560-1535
Fax:	919- 560-1534
E-mail:	Pierre.osei-owusu@durhamnc.gov

Project Description

TITLE Weekday Service expansion to SilverLine Windows Company

BRIEF DESCRIPTION DATA is requesting funding to operate expanded service on route 12B to SilverLine Windows Company located at 2223 Northeast Creek Parkway, near Cornwallis and S. Alston Avenue. The service expansion will be three trips per day, Monday-Friday and 3 trips on Saturdays. The proposed service will meet the needs of Durham residents, and low income employees of SilverLine Windows Company. The Company has agreed to purchase 20 monthly passes to offer as free passes to 20 employees of the company to guarantee the service.

FUNDING PROGRAM: JARC X New Freedom _____

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

SERVICE DAYS/HOURS
254 Weekdays x 3 hours + 3hours x 52 Saturdays = 918 hours per year.

ESTIMATED COST PER ONE WAY TRIP =\$1.00 per one-way rider trip

ESTIMATED NEW YEARLY RIDERS 22,660

PART 1 FUNDING REQUEST

Project Overview

The Durham Area Transit Authority is pleased to submit this application in response to the DCHC-MPO’s recent request for projects to be funded using Job Access Reverse Commute (JARC) funds. This proposal is to obtain JARC funds to enable DATA to expand service hours on the route for current patrons and also to provide transportation opportunity for employees at SliverLine Windows, located at 2223 Northeast Creek Parkway, as part of an amended route 12B. Currently, DATA offers only 5 hours of service on route 12B, and there is no service on Northeast Creek Parkway. By this request DATA will increase the service on this route from 5 hours to 8 hours during the weekday and additional 3 hours of new service on Saturdays at a cost of \$73,835 to enable the route 12B to deviate to SiverLine Windows Company. DATA is requesting \$36,918 (50%) in JARC assistance for the implementation of the service. The balance of \$36,918 (50%) will be requested from City Council.

PART II PROJECT NARRATIVE

Program Overview

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) recently announced solicitation of grant proposals for funding under the Job Access and Reverse Commute (JARC) program. DCHC-MPO is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. DATA operates fixed route service within a portion of the DCHC jurisdiction. JARC funds provide financial assistance to improve mobility and economic opportunities through a local/regional collaborative transportation planning process. A Job Access project provides transportation services that, among other things, are designed to transport welfare recipients and other low-income individuals to jobs and job related activities. A significant number of patrons of the DATA system are considered low income and are currently provided fixed route services that qualify for JARC funding.

According to a customer survey conducted by DATA in 2006, approximately 72% of DATA's customers earn less than \$20,000 a year. Therefore, a significant number of patrons of the DATA bus system are considered low income and qualify transit service as outlined by the JARC grant.

Also, the City of Durham's Office of Economic and Workforce Development contacted DATA in December 2007 in regards to providing public transportation to SilverLine Windows Inc. located on Northeast Creek Parkway.

Unfortunately, the City's budget has not been able to accommodate this request therefore staff is using this JARC funding opportunity to look for other means of funding to help passengers with their job access commute in the city.

This proposal is to obtain JARC funds to enable DATA to expand service hours on the route for current patrons and also to provide transportation opportunity for employees at SilverLine Windows, located on 2223 Northeast Creek Parkway, along an amended route 12B.

Project Needs/Goals and Objectives

DATA at the present moment has limited and infrequent service on Route 12B, does not serve the SilverLine Windows Company, and majority of the low income workers of this company, who are low income residents of the city of Durham, continue to call and complain about the inadequate service and their inability to find employment. Therefore, the goal of the project is to extend service on Route 12B in order to address the transportation needs of these and other low income residents of Durham.

To achieve this goal, DATA has agreed to amend the current Route 12B by adding a new segment to the route in order to serve employees of the SilverLine Windows Company,

located on Northeast Creek Parkway. The proposed service expansion is expected to add 40 guaranteed (paid) passenger trips daily to the service. SilverLine has agreed to assist its low-income workers transportation needs by purchasing 20 monthly passes for these employees. Additionally, the extended segment of the route is also expected to attract new patrons.

An additional goal of the project is to provide more opportunities for workers who use DATA to provide an easy commute to and from their work. DATA provides on average over 14,000 passengers trips daily, 70% of these trips are job-related. Therefore the overall objective of this project would be to increase the daily job-related passenger-trips

Ridership Estimation

Current # of daily rev hrs = 5	Proposed # of daily rev hrs = 11 (5+6)
Current average passengers/hr =8	Proposed # of passengers based on
Current daily total ridership $5 * 8 = 40$ pass/day	$7+8 = 15$ pass/day
Currently yearly ridership $= 40 * 254 = 10,160$	Anticipated weekday ridership = $15 * 8 * 254 = 30,480$
	Anticipated Saturday ridership = $15 * 3 * 52 = 2,340$
	Yearly ridership expected = 32,820 annual passengers

Net passenger increase from the proposed service change = $32,820 - 10,160 = 22,660$

Other goals for the service initiative include:

- Modify existing bus routes and schedules to increase the frequency of service, add new destinations, and also provide connections to other services.
- Increase distribution of public transportation information to users, including trip-planning services.
- Provide job access opportunities to low income residents in Durham to work at new and emerging companies that are designed for low-income residents.
- Increase DATA's partnership with companies to expand and improve transportation opportunities to needy residents.
- Encourage people to use transit and thus reduce the single occupancy vehicle use.
- Eventually, and through partnerships, implement DATA's TransPass program and other transit benefit programs to employers and employees at SilverLine and similar employment outlets adjoining areas on the route.

Implementation Plan

The timeline for the implementation of the project will depend upon the award of the funds. However, this request is for FY 2009 which begins on July 1, 2008. It is anticipated that the service change would begin no later than 30 days after the award of the funds including the additional matching funds. Once all funds have been secured the planning staff would work with the Public Affairs and Marketing unit at DATA to provide information to passengers, and to make changes to the printed media regarding the service change. Also public notices about the service change will go out several days before the actual service start date.

Another implementation process will include an announcement of the award of the funds to all stakeholders including SilverLine Company and plans for the start of the service. Specific timelines are noted below:

- July 2008-internal review of the route amendment process
- July 2008-schedule design and dissemination to all stakeholders
- August 2008- final draft plan goes before the DATA Board of Trustees
- August 2008- announcement of service start date to all stakeholders
- August 2008- final preparation including installation of passenger amenities along the route
- September/October 2008 -service begins

Program Outreach/Marketing

DATA hopes to work with its PRIDE (People Ride in Durham Everyday) Ambassadors and the SPEC (Service Planning and Efficiency Committee), committees to market the service and also receive input from both the community and also from Silver Line on matters related to the service.

SilverLine currently has an excellent community partnership program for low-income employment through diversified hiring practices, utilizing the recruitment services of the Durham JobLink. Unfortunately, retention and recruiting efforts have suffered as a result of lack of public transportation to their facility. DATA hopes to meet the transportation need through this partnership.

Listed below are program outreach strategies:

- Assess the transportation requirements of JobLink program participants and identify transportation-related barriers to obtaining and retaining work elsewhere in the City;
- Identify strategies to increase availability, affordability and effectiveness of this and other transportation services provided by DATA;
- Establish agreements among the transportation providers, employers and the Social Services Agency (SSA) to ensure the availability of transportation options;

- Make periodic announcements on buses, prepare and distribute brochures and flyers about the service expansion.

Program Effectiveness

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

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

Program Effectiveness/Evaluation

The effectiveness of the service will be evaluated based on the additional ridership that it generates. Based on the current service standards set by the DATA Board of Trustees, the expectation is that the service will, at the least, perform at 50% ridership level compared to the system average. Currently the system’s average ridership =28 passengers per hour. It is anticipated that ridership level will be at least14 passengers per hour to guarantee continued service on the route. DATA will monitor the route and the service performance and also work with SilverLine Windows Company to ensure that the agreed number of tickets paid for are not only purchased but used by the employees to guarantee continued service to the company. DATA will also contact businesses located along the North Creek Parkway to inform them about the service.

Part III. PROPOSED PROJECT BUDGET

The total cost of the service is \$73,835. DATA is requesting \$36,918 (50%) in JARC assistance to help cover the cost of the service. DATA plans to make a formal request for the remaining balance in the amount of \$36,918 (50%) from Durham City Council, once the JARC portion is approved. Also, for subsequent years, DATA hopes to include the entire amount as part of its annual budget.

Schedule showing current Route 12B

			Lowe's Grove			
Downtown Terminal	Hwy 55 & Cecil Rd.	Cornwallis & Hwy 55	Middle School	Cornwallis & Hwy 55	Hwy 55 & Cecil Rd.	Downtown Terminal
7:30	7:40	7:50	8:00	8:10	8:20	8:25
8:30	8:40	8:50	9:00	9:10	9:20	9:25
—	—	—	—	—	—	—
3:30	3:40	3:50	4:00	4:10	4:20	4:25
4:30	4:40	4:50	5:00	5:10	5:20	5:25
5:30	5:40	5:50	6:00	6:10	6:20	6:25

Schedule Showing additional service to SilverLine Windows Company

MONDAY-FRIDAY

Downtown Terminal	Hwy 55 & Cecil Rd.	Cornwallis & Hwy 55	Lowe's Grove Middle School	SilverLine Windows	SilverLine Windows	Cornwallis & Hwy 55	Hwy 55 & Cecil Rd.	Downtown Terminal
*6:30	6:40	6:50	---	6:55	6:55	7:00	7:20	7:25
7:30	7:40	7:50	8:00	--	--	8:10	8:20	8:25
8:30	8:40	8:50	9:00			9:10	9:20	9:25
* 2:30	2:40	2:50	—	2:55	2:55	3:10	3:20	3:25
3:30	3:40	3:50	4:00	--	--	4:10	4:20	4:25
4:30	4:40	4:50	5:00	--	--	5:10	5:20	5:25
5:30	5:40	5:50	6:00	--	--	6:10	6:20	6:25
*6:30	6:40	6:50	--	6:55	7:05	7:10	7:20	7:25

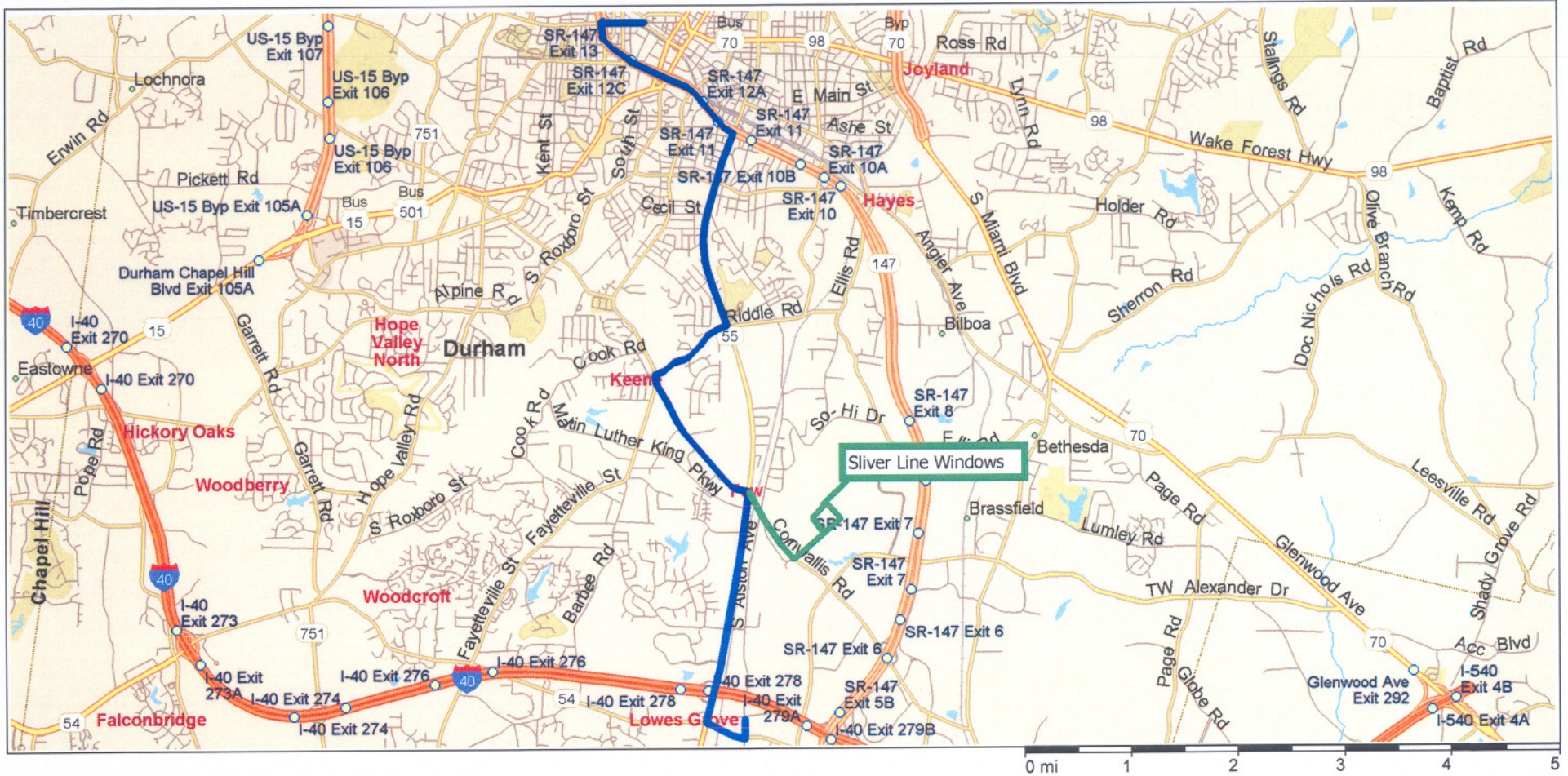
*** Service to SilverLine Windows Company**

Saturday Service Only to SiverLine Windows

Downtown Terminal	Hwy 55 & Cecil Rd.	Cornwallis & Hwy 55	Lowe's Grove Middle School	SilverLine Windows	SilverLine Windows	Cornwallis & Hwy 55	Hwy 55 & Cecil Rd.	Downtown Terminal
6:30	6:40	6:50	---	6:55	6:55	7:00	7:20	7:25
11:30	11:40	11:50	—	11:55	12:00	12:10	12:20	12:25
6:30	6:40	6:50	--	6:55	7:05	7:10	7:20	7:25

Map of Durham Showing Silverline

Route 12B Sliver Line Windows



SECTION 1: Executive Summary

State of the Triangle

In the past decade, the Triangle has experienced an extraordinary rate of growth. Our current population is approximately 1.5 million, and we can expect an additional 1 million people over the next 30 years. These numbers confirm what we already know: the Triangle enjoys a robust economy and a high quality of life. People want to move here to build businesses, careers and families. At the same time, our rapidly growing economy and our low density development patterns have made our region one of the most sprawling, auto-centric regions in the nation. Our transportation system is straining under current demand and far from adequate to meet future needs. Residents across the region express frustration with long commutes, pollution, congestion and the lack of transportation choices.

