

**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

**August 12, 2009
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. May 13, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the May 13, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the May 13, 2009 TAC meeting.

**6. American Recovery and Reinvestment Act of 2009
(Attachment 6, 6A, 6B, 6C, 6D, 6E)
Ellen Beckmann, LPA Staff
Maricia Brown, LPA Staff**

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The funding is up to 100 percent federal with no local match requirements. The funds are provided through existing funding programs such as Surface Transportation Program (STP), Surface Transportation Program Direct Attributable (STPDA), and the Section 5307 transit program.

In March, the DCHC MPO approved a resolution adopting an administrative modification to the 2009-2015 Metropolitan Transportation Improvement Program to include the first wave of STP ARRA projects. In April, the DCHC MPO approved a resolution adopting an administrative modification to the 2009-2015 Metropolitan Transportation Improvement Program to include the second wave of STP, STPDA, and Section 5307 ARRA projects.

Attachment 6 is a memo on the American Recovery and Reinvestment Act of 2009. Attachment 6A is a resolution adopting Amendment #7 to the FY 2009-2015 MTIP needed for four ARRA projects and one project funded with both ARRA STPDA and regular STPDA. Attachment 6B is a set of tables displaying projects that the TAC approved for the STP, STPDA, and Section

5307 ARRA funds. This table also includes the implementation milestones that will be tracked for STPDA and Section 5307 ARRA projects. Attachment 6C is a letter from the House Transportation and Infrastructure Committee on their oversight of ARRA projects. Attachment 6D is a resolution endorsing NCDOT's applications for ARRA High Speed Rail funds. Attachment 6E is a map of the high speed rail projects proposed for the DCHC MPO area.

TCC Recommendation: That the TAC approve Attachment 6A, resolution to amend the FY 2009-2015 MTIP. Recommend that the TAC approve Attachment 6D, resolution to support NCDOT's application for ARRA funding for high speed rail.

TAC Action: Approve Attachment 6A, resolution to amend the FY 2009-2015 MTIP. Authorize MPO and local staffs to work with NCDOT on reassigning ARRA STPDA funds to resurfacing or transit projects if needed. Approve Attachment 6D, resolution to support NCDOT's application for ARRA funding for high speed rail.

7. FY 2013-2017 Congestion Mitigation Air Quality Call for Projects

(Attachment 7, 7A, 7B)

Ellen Beckmann, LPA Staff

Congestion Mitigation Air Quality (CMAQ) funds are provided to air quality non-attainment and maintenance areas for activities that will reduce congestion and improve air quality. In November 2008, the North Carolina Department of Transportation (NCDOT) announced a revised process for the selection of CMAQ projects. NCDOT also set schedules and deadlines for the selection of projects for FY 2013 through 2017 CMAQ funding for the FY 2012-2018 Transportation Improvement Program (TIP). The NCDOT has requested that MPOs and RPOs submit a prioritized list of CMAQ project proposals by October 30, 2009. This list must be submitted via NCDOT's Strategic Planning Office of Transportation. The MPO also must provide a proposed funding schedule for the CMAQ projects that approximately corresponds with the MPO's annual CMAQ target.

The DCHC MPO has approximately \$10,101,845 of CMAQ funding available for FY 2013 through 2017. This corresponds with an annual CMAQ target of \$2,020,369. Local governments submitted CMAQ applications by June 24, 2009. These applications were reviewed by the TCC. Attachment 7 is a memo on the CMAQ call for projects. Attachment 7A is a resolution endorsing candidate CMAQ project proposals for FY 2013-2017 with a table displaying the TCC's recommendation. Attachment 7B is an alternative to the TCC recommendation

TCC Recommendation: That the TAC approve the priority order of projects and funding schedule shown in the table attached to the resolution endorsing candidate CMAQ project proposals for FY 2013-2017 (Attachment 7A).

TAC Action: Approve the resolution endorsing candidate CMAQ project proposals for FY 2013-2017 including the priority order of projects and funding schedule shown in the attached table (Attachment 7A).