For the past fifty years, our region has relied primarily on road-building to provide mobility. All projections indicate that our roads will become even more congested than they already are. The regions that we are competing with for new industry and better jobs are already investing in transit. For the Triangle to compete, we need a complete, multi-modal transportation system. We must take a new approach.

Recommendations

The Special Transit Advisory Commission (STAC) has developed a *Regional Transit Vision Plan* for the Triangle to provide a framework for future investments. The recommendations reflect the complexity of our region, which requires multi-pronged, multi-modal strategies to building a complete transportation system. Map 1 presents three major categories of investments:

Enhanced Region-wide Bus Network: Denoted by green lines. Expanded bus service throughout the region to connect communities and bring communities presently unserved by transit into a regional transit network. Improvements to local bus networks are also recommended; local transit providers will play a key role in locating and designing these service enhancements.

- High frequency, express service between downtown Durham, downtown Raleigh including the Convention Center, and the Cary train station park and ride
- Rush Hour Only bus service to outlying communities
- Enhanced bus service in core areas to support the rail and circulator investments
- A system of park and ride lots to be served by the regional network and the express service
- Enhanced transit access for pedestrians and bicycles around park and ride lots and bus stops

What is the Regional Transit Vision Plan?

This plan recommends a high-quality, regional transit system to serve North Carolina's Research Triangle Region by promoting closer connections between our land use and transportation patterns and providing more travel choices for our growing population. The Vision Plan was developed by the Special Transit Advisory Commission (STAC), a broad-based citizen group with 38 members from across the region.

The Capital Area Metropolitan Planning Organization (Capital Area MPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) appointed the STAC to assist in the joint development of a plan for a regional transit system and to craft the transit component of their respective Long Range Transportation Plans, with a focus on major transit investments.

SECTION 1: Executive Summary

Circulators: Denoted by orange shaded areas. Circulators to provide flexible travel options within our major activity centers. Circulator zones are depicted at the conceptual level only, actual routes will be sited by the respective communities and MPOs. Initially all circulators are anticipated to be buses with potential future operations by modern street cars or trolleys depending on local conditions, communities and costs.

- RDU/RTP circulator connecting RDU to the Triangle Metro Center and other major activities areas in RTP
- Circulators in the downtowns of Raleigh, Durham, Chapel Hill/Carrboro and Cary

Rail Investments: Denoted by blue lines. The regional system is anchored by rail service that connects the region's principal centers of activity, serves our most congested corridors, and offers the greatest opportunities to influence development patterns.

- The segments connecting Durham, RTP, Cary, downtown Raleigh and north Raleigh will use diesel multiple unit (DMU) rail cars operating within existing railroad rights-of-way.
- The segment connecting Chapel Hill to Durham will use Light Rail Transit (LRT), electrically-driven rail cars on a new alignment.

These investments should be coordinated with the North Carolina Railroad Shared Corridor Track Expansion Study, which is investigating the feasibility, costs and operating standards for Rush Hour rail service on the Burlington to Goldsboro and Hillsborough to Chapel Hill/Carrboro corridors.

Implementing the Vision

The Regional Transit Vision Plan faces three significant implementation challenges that the region will need to address in bold and creative ways in order to achieve success: funding, land use, and leadership and governance. Or, put another way: dollars, development and decision making.

Dollars: It is clear that our present sources of transit funding are inadequate, and federal funding is uncertain. New local and state funding will be essential. Therefore the STAC recommends:

- ½ cent sales tax (5¢ per \$10 in purchases)
- \$10 increase in vehicle registration fee

If combined with existing local, state and federal funding, and debt financing of approximately \$600 million, financial models demonstrate that these revenue sources are adequate to build the Regional Transit Vision Plan.

Development: In order to realize the full benefits of the recommended transit investments, the region, its communities and its development sector will need to do much more to ensure a development pattern that matches major transit investments and maximizes the opportunities for people to routinely use transit. Therefore the STAC recommends:

- Pairing transit service and investment with local government investment in transit-supportive development policies
- Existing land use policies on transit-supportive development be applied consistently

SECTION 1: Executive Summary

Decisions: Leaders and decision makers need to recognize that local interests are inextricably linked to regional interests as they cooperate in planning, funding and sequencing transit investment decisions. The STAC recommends:

- Greater accountability to voters by ensuring that elected officials serve in decision-making capacities for regional transit investments
- Encouraging continued cooperation between the MPOs
- Establishing a regional staff committee from the working group that supported the work of the STAC to consult, study and coordinate the completion of the Regional Transit Vision Plan

Why Invest in Transit?

Our auto-dependency has far-reaching impacts beyond our transportation system and threatens:

Our Economy: Increasing congestion and unreliability of travel times threaten our attractiveness to businesses and workers. Without a well-functioning transportation system that is reliable, cost-effective and time-competitive for commuters and freight, with a range of options for accessing shopping, medical service and entertainment venues, our overall competitiveness will decline. Fuel prices and the other costs of auto ownership and driving will continue to increase, draining individual households of financial resources. Increasing construction and roadway maintenance costs are draining communities of the financial resources needed to sustain basic services as well as the arts, cultural and natural resources.

Our Communities: Building and expanding roadways brings massive impacts on neighborhoods and rural landscapes. The air quality impacts of our increasingly high levels of ozone pollution generated from vehicle emissions are particularly hazardous for children and the elderly. The time drivers spend in traffic is unproductive and aggravating and takes time away from family and community activities. The separation between home and work by both time and distance frays the social fabric of our neighborhoods.

Our Environment: Continued expansion in the number of vehicles and the distances they travel each day will mean the region will face challenges in meeting federal air quality standards in the future. Reducing auto travel will also reduce our region's contribution to climate change by reducing our overall carbon footprint. Development has taken up land at a much higher rate than our rate of population growth, threatening open spaces and agricultural landscapes, and fragmenting natural habitats.

Our Future Mobility: By 2035, the population of those aged 65 and older in our region will grow from less than 10% to more than 15%. A significant number of people will continue or begin to live without a car, either by choice or necessity; this group increased from 27,000 to 29,000 between 1990 and 2000. Continuing to build and operate an auto-dependent transportation system will exclude these groups from full participation in the economic and cultural life of our region. At the same time, our current transit providers struggle to provide basic service and do not have funding mechanisms in place to meet the needs of our growing population.

The economic, demographic, environmental and social factors signal that a new approach to our transportation system is needed. Taking a fresh look at the Triangle's transportation issues, the STAC saw compelling reasons for giving transit a much larger role in our transportation future:

- Provide an alternative to costly and stressful auto travel, and potentially reduce congestion along key travel corridors
- Reduce the need for and cost of new roads and other infrastructure by optimizing the capacity of existing roads and providing an alternative to automobile travel

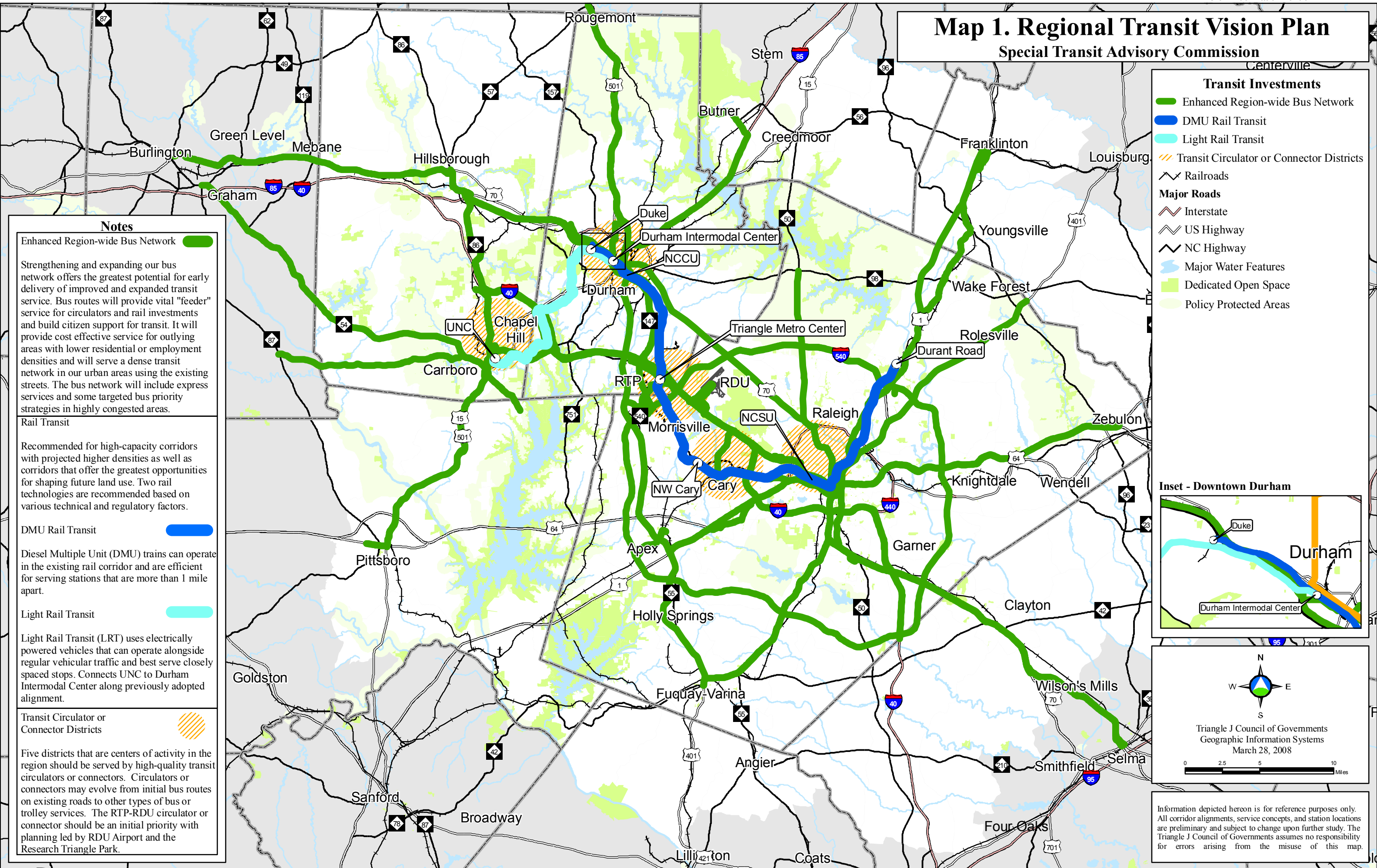
SECTION 1: Executive Summary

- Enhance access to existing and future employment, services, leisure, health, education, cultural, and natural resources for everyone
- Encourage land use patterns that better fit with changing environmental and demographic factors and that allow us to better preserve open space, trails, farmland, and historic, culturally valuable and environmentally sensitive areas
- Reduce air and water pollution and greenhouse gas emissions
- Improve our health by providing more opportunities to include walking and cycling in our daily routines
- Strengthen feelings of belonging, connection, and community by creating shared public and private responsibility and investment for transit
- Demonstrate that we can think and act inclusively with vision, creativity, and open communication

We have the opportunity to shape our transportation future by changing our transportation investment strategy. We can offer greater transportation choices, improve our environment and physical health, support the vibrancy of our economy, and preserve our quality of life. Success will require strong, sustained cooperative effort, and a commitment to making game-changing investments in building a transit-rich future.

Map 1. Regional Transit Vision Plan

Special Transit Advisory Commission



Transit Investments

- Enhanced Region-wide Bus Network
- DMU Rail Transit
- Light Rail Transit
- Transit Circulator or Connector Districts

Major Roads

- Railroads
- Interstate
- US Highway
- NC Highway

Other Features

- Major Water Features
- Dedicated Open Space
- Policy Protected Areas

Notes

Enhanced Region-wide Bus Network

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

Rail Transit

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

DMU Rail Transit

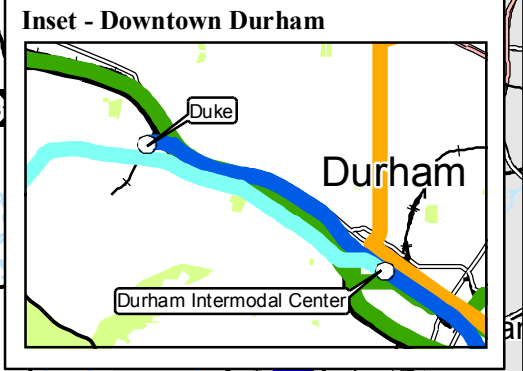
Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

Light Rail Transit

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

Transit Circulator or Connector Districts

Five districts that are centers of activity in the region should be served by high-quality transit circulators or connectors. Circulators or connectors may evolve from initial bus routes on existing roads to other types of bus or trolley services. The RTP-RDU circulator or connector should be an initial priority with planning led by RDU Airport and the Research Triangle Park.

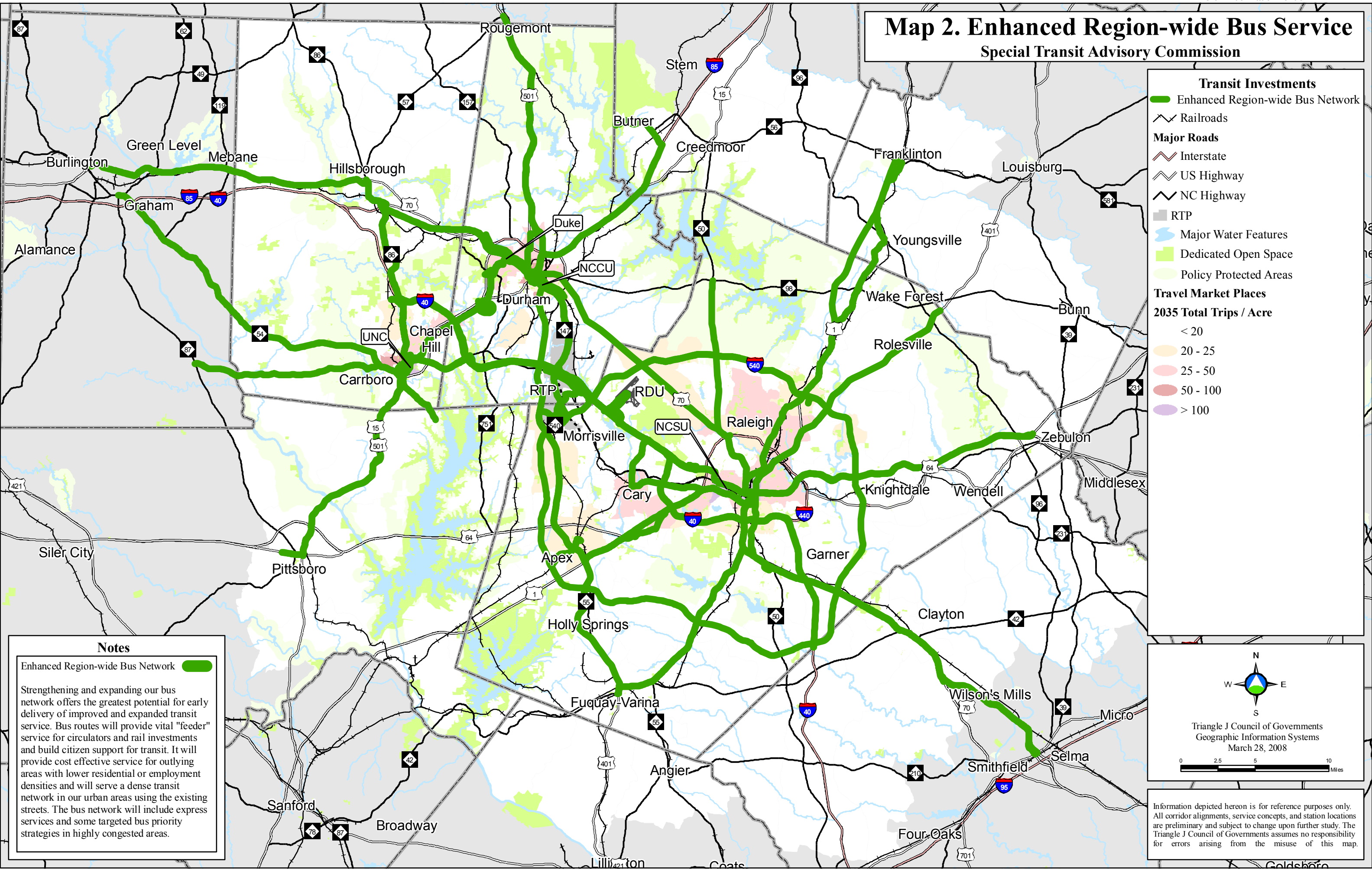


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Geographic Information Systems
March 28, 2008

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Map 2. Enhanced Region-wide Bus Service

Special Transit Advisory Commission



Transit Investments

- Enhanced Region-wide Bus Network
- Railroads

Major Roads

- Interstate
- US Highway
- NC Highway

RTP

Major Water Features

Dedicated Open Space

Policy Protected Areas

Travel Market Places

2035 Total Trips / Acre

- < 20
- 20 - 25
- 25 - 50
- 50 - 100
- > 100

Notes

Enhanced Region-wide Bus Network

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

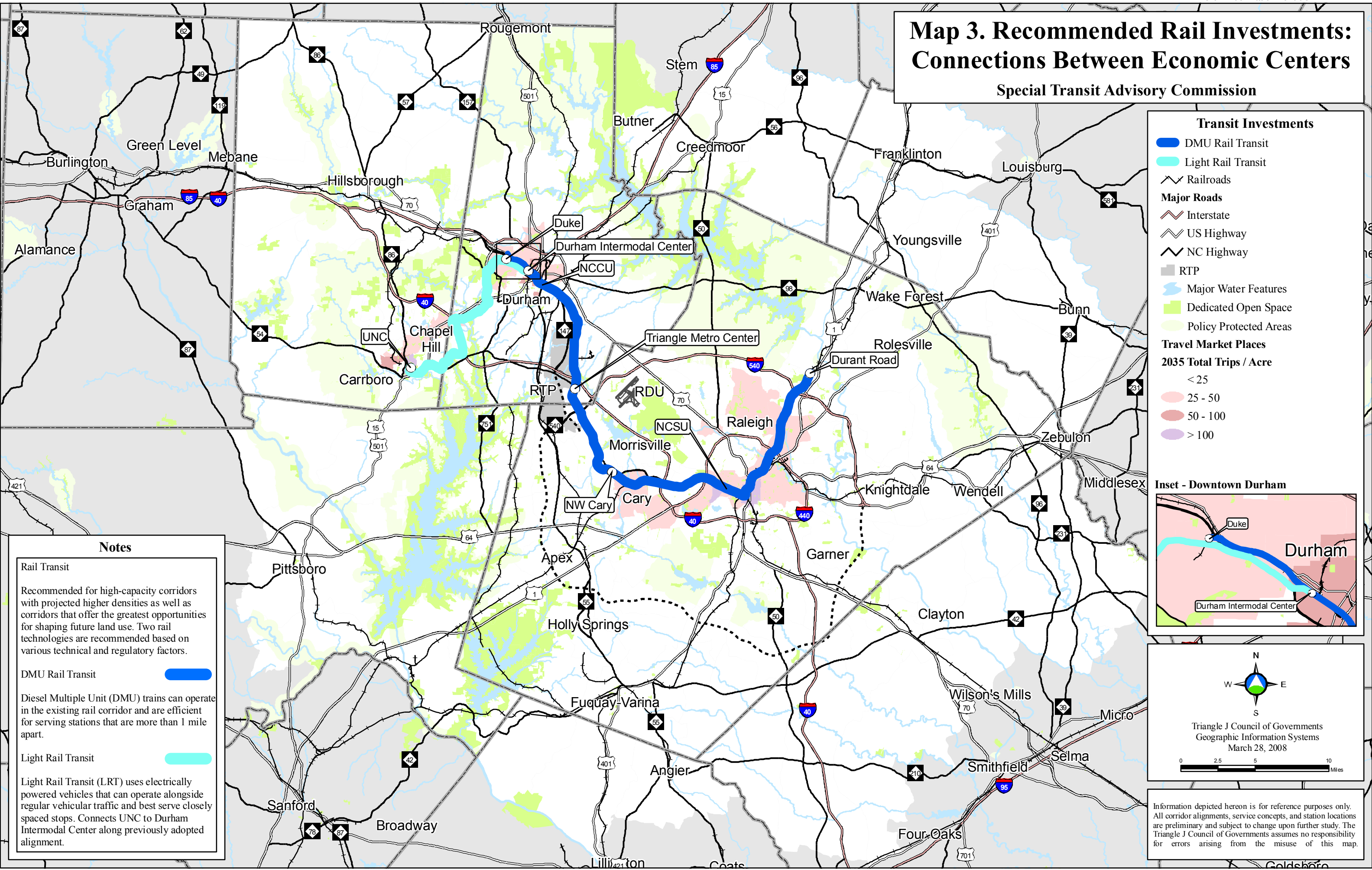
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0 2.5 5 10 Miles

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Map 3. Recommended Rail Investments: Connections Between Economic Centers

Special Transit Advisory Commission



Transit Investments

- DMU Rail Transit (Blue line)
- Light Rail Transit (Cyan line)
- Railroads (Black line with cross-ticks)

Major Roads

- Interstate (Red and blue line)
- US Highway (Black line with shield)
- NC Highway (Black line with shield)

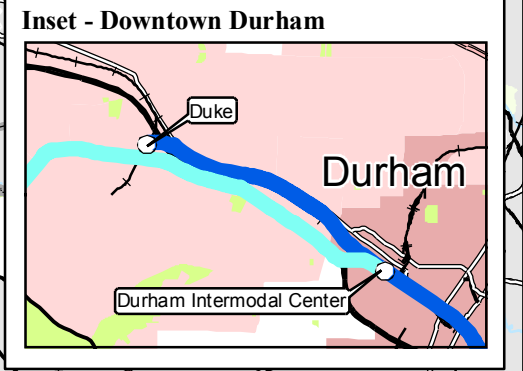
Other Features

- RTP (Grey shaded area)
- Major Water Features (Blue wavy lines)
- Dedicated Open Space (Light green shaded area)
- Policy Protected Areas (Light yellow shaded area)

Travel Market Places

2035 Total Trips / Acre

- < 25 (White)
- 25 - 50 (Light pink)
- 50 - 100 (Medium pink)
- > 100 (Dark pink)



Notes

Rail Transit

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

DMU Rail Transit █

Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

Light Rail Transit █

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

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Transportation Systems and Land Use Scenarios Combinations to Create LRTP Alternatives

The DCHC MPO plans to develop and evaluate several Alternatives in the process to create the 2035 Long Range Transportation Plan. Each Alternative will be a combination of a Transportation System, which includes a set of highway, transit and other transportation improvements, and a Land Use Scenario that distributes the forecasted population and employment for the year 2035, and each Alternative will be run in the Triangle Regional Model (TRM) to produce a set of performance measures.

The table on the next page shows the combinations of Transportation Systems and Land Use Scenarios that will be modeled for the 2035 LRTP development process.

- The first two Transportation Systems (#1 and #2), the 2030 LRTP and Comprehensive Transportation Plan, will be used to compare with the 2035 LRTP Alternatives.
- The next five Transportation Systems (#3 through #7), are Alternatives for the 2035 LRTP.

Each of these Transportation Systems will be combined with one or more Land Use Scenarios to produce a set of performance measures that can be used to compare and evaluate the various Alternatives. There is a unique set of Socioeconomic Data (SE Data) for each Land Use Scenario. The Baseline Land Use Scenario, for example, is the SE Data approved by the Transportation Advisory Committee (TAC) for use in developing the 2035 LRTP and is based on the current land use plans and policies of the local jurisdictions. The other Land Use Scenarios, which have been previously presented and discussed with the TAC, assume certain changes to current land use policies. The Transportation System and Land Use Scenarios have only been combined into logical matches. For example, the Intensive Highway Transportation System assumes many highway improvements but relatively few transit improvements and no fixed-guideway stations, and thus this System was not matched with the Transit Node Land Use, which is designed to support fixed-guideway stations.

There are 15 combinations. However, three of the combinations are designated (with footnote #3) as having a lower priority compared to the others. Given the tight LRTP development schedule, these combinations might not be completed. The System Preservation (#7) will not require travel demand model runs because the TRM (model) is not designed to be sensitive to the levels of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM) and other related programs and policies. The impact of these programs and policies can be accounted for after the model is run (these are sometimes called off-model credits).

Combinations of Transportation Systems and Land Use Scenarios ⁽¹⁾

No.	Transportation System	Land Use Scenarios				
		Baseline	Constrained	Buildout	Corridor	Transit Nodes
Benchmarks for comparison						
1	2030 Adopted LRTP Currently adopted plan	1a ✓				
2	Comprehensive Transportation Plan Vision Plan to address population and employment buildout beyond the year 2035; no budget constraint	2a		2b		
2035 LRTP Alternatives						
3	Intensive Highway Emphasize highway investment to address transportation needs	3a	3b		3b	
4	Fixed Guideway Light rail and other grade separated transit	4a			4b ⁽³⁾	4c
5	Bus Transit Emphasize bus transit service to address transportation needs	5a			5b	5c ⁽³⁾
6	Moderate Multimodal Continue current investment trends with some shift to non-automobile modes	6a			6b	6c ⁽³⁾
7	System Preservation ⁽²⁾ Preserve effectiveness of existing transportation using ITS, TDM, and CMS-TSM projects and policies					

(1) Each combination of a Transportation System and Land Use Scenario will require a unique travel demand model run.

(2) The Triangle Regional Model (TRM) is not designed to be very sensitive to changes in ITS, TDM, and CMS-TSM projects and policies. Therefore, the System Preservation Alternative will not require additional model runs.

(3) These are relatively low priority combinations, and thus might not be completed given the tight development schedule.

✓ = Model run completed

DCHC MPO -- 2035 LRTP

Detailed Schedule (5/14/08)

No.	Task	Description	Due Date
2008			
	Draft LRTP <u>Alternatives</u>	Service Bureau provides model performance measures for LRTP Alternatives and Land Use combinations, and CTP	May 28
	Release LRTP <u>Alternatives</u>	TAC release LRTP Alternatives and CTP for public comment	June 11
	LRTP <u>Alternatives</u> Public Comments	<ul style="list-style-type: none"> ▪ publish and mail LRTP Alternatives and CTP ▪ conduct public workshops in all three counties ▪ provide Web-based feedback application ▪ local governments review and provide feedback ▪ local government boards (e.g., planning commissions, bicycle/pedestrian commissions) review and feedback ▪ consult with resource agencies (e.g., Army Corps of Engineers) 	June-September
	Review LRTP <u>Alternatives</u> and CTP	<ul style="list-style-type: none"> ▪ staff provide public, local government and board comments ▪ staff provide draft Financial Plan ▪ TAC conduct public hearing ▪ TAC review and provide comments 	August 13
	Draft <u>Preferred Option</u> and CTP	<ul style="list-style-type: none"> ▪ TAC release Draft Preferred Option and CTP for public comment ▪ Preferred Option includes Financial Plan 	September 10
	<u>Preferred Option</u> Public Comments	<ul style="list-style-type: none"> ▪ publish and mail Preferred Option ▪ conduct public workshops in all three counties ▪ provide Web-based feedback application ▪ local governments review and provide feedback ▪ local government boards (e.g., planning commissions, bicycle/pedestrian commissions) review and feedback ▪ consult with resource agencies (e.g., Army Corps of Engineers) 	September-October
	<u>Preferred Option</u> Public Hearing	<ul style="list-style-type: none"> ▪ staff provide public, local government and board comments ▪ TAC conduct public hearing ▪ TAC provide comments 	October 8
	Approve <u>2035 LRTP</u> and <u>CTP</u>	<ul style="list-style-type: none"> ▪ staff provide public, local government and board comments ▪ TAC provide comments ▪ TAC approve 2035 LRTP and CTP 	November 12

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2009			
	Release <u>Air Quality</u> Report for Public Comment	<ul style="list-style-type: none"> ▪ conduct emissions analysis ▪ prepare AQ Report ▪ TAC release AQ Report for Public Comment 	January 14
	<u>Air Quality</u> Public Comments	<ul style="list-style-type: none"> ▪ publish and mail Air Quality Report ▪ provide Web-based feedback application ▪ public hearing ▪ consult with other state and federal agencies 	January-February
	Agency Review of <u>Air Quality</u> Report	State (e.g., DENR) and federal (FHWA, FTA, EPA) oversight agencies review and provide detailed feedback	February 16
	<u>Air Quality</u> Public Hearing	<ul style="list-style-type: none"> ▪ TAC conduct public hearing on Air Quality ▪ TAC provide feedback 	February 11
	Approve <u>Air Quality</u> Report	TAC approve Air Quality Determination and Analysis Report	March 11
	Federal Approval of <u>2035 LRTP</u> and <u>Air Quality</u> Report	Federal agencies approve 2035 LRTP and Air Quality Report	May 1

**REPORT OF THE INTERMODAL COMMITTEE AND
EXPLANATION OF
CONGESTION RELIEF AND INTERMODAL TRANSPORTATION
21ST CENTURY FUND**

The Intermodal Committee recommends legislation to:

1. Create the Congestion Relief and Intermodal Transportation 21st Century Fund,
2. Set out a framework for grants for intermodal transit capital projects out of this fund, including standards for eligibility. These projects include urban transit and rail freight.
3. Authorize local option revenue options for major urban areas to match these grants
4. Authorize local option revenue options for other urban counties or counties contiguous to urban counties to allow them to raise additional revenues for public transportation systems.
5. Extend the State Ports Tax Credit for five years.

These recommendations allow the State's urban regions to remain good places to live, environmentally sound and economically viable. They allow new urban growth to be absorbed in an environmentally friendly manner, reducing demands on highways and infrastructure, and helping localities target and benefit from economic development. They will also allow strengthening the State's rail freight infrastructure, reducing demand on the highway system, allowing energy efficient movement of goods, and aiding development of the State's ports.

BACKGROUND

The Intermodal Committee has at its previous meetings heard from the State's two major Class I railroads (CSX and Norfolk Southern), the North Carolina Railway Association which represents short line railroads, and the North Carolina State Ports Authority all relating to needs for improving freight rail capacity, as well as from three major urban regions (Charlotte, Triangle, and Triad) as to their needs for urban transit capital projects to help reduce and mitigate congestion in an environmentally sound manner. The committee has looked at the potential expenditures on these projects, and estimates State capital needs to match local, and possibly federal, funding at \$1.976 billion over the next 12 fiscal years. This includes \$120 million for state aid for rail access to the State ports, \$119 million for Class 1 railroads, \$65 million for short line railroads, \$30 million for statewide bus grants to local governments, \$34 million for expansion of intercity passenger rail, and \$1.594 billion for urban transit capital grants in the Triangle, Triad, and Charlotte regions. The committee recommends capping the maximum amount of urban transit capital grants for any one region at 33% of the fund.

NEEDS

On an annualized basis, looking at projected capital improvement plans for local governments and educated projections, the annual needs would be \$100 million in Fiscal Year 2009-2010, \$112 million in 2010, between \$151 and \$173 million annually for the four years beginning 2011 through 2014, \$189 million in 2015, between \$154 million and

\$180 million annually beginning 2016 through 2019, and \$229 million in 2020. This averages \$161 million per year. The committee recommends this level of funding on an ongoing basis with a continuing source of revenue because if not, grantees will be unable to plan and successfully carry out the programs. These figures are all in 2007 dollars, so any state revenues provided the fund will need to be adjusted over time to match inflationary increases. It should be noted that the actual allocations to the various regions and other applicants will be made by the Board of Transportation based on grant applications, the listed needs are merely illustrative about what could be funded.

The full committee has seen the transit plans for Charlotte and the Intermodal Committee has seen and discussed the plans for the Triangle and Triad. As these are ramping up over the next four fiscal years beginning 7/1/2009, early emphasis will be placed on grants for acquisition of buses by transit systems across the state (including \$12.5 million the first year to cover the state share of \$50 million in bus purchase). Other projects anticipated for funding during the first three years include between \$10 and \$12 million annually for intercity passenger rail, potential uses including a third daily AMTRAK frequency from Charlotte to Raleigh or Selma and a demonstration project by the North Carolina Railroad in Eastern North Carolina.

FINDINGS

The Committee draft legislation makes a number of findings based on facts presented to and researched by the committee. Those findings, which will help you put this in perspective, are:

- (1) Most of North Carolina's growth is in its urban regions. According to the State Data Center, during the first decade of the 21st Century, 66% of the projected 1,270,000 growth in population is in 15 urban counties surrounding Charlotte, Raleigh, and the Triad, while 40% is in just six counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and Guilford.
- (2) This large urban population growth greatly taxes resources. Despite the visionary creation of the Highway Trust fund by the 1989 General Assembly and the funding of urban loop highways, congestion continues to grow at an exponential rate. Creation of a special fund to help meet urban transportation needs with alternatives such as rail transit and buses, coupled with land use planning, will spur and guide economic development in a more economically and environmentally sound manner. Charlotte's recent success in opening the first phase of its light rail system, with ridership significantly over projections, shows that North Carolinians are willing to use alternates.
- (3) Accelerated use of rail for transport of freight will reduce highway congestion as well as allow economic expansion in a way that lessens the impact on the State highway system.
- (4) Public transportation, in addition to a program of urban loops and toll roads will enable North Carolina to have a balanced 21st Century transportation system.
- (5) As part of its initial program of internal improvements, the State capitalized the North Carolina Railroad in the 1840s, and invested in other railroads, and those internal improvements led to North Carolina's rapid economic development. The North Carolina Railroad, with a 317-mile corridor from Charlotte to Morehead City is still owned by the State.
- (6) Improved rail facilities and restoration of abandoned rail lines can allow increased access to the North Carolina State Ports and military installations located within the State.

- (7) Session Law 2005-222 found that expanding and upgrading passenger, freight, commuter, and short line rail service is important to the economy of North Carolina; and provided that the State would seek to provide matching funds so in part it can leverage the maximum federal and private participation in funding needed rail initiatives, such as the restoration of the rail corridor from Wallace to Castle Hayne, a rail connection between north-south and east-west routes in the vicinity of Pembroke.
- (8) Rail freight plays a vital role in economic development throughout the State. Intermodal service depends on partnerships with trucking companies, seaports, and others in the transportation logistics chain. North Carolina has 3,250 main line miles of track, with Class I railroads holding 79% of the trackage rights, the remainder controlled by local railroads and switching and terminal railroads. The 2006 Mid-Cycle Update to the North Carolina Statewide Intermodal Transportation Plan identified \$799 million in freight rail needs over the next 25 years, including maintenance and preservation, modernization, and expansion.
- (9) North Carolina's short line railroads play a key role in the State's economic development and transportation service and are needed to provide essential services to other modes of transportation and the North Carolina port system. North Carolina agriculture is dependent upon essential service by short line railroads. North Carolina economic development and commerce is dependent upon essential service by short line railroads; and grant funds may be used to improve and restore tracks and lines. State funds are needed to maintain short line railroads as a viable contributor to economic development, agriculture, and transportation in this State in order to prevent the loss of regional rail service. Short line railroads are essential to preserve and develop jobs in rural and small urban areas of North Carolina. The Department of Transportation reported that 44,992 rail cars handled by short lines kept 179,688 trucks off North Carolina highways.
- (10) Intermodal facilities and inland ports can greatly reduce freight traffic on North Carolina's highway system, reducing demand, congestion, and damage.
- (11) The proposed North Carolina International Terminal would need high capacity Intermodal access.
- (12) Significant local revenues are needed to match state funds so that a major portion of the expenses are borne by the localities receiving the majority of the benefits. A local option sales tax for public transportation was approved by a 58% favorable vote in Mecklenburg County in 1998, and reaffirmed by a 70% favorable vote in 2008. Extending this authority to additional jurisdictions, along with other revenue options will enable localities to demonstrate local support for additional transit options.
- (13) Surveys have indicated broad public support for both providing additional public transportation options and allowing localities to generate revenue to match State grants.

RECOMMENDATIONS

Based on these findings and demonstrated needs, the legislation:

1. Establishes the framework of the Congestion Relief and Intermodal Transportation 21st Century Fund.

LOCAL GOVERNMENT GRANTS

2. Allows for local government grants from the fund for public transportation purposes to cities, counties, and the state's two transportation authorities (PART in the Triad and Triangle Transit in the Research Triangle.)
3. Provides that grants to local government can not exceed 25% of the project cost, and must be matched by an equal or greater amount of funds by the applicant.
4. Sets the following preconditions for the local government grants: (i) the grant application is approved by all Metropolitan Planning Organizations whose

- jurisdiction includes any of the service area of the grant applicant; (ii) The applicant has approved a transit plan that includes local planning politics and adopted plans that reasonably support transit ridership and appropriate land use; and (iii) The applicant has an adequate and sustainable source of funding established for its share of project costs.
5. Allows grants from the fund may be committed for a multi-year basis to stabilize the phased implementation of a plan. Funds appropriated shall remain available until expended.
 6. Provides that Board of Transportation shall approve, and amend from time to time, a rolling 15-year plan projection for allocation of funds under this section.
 7. Provides that no applicant may receive more than 33% of the total funds in a 15-year period.
 8. Requires that qualification for federal funding shall be considered in the review and approval process

SHORT LINE RAILROAD GRANTS

9. Provides grants from the fund may also be made to state agencies and railroads for assistance to short line railroads to continue and enhance rail service in the State so as to assist in economic development and access to ports and military installations. Short line railroad grants shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total shortline railroad grants under this subdivision may not exceed five million dollars (\$5,000,000) per fiscal year.

RAILROAD GRANTS

10. Provides grants from the fund may also be made to state agencies and railroads for assistance to any railroad in construction of (i) rail improvements and restorations and intermodal or multimodal facilities to serve ports and military installations; and (ii) inland ports to reduce truck traffic on the highway system. Grants shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total grants under may not exceed ten million dollars (\$10,000,000) per fiscal year.

STATE PORTS RAILROAD GRANTS

11. Provides grants from the fund may also be made for assistance to the state ports in terminal railroad facilities and railroad operations. Grants under shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total grants may not exceed ten million dollars (\$10,000,000) per fiscal year.

INTERCITY PASSENGER RAIL SERVICE

12. Provides that grants from the fund may also be made for expansion of intercity passenger rail service, including increased frequency and additional cities served.

LOCAL REVENUE SOURCES

The committee finds that local government financial participation in urban transit grants is required. Currently, Mecklenburg, the Triangle, and the Triad have different authorizations to raise such funding. Mecklenburg has authority for a sales tax, the Triangle and the Triad for a vehicle registration fee, and all three regions a levy on motor

vehicle rentals. Other urbanized or urbanizing counties also have significant needs for new revenues for public transportation. The committee has examined the existing revenue options and the legislation will provide the following:

LOCAL OPTION SALES TAX WITH REFERENDUM

The 1997 General Assembly granted Mecklenburg County the option of levying a ½% sales tax for public transportation purposes. The legislation required a referendum Mecklenburg held its initial referendum in 1998, with voter approving the levy by a 58% to 42% margin. In 2007, a second referendum was held, with voters approving by a 70% to 30% margin continuation of the tax. The legislation will:

13. Make several technical corrections in the Mecklenburg transit tax.
14. Allow a 1/2% sales tax for public transportation purposes to be levied after a favorable referendum in one or more of the Triangle counties (Wake, Durham, and Orange) with approval of the applicable county board or boards of commissioners and the board of Triangle Transit. The transportation authority must propose a financial plan, which must be approved by the board of commissioners of each county in the district prior to the levy of the tax. If the board of commissioners of a county in a multi-county district does not adopt the plan, the transportation authority may remove that county from the district and no tax may be levied in that county under this Part.
15. Allow a 1/2% sales tax for public transportation purposes to be levied after a favorable referendum in one of more of the major counties in the Triad (Forsyth or Guilford), who are likely to finance a major urban transit project. The tax will also require approval of the applicable county board or boards of commissioners and the Piedmont Authority for Regional Transportation (PART). The transportation authority must propose a financial plan, which must be approved by the board of commissioners of each county in the district prior to the levy of the tax. If the board of commissioners of a county in a multi-county district does not adopt the plan, the transportation authority may remove that county from the district and no tax may be levied in that county under this Part.
16. Allow a ¼% sales tax for public transportation purposes to be levied after a favorable referendum in the remaining counties in the Triad: (Davidson, Randolph, Alamance, Davie, Rockingham, Surry, Stokes, and Yadkin) with approval of the applicable county board or boards of commissioners and the Piedmont Authority for Regional Transportation (PART). These eight counties are expected to have major needs for public transportation services, but not to the same extent as Forsyth and Guilford Counties. Programs in these counties might include significant expansion of bus service, including express bus service to employment centers, or extension of a commuter rail line.
17. In any multi-county referendum within either the Triangle or Triad, the total vote in all the counties voting determines the result. In both cases, if the initial favorable referendum is conducted in less than all the counties eligible, counties can be added later with approval of the applicable county board of commissioners, the applicable transportation authority, and the voters of the county or counties being added.
18. Allows a single county ¼% sales tax for public transportation purposes to be levied after a favorable referendum in any county contiguous to Mecklenburg

County (Cabarrus, Gaston, Iredell, Lincoln and Union), in any county contiguous to Durham, Orange, or Wake Counties (Caswell, Chatham, Franklin, Granville, Harnett, Johnston, Lee, Nash, and Person), and in any county with a population of 160,000 or over according to the most recent decennial federal census (Buncombe, Cumberland and New Hanover as of 2008) These counties have substantial needs for urban transit, but not to the same level as those counties suggested to have a ½% limit. Programs in these counties might include significant expansion of bus service, or commuter rail links to other urban counties.

LOCAL VEHICLE REGISTRATION FEE AND MOTOR VEHICLE RENTAL FEE

The 1991 General Assembly allowed Triangle Transit to levy in Wake, Durham, and Orange County a vehicle registration fee of not to exceed five dollars (\$5.00) per motor vehicle. That tax has been levied in all three counties. The 1997 General Assembly allowed PART to adopt a similar levy in the Triad Counties, but thus far this has been levied only in Randolph County.

19. The committee recommends raising the cap on vehicle registration fee for Triangle and Triad from five dollars (\$5.00) to seven dollars (\$7.00) to reflect inflation since it was first approved in 1991. The actual current rate of inflation would actually take the levy to \$7.82, but the committee at this time recommends the increase to the even dollar amount.
20. The committee recommends extending the motor vehicle registration fee authority to Mecklenburg County. This action, coupled with recommendations 13 through 17 will give all three major urban areas the same local option authority.
21. The committee recommends extending the same motor vehicle registration fee authority to any county contiguous to Mecklenburg County (Cabarrus, Gaston, Iredell, Lincoln and Union), in any county contiguous to Durham, Orange, or Wake Counties (Caswell, Chatham, Franklin, Granville, Harnett, Johnston, Lee, Nash, and Person), and in any county with a population of 160,000 or over according to the most recent decennial federal census (Buncombe, Cumberland, and New Hanover as of 2008) In addition, to the extent that any of those counties does not levy the full permitted seven dollars, and city located wholly within that county will be authorized to levy a full dollar rate to the extent that the city and county rate added together does not exceed the seven dollar cap. It is felt that the extension of the motor vehicle registration fee to counties contiguous to urban areas will allow them to add additional public transportation services, especially commuter and express bus service to help improve air quality and commuting. Extension of this fee to large counties such as Buncombe, Cumberland, and New Hanover will allow them to provide enhanced public transportation services.
22. The committee also recommends extending the authority to levy a motor vehicle rental charge of not to exceed five percent which is now authorized in the Triad, Triangle and Mecklenburg to any county with a population of 160,000 or over according to the most recent decennial federal census (Buncombe, Cumberland, and New Hanover as of 2008) for the same purposes and rationale. Similar provisions to #21 will allow municipal levy in those counties if the county does not levy the tax or does not levy the full five percent.

STATE PORTS TAX CREDIT

The state ports tax credit encourages businesses to use the two State-owned port terminals at Wilmington and Morehead City. The committee recommends extending the credit from its current 2009 expiration out five years to 2014. This extension has been requested by the North Carolina Ports Authority. The five-year extension of the Ports Tax Credit would allow the Ports to continue offering this business incentive to existing and potential customers and to stimulate economic growth for the State. Extending the NC Ports tax credit costs the State's general fund less than one million dollars each year, and allows companies such as Goodyear, CK International, JB International, Drexel Heritage Furniture, QVC, Martin Marietta, EN Beards Hardwoods Lumber, Edwards Wood Products, Culp, Inc., Broyhill, Kilop USA, Thomasville Furniture, Cormetech, Stein Fibers, Ltd., New South International, and Sonoco to be competitive in world markets. The NC Ports tax credit supports these and other industries and the thousands of jobs and millions of dollars in tax revenues that they contribute to our State.

The state ports tax credit, originally enacted in 1992, encourages exporters and importers to use State-owned port terminals. This credit, extended in 1995, 1997, 2001, 2002 and 2004 expires January 2009.

The tax credit equals the amount of wharfage, handling, and throughput charges paid to the North Carolina State Ports Authority in the taxable year that exceeds the average amount of charges paid to the Authority for the current tax year and the two previous tax years. The credit is limited to 50% of the tax imposed on the taxpayer for the taxable year and has a five-year carry forward on excess credit. The maximum cumulative credit that one taxpayer may claim is \$2 million. The estimated cost to the General Fund is less than one million annually.

Recommended by Intermodal Committee to full 21st Century Transportation Committee
April 24, 2008

F:/MyDocuments/21st Century Intermodal Committee Report 04242008.doc

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

H

D

BILL DRAFT 2007-LBx-401R [v.2] (1/22)

(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)
4/14/2008 11:29:07 AM

Short Title: Congestion Relief/Intermodal Transport Fund. (Public)

Sponsors: Representative.

Referred to:

1 A BILL TO BE ENTITLED
2 AN ACT TO ESTABLISH A CONGESTION RELIEF AND INTERMODAL
3 TRANSPORTATION 21ST CENTURY FUND, TO PROVIDE FOR
4 ALLOCATION OF THOSE FUNDS TO: (1) LOCAL GOVERNMENTS AND
5 TRANSPORTATION AUTHORITIES FOR PUBLIC TRANSPORTATION
6 PURPOSES, (2) SHORT LINE RAILROADS, FOR ASSISTANCE IN
7 MAINTAINING AND EXPANDING FREIGHT SERVICE STATEWIDE (3)
8 RAILROADS FOR INTERMODAL FACILITIES, MULTIMODAL FACILITIES,
9 AND INLAND PORTS, (4) MAKE CAPITAL IMPROVEMENTS ON RAIL
10 LINES TO ALLOW IMPROVED FREIGHT SERVICE TO THE PORTS AND
11 MILITARY INSTALLATIONS, (5) EXPAND INTERCITY PASSENGER RAIL
12 SERVICE, AND TO EXTEND COMMON LEVELS OF LOCAL TRANSIT
13 FUNDING AUTHORIZATION TO THREE URBAN REGIONS, AND ALLOW
14 OTHER LOCAL GOVERNMENTS SIMILAR OPTIONS FOR LOCAL TRANSIT
15 FUNDING, AND TO EXTEND THE STATE PORTS TAX CREDIT

16 The General Assembly of North Carolina enacts:

17

18

DRAFT FOR FULL COMMITTEE 4/24/2008

19

20

CHAPTER I. Fund Created.

21

SECTION 1. Chapter 136 of the General Statutes is amended by adding a
22 new Article to read:

23

ARTICLE 19.

24

Congestion Relief and Intermodal 21st Century Transportation Fund

25

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

26

There is established in the State Treasury the Congestion Relief and Intermodal
27 Transportation 21st Century Fund, hereinafter referred to as the fund. The fund shall

1 consist of all revenues appropriated and allocated to it. Interest on earnings of the fund
2 shall remain within the fund.

3 **"§ 136-251. Findings of fact.**

4 The General Assembly finds that:

- 5 (1) Most of North Carolina's growth is in its urban regions. According to
6 the State Data Center, during the first decade of the 21st Century, 66%
7 of the projected 1,270,000 growth in population is in 15 urban counties
8 surrounding Charlotte, Raleigh, and the Triad, while 40% is in just six
9 counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and
10 Guilford.
- 11 (2) This large urban population growth greatly taxes resources. Despite
12 the visionary creation of the Highway Trust fund by the 1989 General
13 Assembly and the funding of urban loop highways, congestion
14 continues to grow at an exponential rate. Creation of a special fund to
15 help meet urban transportation needs with alternatives such as rail
16 transit and buses, coupled with land use planning, will spur and guide
17 economic development in a more economically and environmentally
18 sound manner. Charlotte's recent success in opening the first phase of
19 its light rail system, with ridership significantly over projections,
20 shows that North Carolinians are willing to use alternates.
- 21 (3) Accelerated use of rail for transport of freight will reduce highway
22 congestion as well as allow economic expansion in a way that lessens
23 the impact on the State highway system.
- 24 (4) Public transportation, in addition to a program of urban loops and toll
25 roads will enable North Carolina to have a balanced 21st Century
26 transportation system.
- 27 (5) As part of its initial program of internal improvements, the State
28 capitalized the North Carolina Railroad in the 1840s, and invested in
29 other railroads, and those internal improvements led to North
30 Carolina's rapid economic development. The North Carolina Railroad,
31 with a 317-mile corridor from Charlotte to Morehead City is still
32 owned by the State.
- 33 (6) Improved rail facilities and restoration of abandoned rail lines can
34 allow increased access to the North Carolina State Ports and military
35 installations located within the State.
- 36 (7) Session Law 2005-222 found that expanding and upgrading passenger,
37 freight, commuter, and short line rail service is important to the
38 economy of North Carolina; and provided that the State would seek to
39 provide matching funds so in part it can leverage the maximum federal
40 and private participation in funding needed rail initiatives, such as the
41 restoration of the rail corridor from Wallace to Castle Hayne, and a rail
42 connection between north-south and east-west routes in the vicinity of
43 Pembroke.

- 1 (8) Rail freight plays a vital role in economic development throughout the
2 State. Intermodal service depends on partnerships with railroads,
3 trucking companies, seaports, and others in the transportation logistics
4 chain. North Carolina has 3,250 main line miles of track, with Class I
5 railroads holding 79% of the trackage rights, the remainder controlled
6 by local railroads and switching and terminal railroads. The 2006
7 Mid-Cycle Update to the North Carolina Statewide Intermodal
8 Transportation Plan identified \$799 million in freight rail needs over
9 the next 25 years, including maintenance and preservation,
10 modernization, and expansion.
- 11 (9) North Carolina's short line railroads play a key role in the State's
12 economic development and transportation service and are needed to
13 provide essential services to other modes of transportation and the
14 North Carolina port system. North Carolina agriculture is dependent
15 upon essential service by short line railroads. North Carolina economic
16 development and commerce is dependent upon essential service by
17 short line railroads; and grant funds may be used to improve and
18 restore tracks and lines. State funds are needed to maintain short line
19 railroads as a viable contributor to economic development, agriculture,
20 and transportation in this State in order to prevent the loss of regional
21 rail service. The Department of Transportation reported that 44,992
22 rail cars handled by short lines kept 179,688 trucks off North Carolina
23 highways. Short line railroads are essential to preserve and develop
24 jobs in rural and small urban areas of North Carolina.
- 25 (10) Intermodal facilities and inland ports can greatly reduce freight traffic
26 on North Carolina's highway system, reducing demand, congestion,
27 and damage.
- 28 (11) The proposed North Carolina International Terminal would need high
29 capacity Intermodal access.
- 30 (12) Significant local revenues are needed to match state funds so that a
31 major portion of the expenses are borne by the localities receiving the
32 majority of the benefits. A local option sales tax for public
33 transportation was approved by a 58% favorable vote in Mecklenburg
34 County in 1998, and reaffirmed by a 70% favorable vote in 2008.
35 Extending this authority to additional jurisdictions, along with other
36 revenue options will enable localities to demonstrate local support for
37 additional transit options.
- 38 (13) Surveys have indicated broad public support for both providing
39 additional public transportation options and allowing localities to
40 generate revenue to match State grants.

41 **"§ 136-252. Grants to local governments and transportation authorities.**

42 (a) Cities, counties, regional public transportation authorities under Article 26 of
43 Chapter 160A of the General Statutes, and regional transportation authorities under

1 Article 27 of Chapter 160A of the General Statutes may receive grants from the fund for
2 public transportation purposes, including planning and engineering.

3 (b) No grant may be approved from the fund unless:

4 (1) The application is approved by all Metropolitan Planning
5 Organizations under Article 16 of this Chapter whose jurisdiction
6 includes any of the service area of the grant applicant.

7 (2) The applicant has approved a transit plan that includes local planning
8 policies and adopted plans that reasonably support transit ridership and
9 appropriate land use.

10 (3) The applicant has an adequate and sustainable source of funding
11 established for its share of project costs.

12 (c) Grants from the fund may be committed for a multi-year basis to stabilize the
13 phased implementation of a plan, including multi-year allotments. The Board of
14 Transportation shall approve, and amend from time to time, a rolling multi-year
15 projection of up to 15 years for allocation of funds under this section. No applicant is
16 eligible under the 15-year plan projection for more than one-third of the total funds to
17 be granted under this Article during that 15-year period.

18 (d) No grant under this section may exceed twenty-five percent (25%) of the cost
19 of the project, and must be matched by an equal or greater amount of funds by the
20 applicant. In evaluating projects, qualification for federal funding shall be considered.

21 **"§ 136-253. Grants to other units.**

22 (a) Grants from the fund may also be made to state agencies and railroads for the
23 following purposes:

24 (1) Assistance to short line railroads to continue and enhance rail service
25 in the State so as to assist in economic development and access to ports
26 and military installations. This may involve both the Rail Industrial
27 Access program and the Short Line Infrastructure Access Program, as
28 well as other innovative programs. Grants under this subdivision shall
29 not exceed 50% of the nonfederal share, and must be matched by equal
30 or greater funding from the applicant. Total grants under this
31 subdivision may not exceed five million dollars (\$5,000,000) per fiscal
32 year.

33 (2) Assistance to any railroad in construction of (i) rail improvements and
34 restorations and intermodal or multimodal facilities to serve ports and
35 military installations; and (ii) inland ports to reduce truck traffic on
36 the highway system. Grants under this subdivision shall not exceed
37 50% of the nonfederal share, and must be matched by equal or greater
38 funding from the applicant. Total grants under this subdivision may
39 not exceed ten million dollars (\$10,000,000) per fiscal year.

40 (3) Assistance to the state ports in terminal railroad facilities and
41 operations, and to improve access to military installations, and to the
42 North Carolina International Terminal. Grants under this subdivision
43 shall not exceed 50% of the nonfederal share, and must be matched by
44 equal or greater funding from the applicant.. Total grants under this

1 subdivision may not exceed ten million dollars (\$10,000,000) per
2 fiscal year.

3 (4) Expansion of intercity passenger rail service, including increased
4 frequency and additional cities serviced. Routes under this section
5 must either connect urban regions or extend beyond the territorial
6 jurisdiction of a transportation authority.

7 (b) Grants under subsection (a) of this section may serve more than one of
8 the four listed purposes.

9 **"§ 136-254. Grant approval.**

10 All grants made under this Article are subject to approval of the Board of
11 Transportation. The fund may be administered in conjunction with G.S. 136-44.20 and
12 G.S. 136-44.36, but any funds allocated under those sections shall continue to be
13 available as provided therein.

14 **"§ 136-255. Funds remain available until expended.**

15 Appropriations to the fund remain available until expended."

16
17 CHAPTER II. Public Transportation Sales Tax: Mecklenburg, Triangle, Triad.

18 SECTION 2.(a) Section 1(a) of S.L. 1997-417 is recodified as
19 G.S. 105-510.1.

20 SECTION 2.(b) Article 43 of Chapter 105 of the General Statutes, as
21 enacted by S.L. 1997-417 and amended by subsection (a) of this section, reads as
22 rewritten:

23 "ARTICLE 43.

24 "Local Government Sales and Use Taxes for Public Transportation.

25 Part 1. General

26 **"§ 105-505. Short title; purpose.**

27 This Article is the Local Government Public Transportation Sales Tax Act and may
28 be cited by that name. This Article gives the ~~counties~~ counties and transportation
29 authorities of this State an opportunity to obtain an additional source of revenue with
30 which to meet their needs for financing local public transportation systems. It provides
31 ~~counties~~ them with authority to levy one-half percent (1/2%) sales and use taxes. All
32 such taxes must be approved in a referendum.

33 **"§ 105-506. Definitions.**

34 The definitions in G.S. 105-164.3 and the following definitions apply in this Article:

35 (1) Board of trustees. – The governing body of an Authority.

36 ~~(1)~~(2) Net proceeds. – Gross proceeds less the cost of administering and
37 collecting the tax.

38 ~~(2)~~(3) Public transportation system. – Any combination of real and personal
39 property established for purposes of public transportation. The systems
40 may include one or more of the following: structures, improvements,
41 buildings, equipment, vehicle parking or passenger transfer facilities,
42 railroads and railroad rights-of-way, rights-of-way, bus services,
43 shared-ride services, high-occupancy vehicle facilities, car-pool and
44 vanpool programs, voucher programs, telecommunications and

1 information systems, integrated fare systems, bus lanes, and busways.
2 The term does not include, however, streets, roads, or highways except
3 to the extent they are dedicated to public transportation vehicles or to
4 the extent they are necessary for access to vehicle parking or passenger
5 transfer facilities.

6 (4) Transportation authority. A regional public transportation authority or
7 a regional transportation authority created pursuant to Article 26 or
8 Article 27 of Chapter 160A of the General Statutes.

9 **"§ 105-506.1. Exemption of food.**

10 A tax levied under this Article does not apply to the sales price of food that is not
11 otherwise exempt from tax pursuant to G.S. 105-164.13 but would be exempt from the
12 State sales and use tax pursuant to G.S. 105-164.13 if it were purchased with coupons
13 issued under the Food Stamp Program, 7 U.S.C. § 2011.

14
15 Part 2. Mecklenburg County.

16 **"§ 105-507. Limitations.**

17 A county may not levy a tax under this ~~Article-Part~~ unless the county or at least one
18 unit of local government in the county operates a public transportation system. In
19 addition, a county may not levy a tax under this ~~Article-Part~~ unless it has developed a
20 financial plan and distributed it to each unit of local government in the county that
21 operates a local public transportation system. The financial plan must provide for
22 equitable allocation of the net proceeds distributed to the county in consideration of the
23 identified needs of local public transportation systems in the county, countywide human
24 service transportation systems, and expansion of public transportation service to
25 unserved areas in the county.

26 **"§ 105-508. Local election on adoption of sales and use tax.**

27 (a) Resolution. – The board of commissioners of a county may direct the county
28 board of elections to conduct an advisory referendum within the county on the question
29 of whether a local sales and use tax at the rate of one-half percent (1/2%) may be levied
30 in accordance with this ~~Article-Part~~. The election shall be held on a date jointly agreed
31 upon by the boards and shall be held in accordance with the procedures of
32 G.S. 163-287. The board of commissioners shall hold a public hearing on the question
33 at least 30 days before the date the election is to be held.

34 (b) Ballot Question. – The form of the question to be presented on a ballot for a
35 special election concerning the levy of a tax authorized by this Article shall be:

36 FOR AGAINST

37 One-half percent (1/2%) local sales and use taxes, in addition to the current ~~two percent~~
38 ~~(2%)~~ local sales and use taxes, to be used only for public transportation systems.'

39 **"§ 105-509. Levy and collection of sales and use tax.**

40 If the majority of those voting in a referendum held pursuant to this ~~Article-Part~~ vote
41 for the levy of the tax, the board of commissioners of the county may, by resolution,
42 levy one-half percent (1/2%) local sales and use taxes in addition to any other State and
43 local sales and use taxes levied pursuant to law. Except as provided in this ~~Article, Part~~,
44 the adoption, levy, collection, administration, and repeal of these additional taxes shall

1 be in accordance with Article 39 of this Chapter. In applying the provisions of Article
2 39 of this Chapter to this ~~Article~~ Part, references to 'this Article' mean 'Part 1 of Article
3 43 of Chapter 105 of the General Statutes'.

4 ~~A tax levied under this Article does not apply to the sales price of food that is not~~
5 ~~otherwise exempt from tax pursuant to G.S. 105-164.13 but would be exempt from the~~
6 ~~State sales and use tax pursuant to G.S. 105-164.13 if it were purchased with coupons~~
7 ~~issued under the Food Stamp Program, 7 U.S.C. § 51.~~
8

9 **"§ 105-510. Distribution and use of taxes.**

10 (a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each
11 taxing county the net proceeds of the tax levied under this ~~Article~~ Part by that county. If
12 the Secretary collects taxes under this ~~Article~~ Part in a month and the taxes cannot be
13 identified as being attributable to a particular taxing county, the Secretary shall allocate
14 these taxes among the taxing counties, in proportion to the amount of taxes collected in
15 each county under this ~~Article~~ Part in that month and shall include them in the quarterly
16 distribution.

17 The Secretary shall distribute the net proceeds of the tax levied by a county on a per
18 capita basis among the county and the units of local government in the county that
19 operate public transportation systems. No proceeds shall be distributed to a county that
20 does not operate a public transportation system or to a unit of local government that
21 does not operate a public transportation system.

22 (b) Use. – A county must allocate the net proceeds distributed to it in accordance
23 with its financial plan adopted pursuant to G.S. 105-507 and use the net proceeds only
24 for financing, constructing, operating, and maintaining local public transportation
25 systems. Any other unit of local government may use the net proceeds distributed to it
26 under this ~~Article~~ Part only for financing, constructing, operating, and maintaining
27 local public transportation systems. Every unit of government shall use the net proceeds
28 to supplement and not to supplant or replace existing funds or other resources for public
29 transportation systems.

30 **"§ 105-510.1. Applicability.**

31 This ~~section~~ Part applies only to Mecklenburg County.

32 Part 3. Transportation Authorities.

33 **"§ 105-510.5. Limitations.**

34 A transportation authority may not levy a tax under this Part unless:

- 35 (1) It operates a public transportation system.
36 (2) It has developed a financial plan and distributed it to each unit of local
37 government located within its territorial jurisdiction. The plan must be
38 approved by the board of commissioners of each county in the district
39 prior to the levy of the tax. If the board of commissioners of a county
40 in a multi-county district does not adopt the plan, the transportation
41 authority may remove that county from the district and no tax may be
42 levied in that county under this Part. The financial plan must provide
43 for equitable use of the net proceeds within the special district created
44 under this Part, and consider (i) the identified needs of local public

1 transportation systems in the district, (ii) human service transportation
2 systems within the district, and (iii) expansion of public transportation
3 systems to underserved areas of the district. The plan may be revised
4 from time to time.

5 (3) The tax is approved by the voters.

6 **"§ 105-510.6. Local election on adoption of sales and use tax- regional public**
7 **transportation authority.**

8 (a) Special district. A transportation authority may create a special district that
9 consists of the entire area of one or more counties within its territorial jurisdiction and
10 may levy on behalf of the special district the tax authorized in this section. A special
11 district created pursuant to this subsection is a body corporate and politic and has the
12 power to carry out the purposes of this subsection. The board of trustees of the
13 transportation authority shall serve, ex officio, as the governing body of a special
14 district it creates pursuant to this subsection. The proceeds of a tax levied under this
15 section may be used only for the benefit of the special district and only for the purposes
16 provided in this Article. In the case of a regional transportation authority created
17 pursuant to Article 27 of Chapter 160A of the General Statutes, the special district may
18 not include counties other than Forsyth and Guilford Counties.

19 (b) Resolution. –The board of trustees of the authority, with the concurrent vote
20 of:

21 (1) In the case of a single-county special district, a majority of the county
22 board of commissioners within the special district

23 (2) In the case of a multi-county special district, a majority vote of all the
24 county boards of commissioners within the special district

25 may direct the respective county board or boards of elections to conduct an advisory
26 referendum within the special tax district on the question of whether a local sales and
27 use tax at the rate of one-half percent (1/2%) may be levied within the district in
28 accordance with this Part. The election shall be held on a date jointly agreed upon by
29 the authority and the county board or boards of elections and shall be held in accordance
30 with the procedures of G.S. 163-287. The board or boards of commissioners shall hold a
31 public hearing on the question at least 30 days before the date the election is to be held.

32 (c) Ballot Question. – The form of the question to be presented on a ballot for a
33 special election concerning the levy of a tax authorized by this Article shall be:

34 **'[] FOR [] AGAINST**

35 **One-half percent (1/2%) local sales and use taxes, to be used only for public**
36 **transportation systems.'**

37 **"§ 105-510.7. Levy and collection of sales and use tax – regional public**
38 **transportation authority.**

39 If the majority of those voting in a referendum held pursuant to G.S. 105-510.6 vote
40 for the levy of the tax, the transportation authority may, by resolution, levy one-half
41 percent (1/2%) local sales and use taxes within the special district, in addition to any
42 other State and local sales and use taxes levied pursuant to law. In determining the
43 results of the election in a multi-county district, all the counties of the district shall be
44 considered to be one unit. Except as provided in this Part, the adoption, levy, collection,

1 administration, and repeal of these additional taxes shall be in accordance with Article
2 39 of this Chapter. In applying the provisions of Article 39 of this Chapter to this
3 Article, references to 'this Article' mean 'Part 2 of Article 43 of Chapter 105 of the
4 General Statutes'. Any repeal of the tax shall be done by the same procedure as its
5 enactment under section, and a petition for repeal under G.S. 105-473 shall be judged
6 by the total votes in all three counties.

7 **"§ 105-510.8. Expansion of district.**

8 If a special district established under this Part does not include all the counties in the
9 territorial jurisdiction of a transportation authority, it may be expanded to include an
10 additional whole county or counties by joint action of the board of trustees of the
11 transportation authority and the board of commissioners of the county or boards of
12 commissioners of the counties to be added, with the approval of the voters in the county
13 or counties to be added. The procedure for addition of a county or counties shall be the
14 same as for the initial creation of the district, but the referendum shall be held separately
15 within each of the counties to be added.

16 **"§ 105-510.9. Distribution and use of taxes.**

17 (a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each
18 transportation authority the net proceeds of the tax levied under this Part within the
19 special tax district, to be used for the benefit of that district.

20 (b) Use. – A transportation authority must expend the net proceeds distributed to
21 it in accordance with its financial plan adopted pursuant to G.S. 105-510.5 and use the
22 net proceeds only for financing, constructing, operating, and maintaining local public
23 transportation systems. The transportation authority shall use the net proceeds to
24 supplement and not to supplant or replace existing funds or other resources for public
25 transportation systems.

26 Part 4. Other Counties.

27 **"§ 105-510.12. Limitations.**

28 A county may not levy a tax under this Part unless the county or at least one unit of
29 local government in the county operates a public transportation system, or contracts
30 with a transportation authority to provide a public transportation system. In addition, a
31 county may not levy a tax under this Part unless it has developed a financial plan and
32 distributed it to each unit of local government in the county that operates a local public
33 transportation system. The financial plan must provide for equitable allocation of the net
34 proceeds distributed to the county in consideration of the identified needs of local public
35 transportation systems in the county, countywide human service transportation systems,
36 and expansion of public transportation service to unserved areas in the county.

37 **"§ 105-510.13 Local election on adoption of sales and use tax.**

38 (a) Resolution. – The board of commissioners of a county may direct the county
39 board of elections to conduct an advisory referendum within the county on the question
40 of whether a local sales and use tax at the rate of one-quarter percent (1/4%) may be
41 levied in accordance with this Part. The election shall be held on a date jointly agreed
42 upon by the boards and shall be held in accordance with the procedures of
43 G.S. 163-287. The board of commissioners shall hold a public hearing on the question
44 at least 30 days before the date the election is to be held.

1 (b) Ballot Question. – The form of the question to be presented on a ballot for a
2 special election concerning the levy of a tax authorized by this Article shall be:

3 '[] FOR [] AGAINST

4 One-quarter percent (1/4%) local sales and use taxes, in addition to the current local
5 sales and use taxes, to be used only for public transportation systems.'

6 **"§ 105-510.14. Levy and collection of sales and use tax.**

7 If the majority of those voting in a referendum held pursuant to this Part vote for the
8 levy of the tax, the board of commissioners of the county may, by resolution, levy
9 one-quarter percent (1/4%) local sales and use taxes in addition to any other State and
10 local sales and use taxes levied pursuant to law. Except as provided in this Part, the
11 adoption, levy, collection, administration, and repeal of these additional taxes shall be in
12 accordance with Article 39 of this Chapter. In applying the provisions of Article 39 of
13 this Chapter to this Part, references to 'this Article' mean 'Part 1 of Article 43 of Chapter
14 105 of the General Statutes'.

15 **"§ 105-510.15. Distribution and use of taxes.**

16 (a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each
17 taxing county the net proceeds of the tax levied under this Part by that county. If the
18 Secretary collects taxes under this Part in a month and the taxes cannot be identified as
19 being attributable to a particular taxing county, the Secretary shall allocate these taxes
20 among the taxing counties, in proportion to the amount of taxes collected in each county
21 under this Part in that month and shall include them in the quarterly distribution.

22 The Secretary shall distribute the net proceeds of the tax levied by a county on a per
23 capita basis among the county and the units of local government in the county that
24 operate public transportation systems. No proceeds shall be distributed to a county that
25 does not operate a public transportation system or to a unit of local government that
26 does not operate a public transportation system.

27 (b) Use. – A county must allocate the net proceeds distributed to it in accordance
28 with its financial plan adopted pursuant to G.S. 105-507 and use the net proceeds only
29 for financing, constructing, operating, and maintaining local public transportation
30 systems. Any other unit of local government may use the net proceeds distributed to it
31 under this Part only for financing, constructing, operating, and maintaining local public
32 transportation systems. Every unit of government shall use the net proceeds to
33 supplement and not to supplant or replace existing funds or other resources for public
34 transportation systems.

35 **"§ 105-510.16. Applicability.**

36 (a) This Part only applies in counties that meet one or more of the following
37 criteria:

- 38 (1) Have a population of 160,000 or over according to the most recent
39 decennial federal census.
- 40 (2) Are members of a regional transportation authority created pursuant to
41 Article 27 of Chapter 160A of the General Statutes.
- 42 (3) Are contiguous to Mecklenburg County.
- 43 (4) Are contiguous to Wake, Durham, or Orange County.

1 (b) This part does not apply to Durham, Forsyth, Guilford, Mecklenburg, Orange,
2 or Wake Counties."

3
4 CHAPTER III. Extension of Vehicle Registration Charge to Mecklenburg County.

5 **SECTION 3.** Section 6.2 of S.L. 1997-417, as added by Section 30 of S.L.
6 2006-162 reads as rewritten:

7 "**SECTION 3.1.** (a) A county authorized to impose a tax under Part 2 of Article 43
8 of Chapter 105 of the General Statutes, as enacted by Part 1 of this act, Statutes is
9 considered an authority under ~~under~~:

10 (1) Article 50 of Chapter 105 of the General Statutes, as enacted by
11 Section 3 of this act, and the board of commissioners of that county is
12 considered the board of trustees of the authority under Article 50.
13 G.S. 105-554 of Article 50 does not apply to the proceeds of a tax
14 imposed by a county considered an authority under this section. The
15 proceeds of a tax imposed by a county considered an authority under
16 this section must be transferred to the largest city in that county
17 operating a public transportation system and used only for financing,
18 constructing, operating, and maintaining a public transportation
19 system. The proceeds may supplant existing funds allocated for a
20 public transportation system. The term 'public transportation system'
21 has the same meaning as defined in ~~G.S. 105-506~~ of Article 43.
22 G.S. 105-506.

23 (2) Article 51 of Chapter 105 of the General Statutes, as enacted by
24 Section 4 of this act, and the board of commissioners of that county is
25 considered the board of trustees of the authority under Article 51. The
26 proceeds of a tax imposed by a county considered an authority under
27 this section must be transferred to the largest city in that county
28 operating a public transportation system and used only for financing,
29 constructing, operating, and maintaining a public transportation
30 system. The term 'public transportation system' has the same meaning
31 as defined in G.S. 105-506."

32
33 CHAPTER IV. Local Vehicle Registration Charge Adjusted for Inflation.

34 **SECTION 4.(a)** Effective July 1, 2008, G.S. 105-561(a) reads as rewritten:

35 "(a) Tax Authorized. – The board of trustees of an Authority may, by resolution,
36 levy an annual license tax in accordance with this Article upon any motor vehicle with a
37 tax situs within its territorial jurisdiction. The purpose of the tax levied under this

38 Article is to raise revenue for capital and operating expenses of an Authority in
39 providing public transportation systems. The rate of tax levied under this Article must
40 be a full dollar amount, but may not exceed ~~five dollars (\$5.00)~~ seven dollars (\$7.00) a

41 **SECTION 4.(b)** Effective July 1, 2008, G.S. 105-561(d) reads as rewritten:

42 "(d) Special Tax District. – If a regional transportation authority created under
43 Article 27 of Chapter 160A of the General Statutes has not levied the tax under this
44 section or has levied the tax at a rate of less than ~~five dollars (\$5.00)~~ seven dollars

1 (\$7.00) it may create a special district that consists of the entire area of one or more
2 counties within its territorial jurisdiction and may levy on behalf of the special district
3 the tax authorized in this section. The rate of tax levied within the special district may
4 not, when combined with the rate levied within the entire territorial jurisdiction of the
5 authority, exceed ~~five dollars (\$5.00)~~ seven dollars (\$7.00). The regional transportation
6 authority may not levy or increase a tax within the special district unless the board of
7 commissioners of each county in the special district has adopted a resolution approving
8 the levy or increase.

9 A special district created pursuant to this subsection is a body corporate and politic
10 and has the power to carry out the purposes of this subsection. The board of trustees of
11 the regional transportation authority created under Article 27 of Chapter 160A of the
12 General Statutes shall serve, ex officio, as the governing body of a special district it
13 creates pursuant to this subsection. The proceeds of a tax levied under this subsection
14 may be used only for the benefit of the special district and only for the purposes
15 provided in G.S. 105-564. Except as provided in this subsection, a tax levied under this
16 subsection is governed by the provisions of this Article.

17
18 CHAPTER V. Extension of Vehicle Registration Charge and Motor Vehicle Rental
19 Charge to Counties Contiguous to the Triangle and Mecklenburg County and to Other
20 Urban Counties
21

22 SECTION 5. Subchapter IX of Chapter 105 of the General Statutes is
23 amended by adding a new Article to read:

24 "Article 52. Urban County Vehicle Rental Tax and Registration Tax.

25 **"§ 105-557. Urban County Vehicle Rental Tax**

26 (a) This section only applies in counties that meet all of the following criteria:

- 27 (1) Has a population of 160,000 or over according to the most recent
28 decennial federal census.
29 (2) Is not a member of a regional transportation authority created pursuant
30 to Article 27 of Chapter 160A of the General Statutes.
31 (3) Is not contiguous to Mecklenburg County.
32 (4) Is not contiguous to Wake, Durham, or Orange County.

33 (b) This section does not apply to Durham, Forsyth, Mecklenburg, Orange, or
34 Wake Counties.

35 (c) A county is considered an authority under Article 50 of this Chapter, and the
36 board of commissioners of that county is considered the board of trustees of the
37 authority under Article 50.

38 (d) To the extent that any county does not levy the full percentage authorized by
39 Article 50 of this Chapter, any city located wholly within that county is considered an
40 authority under Article 50 of this Chapter, and may levy a percentage under that Article
41 as if it were an authority, such that the total gross levy of the county and city does not
42 exceed the maximum permitted by law. For that purpose, the governing board of that
43 city is considered the board of trustees of the authority under Article 50. If thereafter the
44 county levies a tax at a rate that, combined with the city rate, would exceed the

1 maximum, then the new county rate shall become effective on the first day of the next
2 fiscal year beginning at least 60 days after adoption, and that levy automatically reduces
3 the city rate on that date so the combined rate does not exceed the maximum.

4 (e) The proceeds of a tax imposed by a county or city considered an authority
5 under this section may be used by that county or city to operate or contract for the
6 operation of a public transportation system and used only for financing, constructing,
7 operating, and maintaining a public transportation system. The term 'public
8 transportation system' has the same meaning as defined in G.S. 105-506.

9 **"§ 105-558; Urban County Vehicle Registration Tax.**

10 (a) A county authorized to impose a tax under Part 4 of Article 43 of Chapter 105
11 of the General Statutes is considered an authority under Article 51 of this Chapter, and
12 the board of commissioners of that county is considered the board of trustees of the
13 authority under Article 51.

14 (b) To the extent that any county does not levy the full amount authorized by
15 Article 51 of this Chapter, any city located wholly within that county is considered an
16 authority under Article 51 of this Chapter may levy an amount under that Article (in
17 whole dollars) as if it were an authority, such that the total gross levy of the county and
18 city does not exceed the maximum permitted by law. For that purpose, the governing
19 board of that city is considered the board of trustees of the authority under Article 51. If
20 thereafter the county levies a tax at a rate that, combined with the city rate, would
21 exceed the maximum, then the new county rate shall become effective on the first day
22 of the next fiscal year beginning at least 60 days after adoption, and that levy
23 automatically reduces the city rate on that date so the combined rate does not exceed the
24 maximum.

25 (c) The proceeds of a tax imposed by a county or city considered an authority
26 under this section may be used by that county or city to operate or contract for the
27 operation of a public transportation system and used only for financing, constructing,
28 operating, and maintaining a public transportation system. The term 'public
29 transportation system' has the same meaning as defined in G.S. 105-506. Any levy by a
30 city under this section is in addition to any authority granted by G.S. 20-97 or any other
31 local act.

32
33 CHAPTER V. Extension of State Ports Tax Credit.

34
35 **SECTION 6.(a)** G.S. 105-130.41(d) reads as rewritten:

36 "(d) Sunset. – This section is repealed effective for taxable years beginning on or
37 after January 1, ~~2009~~ 2014."

38 **SECTION 6.(b)** G.S. 105-151.22(d) reads as rewritten:

39 "(d) Sunset. – This section is repealed effective for taxable years beginning on or
40 after January 1, ~~2009~~ 2014."

41 **SECTION 7.** This act is effective when it becomes law.

DURHAM – CHAPEL HILL – CARRBORO METROPOLITAN PLANNING ORGANIZATION

DRAFT POSITION PAPER

DRAFT LEGISLATION BILL 2007

CONGESTION RELIEF/INTERMODAL TRANSFER FUND

In 2007 the 21st Century Transportation Committee was formed by North Carolina Governor Michael Easley. The committee was charged with the responsibility to study the transportation infrastructure needs of the state. Some of the activities the committee was required to report on include:

- Innovative methods to fund transportation needs of the state including an examination of the traditional and non traditional methods of financing transportation infrastructure
- Local funding options for transportation.

One outcome of the 21st Century Transportation Committee is the draft proposed legislation that creates a fund for congestion relief to be distributed to eligible local governments and transportation authorities in the form of grants.

About Bill 2007 Congestion Relief / Intermodal Transfer Fund Legislation

The draft legislation authorizes and outlines the procedures for local elections to adopt a sales and use tax with proceeds being used to support transportation authorities and systems. It also extends the authority for motor vehicle registration fees as well as the motor vehicle rental charge to additional counties. It is expected that if approved by the 21st Century Transportation Committee, this draft legislation will be introduced in the short session of the legislature.

The basic provisions of the bill authorize several funding options at the local level and the creation of a capital fund at the state level for congestion mitigation. Under the proposed legislation the capital fund would be available to transit systems in the Triangle region of the state. Local funding options include:

1. Increasing vehicle registration fees from the current \$5.00 to \$7.00.
2. Authorizing a motor vehicle rental charge not to exceed 5% in several counties.
3. Authorizing a ½ cent sales tax to be introduced in the three largest urban areas of the state, one of them being the Triangle.
4. The authority to call for a referendum to level a ¼ cent sales tax in selected counties that are contiguous to the three urban areas in the state and in counties with populations over 160,000.

In its current form this legislation authorizes the regional transit provider in the triangle area (Triangle Transit) to seek a referendum to implement a ½ cent sales tax in the

counties of Wake, Orange and Durham. It would be necessary to receive the concurrence of the County Boards of Commissioners in each county in order to offer the referendum. The legislation also requires that a detailed financial plan for the use of the sales tax be prepared. The sales tax will be levied on only non essential items excluding food and medicine.

The position of the Durham-Chapel Hill-Carrboro MPO

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization supports legislation that provides funding or encourages public transportation initiatives at the federal, state or local level. This draft legislation is seen as a positive step for meeting the adopted missions and goals of the 21st Century Committee and is deserving of support.

While the Metropolitan Planning Organization applauds the efforts to develop this legislation and supports the overall philosophy of the legislation, we believe that the legislation could be improved to ensure that the legislation is a positive step for all transit systems in the Triangle area. Predictable, consistent sources of funding are necessary for transit systems to adequately plan for future growth and service improvements. The implementation of this significant legislation should be concerned with the needs of all transit systems in the region.

The current structure of this legislation provides opportunities for all urban transit systems to generate predictable funding except for the urban transit systems operating within a regional urban district. As a result, the urban systems within the Triangle Transit district find themselves at a disadvantage because they don't have the ability to introduce legislation to provide long term predictable funding. This is a short fall in the legislation that needs correction.

The following points are offered for consideration as potential improvements to ensure that there is benefit to regional and local transit systems from this legislation.

1. Identify a portion of funding for local transit operation that ensures steady, dependable levels of funding to support local bus operations
2. That this source of alternative funding not be used to supplant local funding already committed for public transit
3. Include provisions that local jurisdictions that operate public transit systems be required to approve the financial plan.
4. The financial plan must be consistent with the MPO's adopted Long Range Transportation Plans.

The Congestion/Intermodal Transfer Fund is a significant piece of legislation that could take great steps to provide long term predictable funding to our state's public transportation systems. We do not have an opportunity to support this type of legislation very often. It is imperative that this legislation be drafted in such a way that it provides a benefit to all transit systems.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: May 14, 2008

RE: 21st Century Committee – Congestion Relief/Intermodal Transportation
Fund – Minority Report

At the April TAC meeting, the TAC requested that the TCC develop a list of principles to be included in the proposed Congestion Relief/Intermodal Transportation Fund to address the DCHC MPO's concerns. The TCC subcommittee created a draft position paper (Attachment 10B) and this was discussed at the April TCC meeting. The TCC endorsed the draft position paper on a split vote. Triangle Transit and Triangle J Council of Governments voted against the position paper due to the following concern.

Minority Report

The draft position paper advocates for adding a requirement that local jurisdictions that operate public transit systems approve the financial plan. This would provide all of these local governments veto power over the plan. In the Triangle, currently Raleigh, Durham, Cary, and Chapel Hill operate their own transit system. In the future, more local governments may provide local transit service. There is a concern that local governments may be more concerned with their local transit systems and not prioritize regional transit service. There are synergies between local and regional transit service that local governments may not realize or consider in their decision.

By providing municipalities that operate transit systems veto power, there will be a strong push to add more funding for local transit service in the financial plan. There is a concern that this will decrease funding available for regional projects. Providing funding for regional projects in the State's three urban regions is one of the primary purposes of the bill.

The current bill already requires that counties approve the scheduling of the referendum. Adding approval by municipalities further increases the number of governments that must agree to the financial plan. This adds complexity and increases coordination requirements.

Triangle Transit and Triangle J Council of Governments did not object to the other points outlined in the draft position paper.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 14, 2008

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

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 approve Targets – February 2008
- ✓ TAC review Deficiency Analysis – March 2008
- TAC review Land Use Scenarios – May 2008
- TAC review LRTP Alternatives – June 2008

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Field survey completed. Analysis 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
- ✓ Kick-off meeting held in October
- ✓ Project underway

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 spring of 2008
- Notice to proceed in spring 2008
- Completion of Project expected in spring of 2009.

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
- Draft report complete
- Presentation at June TAC

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

- Project underway
- Projected to be completed in spring of 2008

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 completed.
- Level of Service analysis and draft report completed.
- Development of CMS performance measures and guidelines likely to be completed in winter 2008.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done in winter 2008.
- Draft CMS State of System Report likely to be done in winter 2008.
- Public Comment and local review in spring 2008.
- Adoption anticipated in spring/summer 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 I (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 2008.

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, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - Spring 2008

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 5/1/2008

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
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%	100%	5/1/2008
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	Cadmus Capehart, PE	(919) 840-0914	6/15/2008	58%	25.2%	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.	Jeff Allen, PE	(919) 733-9499	10/1/2008	42.5%	49.2%	10/1/2008
DURHAM / WAKE	U-4026A/B 2904	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	Jeff Allen, PE	(919) 733-9499	11/1/2009	33.4%	45.8%	11/1/2009
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	8.5%	10.8%	8/1/2010
DURHAM	2008 RESURF	US-501, NC-55, SR	RESURFACING AND SHLDR RECONSTR. OF US-501, NC-55 AND 14 SECTIONS OF SECONDARY RDS	\$ 3,389,883.53	21.5 miles	C C Mangum Company LLC	Cadmus Capehart, PE	(919) 840-0914	8/1/2008			
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	\$ 539,350.81	0.067 miles	SMITH-ROWE, INC.	Aaron V. Earwood, PE	(919) 220-4680	11/10/2008			
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,174,705.74	0.284 miles	Mountain Creek Contractors, LLC	Cadmus Capehart, PE	(919) 840-0914	5/15/2009			

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 5/1/2008

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date			
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK ON PICKETT ROAD (SR-1303)	\$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008			
DURHAM / WAKE	2008-RESURF	US-70	WIDENING, RESURF. AND SHLDR RECONSTR. OF US-70 W OF ANGIER AVE TO W OF ANGUS DR	\$ 2,000,000.00	4.39 miles	M. KNEIS	(919) 220-4600	5/20/2008			
DURHAM	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55	\$ 223,238.50		B. UPSHAW	(919) 220-4600	spring 2008			
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	\$ 493,065.78		B. UPSHAW	(919) 220-4600	spring 2008			
DURHAM	U-3309A	TW ALEXANDER DR	WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147	\$ 8,900,000.00	1.072 miles	J. MOORE	(919) 250-4016	2/17/2009			

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

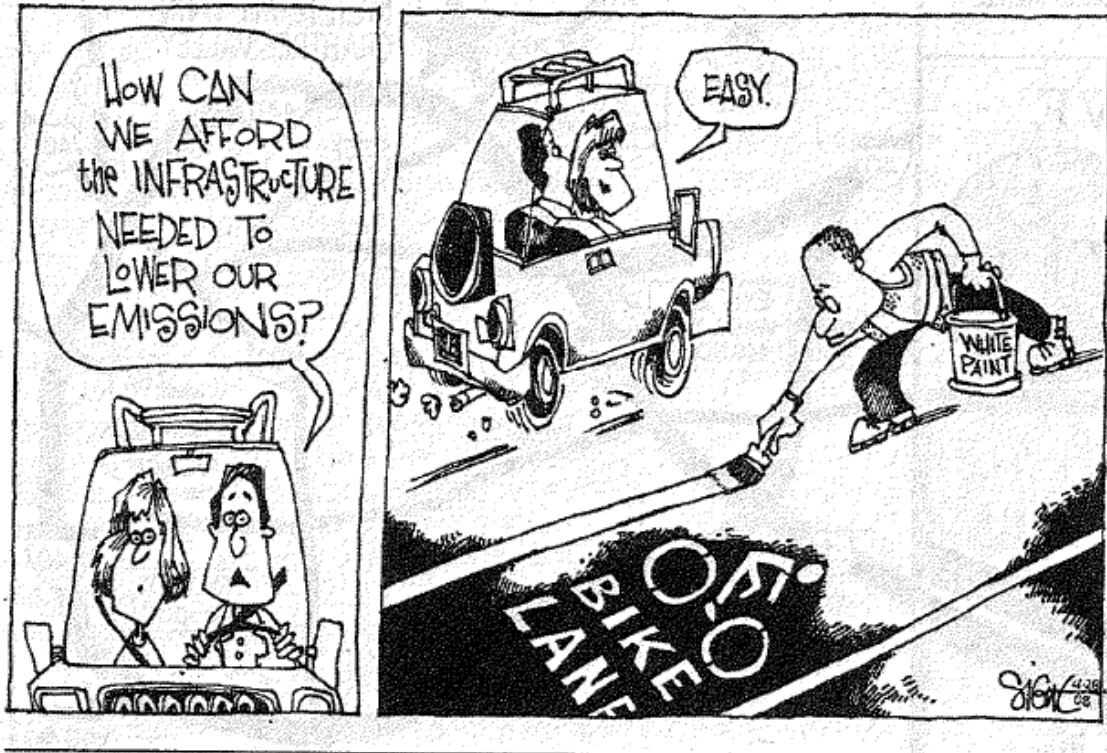
PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCH/MPD 5/5/08 Attachment 14

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION; Install mast arm	\$110,000.00	Signal plans & specs. rec'd.- Proposal pending
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	\$200,000.00	Barrett, Irvin & Jordan Contr., Inc.; available 4/15/08
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 underway
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 include as part of large STP- DA sidewalk contract for Nash St.- Enc. Agreement under review
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	Bids open 5/12/08 Avail 6/2/08 Compl. 8/8/08
Orange	41953	SR 1733 (Weaver Dairy Rd.) @ SR 1737 (Sunrise Dr.)	Install a traffic signal	\$75,000	Signal installed- to be operable by 5/30/08
Orange	41966	I-85/I-40 Weigh Station	Mill and pave lanes of I-40 WB/ I-85 SB at the Orange County Weigh Station near Efland.	\$100,000	APAC-Atlantic, Thompson Arthur Div.; Avail. 3/17/08 Compl. 5/30/08
Orange	42037	SR 1939 (Damascus Ch. Rd.) 0.8 mi. west of SR 1919 (Smith Level Rd.)	Install guardrail at Pipe# 89	\$17,000	Req. by OWASA; District POC
Orange	42038	SR 1005 (Greensboro - Chapel Hill Rd.) approx. 1.6 mi. west of SR 1942 (Jones Ferry Rd.)	Install guardrail at Bridge# 85	\$11,000	Req. by OWASA; District POC
Orange	42039	SR 1115 (Bradshaw Quarry Rd. 0.4 mi. west of SR 1114 (Buckhorn Rd.)	Install guardrail at Bridge# 33	\$30,000	Req. by OWASA; District POC

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCH/MPD TAM/08 Attachment 14

Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove-Calvander Rd.)	Install guardrail at the culvert	\$24,000	Req. by OWASA; District POC
Orange	7CR.10681.14 7CR.20681.14 7C.068081	4 sections of NC 54 and ramps and 5 sections of secondary roads	Milling, resurfacing, pavement markings, and shoulder reconstruction		S.T. Wooten Corp.; to begin 7/1/08 ICD 8/8/08 Compl. 10/31/08; FA patching underway
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	Design=90% compl.; to R/W 6/20/08
Orange	SF-4907 C 41698.1	NC 57@ NC157 near Hillsborough	Install center traffic islands with stop signs on NC 157	\$7,000 PE	Design=90% compl.; to R/W 6/20/08
Orange	SS-4907E 41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	\$173,000.00	APAC-Atlantic, Thompson Arthur Div.; to begin 5/5/08 Compl. 6/27/08
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	Bids open 5/12/08 Avail 6/2/08 Compl. 8/8/08
Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	98% complete; open to traffic 1/8/08; Rev. compl 5/30/08
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million to be revised	Jan. 20, 2009
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$675,000.00	July 15, 2008
Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Jan. 20, 2009
Orange	R-4468	I-85/I-40 Weigh Station	Upgrade weigh in motion technology on SBL/WBL	\$1.0 million	June 16, 2008



Traffic seen splitting Triangle

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Apr 3, 2008

DURHAM -- Absent a multibillion-dollar investment in roads and public transit, traffic congestion will likely divide the Triangle west and east by 2035 and make it difficult for people to reach the region's job centers, planners say.

If trends hold, the afternoon drive from Research Triangle Park to Apex, Cary and Raleigh would likely be anywhere from 15 to 30 minutes longer than it is now, according to an analysis by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

Driving to points west would be easier, but it would still take longer than it does now to reach places like Hillsborough and Carrboro from RTP at the end of the workday, the group's analysis suggests.

Planners presented their work to a group of Durham city and county elected officials Wednesday.

"Employers in RTP would probably be interested in where their labor market is and where they're going to see problems," said Andy Henry, a planner who works in the city transportation office.

Elected officials who serve on the Joint City/County Planning Committee agreed.

"This has huge implications not just for our transportation needs, but all our land-use planning and economic development," said City Councilman Mike Woodard, who chairs the group.

Henry and other officials in the transportation office do believe it's possible to preserve the

mobility Triangle residents have now. But fighting congestion would have a price: about \$3 billion in road improvements and another \$3 billion to beef up public transit.

Even with that, "we're still going to have more congestion," Henry said.

But planners concede that it's far from guaranteed that the state and federal governments will plow that much money into the area.

Their worst-case numbers assume continued population growth, and that the only road improvements that take place are the ones the N.C. Department of Transportation is firmly committed to already.

Further complicating the picture is the likelihood that inflation will continue to erode the department's buying power. Increases in the cost of steel, concrete and other have far outstripped the growth of transportation spending.

Henry's presentation -- which featured data he's compiled for a scheduled update of area road and transit plans -- highlighted the possible effects on traffic between Durham and Wake counties.

But it also suggested that there would be as many problems reaching RTP from Chatham County. Worst-case, the drive from RTP to Pittsboro could wind up taking an hour instead of the 40 minutes or so it does now.

A separate analysis not shown to the joint planning committee on Wednesday suggested planners aren't expecting a huge change in people's driving habits.

They figure that about 58 percent of the people commuting to work in the area will do so alone in some sort of automobile, and that about 39 percent will carpool. The remainder will rely on public transit.

Nonetheless, an investment in transit would more than double ridership on the area's major bus systems, pushing their average weekday passenger load from about 81,000 riders to about 191,000, planners estimate.

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Sales tax considered for transit in Triangle

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Apr 10, 2008

DURHAM -- A study group appointed by the leaders of the state House and Senate may ask legislators to give the Triangle and the Triad the same authority to levy a half-percent sales-tax surcharge for mass transit that Mecklenburg County already possesses.

Supporters and General Assembly staff members have begun writing a bill that would implement the proposal. Triangle Transit Authority officials David King and Wib Gulley briefed local officials on the move Wednesday.

They cautioned that the bill's provisions remain unsettled, and said officials have to monitor and shape its development.

"I would characterize this piece of legislation as being still in the early innings of the game," said King, TTA's general manager.

The draft would tie any use of the tax authority to the ability of officials in this area, Greensboro and Winston-Salem to develop financing, gain support from county governments and secure voter approval via referendum.

Officials in Charlotte used their sales-tax surcharge to finance construction of a new commuter-rail line that opened late last year.

Voters there approved the levy by a 58 percent to 42 percent margin in 1998, and reiterated support for it last year 70 percent to 30 percent.

The draft bill is an outgrowth of the work being done by the "21st Century Transportation Committee" appointed last October by N.C. Senate President Pro Tem Marc Basnight, D-Dare, and N.C. House Speaker Joe Hackney, D-Orange.

The group has yet to settle on its recommendations, but a subcommittee assigned to study rail options favors asking for the expansion of the sales-tax authority. Mecklenburg is the only county the General Assembly allows to levy a sales-tax surcharge to pay for transit.

At least some officials in the Triangle have wanted the same power for a while now, to help pay for rail and bus links between Raleigh, Cary, Durham and Chapel Hill. The latest estimates suggest that building and operating an extensive regional transit network would consume \$8.2 billion by 2035.

Greensboro and Winston-Salem officials also are said to be interested in building a rail link between their cities.

The still-being drafted bill would also give counties bordering the Triangle, the Triad and Charlotte the authority to levy quarter-percent sales-tax surcharges for transit, again with voter approval.

Backers further want to standardize existing levies on vehicle registrations and car rentals that now vary by region.

Their broader vision calls for the state to pick up a quarter of the bill for building regional transit systems in the three urban areas, an effort they think would cost about \$2 billion over the next 12 years. Regions receiving state subsidies would have to match them.

Local officials briefed Wednesday were interested but not willing to immediately jump on board. They fretted about what might happen here if officials in Wake, Durham and Orange counties can't agree on a single transit plan.

It would be possible, under the provisions of the draft bill, for the two halves of the Triangle to go their separate ways. But officials aren't convinced that would fly with voters.

A multibillion-dollar transit network is "going to be a very hard sell to voters in all three of these counties if it's not truly regional," Durham City Councilman Mike Woodard said after the briefing.

Most of the discussion during the briefing focused on the possibility that officials in Wake County might go in a different direction.

Wake is home to about 68 percent of the region's people, and its leaders might not like having sales-tax proceeds from their county spent elsewhere in the three-county region.

At the very least, they'd oppose having it "spent in a way inconsistent" with their own vision of a

transit system, King said.

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No NC governor's candidates eager to raise taxes for transportation costs

Apr 21, 2008

RALEIGH, N.C. (AP) -- Urban drivers are stuck in traffic. Rural residents are waiting for their local highway to get a needed widening. By one estimate, North Carolina is \$65 billion short of the money it needs to fix those road woes and the many others that will pop up in the next 20 years.

But none of the major-party candidates for governor are eager to impose new taxes or fees to make up the difference. Instead, in recent surveys and interviews with The Associated Press, they said their demands of accountability and improvements in bureaucratic efficiency will be enough to start North Carolina down the path to reclaiming its place as the "Good Roads State."

"Before we start talking about any more holes to fill, I want to get that thing running as lean as possible, where people can trust that the money that's going there is being spent wisely," said State Treasurer Richard Moore, one of the Democratic candidates. "I don't think people think that today."

There may not be a more popular target for disdain this election year than the state officials who made decisions about North Carolina's roads. Any discussion with the candidates about transportation invariably leads to their failings, especially those of the state Board of Transportation.

Many of the candidates specifically said the board takes politics -- rather than practical considerations such as congestion or the potential for economic development -- into account when choosing which road-building projects will move forward.

"Political pork drives their calendar," said Republican attorney Bill Graham. "I think if you're on the DOT board or you're in a position of power, you get your road project first and everything else will just have to wait until they get down to it."

Current board members have given hundreds of thousands of dollars to state political campaigns since 2000, and Moore has made an issue of his pledge to bar board members from taking part in political fundraising.

Charlotte Mayor Pat McCrory, a Republican, said he would appoint board members who are experts in construction, land-use planning and business so they can make sound decisions based on the recommendations of Department of Transportation staff.

The Department of Transportation doesn't fare much better in the eyes of the candidates than the board. A recent State Auditor's performance report of the department found \$152 million wasted on road projects in three years, while an outside review included comments from employees who believe their agency is too political and needlessly delays projects.

"North Carolina's system is essentially getting away from our managers," said David Hartgen, professor emeritus at the University of North Carolina at Charlotte, who performs an annual examination of transportation trends among the state. Hartgen ranked North Carolina eighth in the nation in overall highway ratings in 1990. In 2005, it ranked 31st.

Lt. Gov. Beverly Perdue, Moore's chief Democratic rival, said the department uses an "outdated,

overly centralized decision making model." It instead should use the expertise in the department's 14 regional divisions to manage and work with local governments to complete urgent projects.

"On even simple things like purchasing and oversight, everything is done at the state level," Perdue said. "There's just innate inefficiency (in) controlling a bureaucracy that's that large from one office in Raleigh."

For much of the 20th century, North Carolina was considered a leader in road building and maintenance, earning the proud label of the "Good Roads State." But this decade, the state -- second only to Texas in the number of miles of state-maintained roads -- has struggled under the weight of a surging population and a relatively flat revenue source in its gasoline tax, a key source of road-building dollars. At the same time, the costs of oil-based construction materials such as asphalt has soared.

"That's where we are today. We are in an unsustainable situation," said Beau Mills, chairman of NC Go!, a coalition of local governments and road-building trade groups pushing for more road money.

While the candidates generally consider new taxes or fees to be more or less off the table in the short term, ending the \$172 million annual transfer from the state's Highway Trust Fund to the state's general fund is a popular idea. The trust fund, created in 1989 and funded mostly by state taxes on gasoline and car sales, pays for the construction of urban Interstate loops, to widen four-lane highways and improve secondary roads.

"You can't tax the public for roads and construction, rob the fund and then cry because you don't have money. This is utter nonsense," said Democratic candidate Dennis Nielsen, a retired Air Force colonel.

Moore is skeptical about eliminating the transfer, since it might lead to an overall shortfall in the state budget. GOP candidate Bob Orr, meanwhile, believes all additional road-building dollars should be held back until the Department of Transportation has proven it can wisely spend what it has.

"Throwing more money at a broken system can only result in more waste," said Orr, a former Supreme Court justice. "The state is losing hundreds of millions of dollars simply because the N.C. DOT cannot deliver the transportation program it is charged with."

Sen. Fred Smith, another GOP candidate and chief executive of an asphalt paving company, plans to put forward a \$4 billion road-building bond if elected. He believes the bond, combined with some toll roads and efforts to reduce waste, would pay for the state's immediate transportation needs. (Smith has said the company won't bid on state government contracts if he becomes governor.)

Perdue said she was willing to consider letting counties and cities raise money on their own to make local transportation improvements, so long as voters approve. McCrory supported such an idea in 1996, when Mecklenburg County voters signed off on a half-cent sales tax increase helped build Charlotte's new light-rail line. He said any statewide tax for transportation must also go on the ballot.

"And I've got a record of doing just that," he said. "I've shown the plan to the people and taken it to the ballot."

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

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

April 3, 2008

Terry C. Arellano, P.E.
 NC Department of Transportation
 Transportation Planning Branch
 1554 Mail Service Center
 Raleigh, NC 27699-1554

Re: Congestion Mitigation and Air Quality Applications
 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Dear Ms. Arellano:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is submitting the enclosed Congestion Mitigation and Air Quality (CMAQ) Project Applications for consideration. These applications make use of the DCHC MPO's CMAQ balance of \$4,545,448 through FY 2012.

The following projects were endorsed by the DCHC MPO Transportation Advisory Committee on January 9, 2008. Please note that the yearly funding for the project from Triangle J Council of Governments in the table below has been revised from the letter dated March 31, 2008.

Project	Funding Year (All figures represent the 80% federal funding requested)				Total
	2009	2010	2011	2012	
Durham Area Transit Authority Additional capital funding to address a funding shortfall for a previously approved CMAQ project to purchase five hybrid electric buses for service expansion.	\$397,995 capital				\$397,995
Durham Area Transit Authority Capital funding for the purchase of two hybrid electric buses to operate on a new route and a portion of operating assistance for two years.	\$864,000 capital \$237,911 operating		\$247,427 operating		\$1,349,338

Chapel Hill Transit Capital funding for the purchase of two hybrid electric articulated buses to operate on an existing route and a portion of operating assistance for three years.	\$1,360,000 capital \$90,868 operating	\$93,767 operating	\$96,758 operating		\$1,641,394
Triangle J Council of Governments Transportation Demand Management Services	\$275,073	\$303,882	\$278,801	\$298,965	\$1,156,721
Total					\$4,545,448

All of the funding for these projects meets the new federal requirement that a minimum of eighty percent is federally funded.

Should you have any questions, please do not hesitate to contact me at 919.560.4366. Complete application packets are enclosed.

Sincerely,

Felix Nwoko
Transportation Planning Manager

enclosures

cc: TAC Members
Steve Spade, Chapel Hill Transit
Steve Mancuso, DATA
John Hodges-Copple, Triangle J COG



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Member Governments

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

April 25, 2008

Mr. Ken Spaulding
 NC Department of Transportation
 Board of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Re: FY 2009-2015 Transportation Improvement Program

Dear Mr. Spaulding:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) greatly appreciates your efforts to provide funding for our area's transportation priorities in the FY 2009-2015 Transportation Improvement Program (TIP). We know that transportation funding is scarce and that there are many important needs across the State and within Division 5. In Durham County, the DCHC MPO has designated the East End Connector as our highest priority highway construction project.

Consistent with the DCHC MPO's high prioritization of the East End Connector, the City of Durham and Durham County members of the Transportation Advisory Committee would like to request that additional funding be applied to this project in order to accelerate the construction schedule in the FY 2009-2015 TIP. We realize that there is currently no additional loop funding and that this additional funding will be subject to the equity formula. Although Durham has received little loop funding compared to other eligible cities and we would strongly prefer to use loop funding for this project, we understand that at this time the only way to accelerate this project is to use equity funding. Our expectation is that these additional equity funds will be used to accelerate construction from beginning in FY 2014 to beginning in FY 2013. The right-of-way schedule will remain unchanged beginning in FY 2010.

We hope that this unprecedented use of equity funding on a loop eligible project sends a strong message to the Board of Transportation that the East End Connector is a critically important project that must be fully funded and completed as soon as practicable. It is our understanding that if additional loop funding is not forthcoming to fully fund the East End Connector these equity funds could be reallocated to other high priority projects in Durham. Thank you again for your efforts to advocate for Durham's transportation priorities.

Sincerely,

Mark Ahrendsen, Chair
 Technical Coordinating Committee

Cc: Mike Stanley, NCDOT TIP Unit
Wally Bowman, NCDOT Division 5
Beverly Robinson, NCDOT PDEA
Derrick Weaver, NCDOT PDEA
DCHC MPO TAC