8. Comprehensive Transportation Plan**(Attachment 8)****Andy Henry, LPA Staff**

The Lead Planning Agency (LPA) and an Orange County planning group have been meeting to coordinate the CTP efforts for the DCHC MPO and Orange County. Attachment 8 is a draft of the tasks and timeline for the MPO's CTP. The most important points of this timeline include:

- While developing the 2035 Long Range Transportation Plan (2035 LRTP), the MPO has already completed many of the tasks necessary for the CTP, such as travel demand modeling and a deficiency analysis.
- The TAC will adopt the CTP for the area in the MPO's planning area, and the Orange County Board of Commissioners (BOCC) will adopt the CTP for the area of Orange County that is not in the DCHC MPO or Burlington-Graham MPO.
- The timeline assumes that the TAC will receive items at a meeting that is at least one month before they are requested to take action on the item.
- The TAC is scheduled to adopt the CTP in May 2010.

TAC Action: Receive update on the Comprehensive Transportation Plan (CTP)

REPORTS:**9. Report from the TAC Chair****Mike Woodard, TAC Chair**

TAC Action: Receive Report from TAC Chair

10. Report from Staff**(Attachment 10)****Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

12. NCDOT Report**(Attachment 12)****Wally Bowman, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT****Bill Barlow, PTD – NCDOT**

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

13. Recent News Articles and Updates
(Attachment 13)

14. Legislative Updates on FY 2010 Appropriations Bill
(Attachment 14)

15. Letters to Town of Cary and Chatham County re American Tobacco Trail
(Attachment 15)

Adjourn

Next meeting: September 9, 2009

TAC Directives to Staff

06/11/03 – 12/31/07 (Pending/In Progress/On Going)

01/01/08 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
8/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – Staff to bring back proposal for MAB expansion prior to the next LRTP update.
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
2/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress:</u>
3/12/08	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.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
4/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	<u>Completed:</u> See Attachment 6C of 5/14/08 TAC Agenda.
4/09/08	Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category	<u>Completed:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. See Attachment 7 of 10/8/08 TAC Agenda.
4/09/08	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.
5/14/08	Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA.	<u>Completed:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.

6/11/08	Send a letter to the NC Turnpike Authority expressing the TAC's concerns regarding Triangle Parkway.	<u>Completed:</u> See Attachment 18 and 18A of the 8/13/08 TAC agenda.
6/11/08	Send a letter to the MPO's state delegation stating the MPO's position on the Triangle Parkway.	<u>Completed:</u> See Attachment 17 of the 8/13/08 TAC Agenda.
8/13/08	Work with NCDOT to amend the 2009-2015 TIP to address transit project errors.	<u>Completed:</u> See Attachment 8 of 10/8/08 TAC Agenda.
11/12/08	Provide an accounting for the rental car taxes collected by Triangle Transit	<u>Completed:</u> See Attachment 17 of 12/10/08 TAC Agenda.
11/12/08	Develop a recommendation for the overlapping project issues for the final FY 2011-2017 TIP Regional Priority List	<u>Completed:</u> See Attachment 6 of 1/14/09 TAC Agenda.
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> NCDOT is currently reviewing the issue including meeting with stakeholders.
12/10/08	Respond to the issues raised by the TAC on the final 2035 LRTP	<u>Completed:</u> See Attachment 7 of 1/14/09 TAC Agenda and Attachment 6 of 2/11/09 TAC Agenda.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.

41 **PRELIMINARIES:**

42 **Adjustments to the Agenda**

43 Mark Ahrendsen stated that handouts were distributed at the beginning of the meeting and the
44 handouts will be discussed during the agenda items.

45 **Public Comments**

46 Jill Stark with FHWA stated that she just completed the CAMPO certification review and wanted
47 to update the TAC because there are three commendations that involve DCHC. One commendation is
48 for the air quality conformity process; the second is for the STAC report on transit; and the last is for the
49 joint LRTP. They are outstanding examples of coordination to be recognized.

50 Mike Woodard stated that is due to the great work that our staff continues to do.

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

52 The Directives to Staff are attached for review.

53 **April 8, 2009 TAC Meeting Minutes (Attachment 5)**

54 Alice Gordon made an amendment to line 274 on the minutes. It should read "Alice Gordon
55 asked questions about the progress and status of the Durham and Orange County transit plans." A
56 motion was made by Sally Kost and seconded by Mike Gering to approve the April 8, 2009 TAC Meeting
57 Minutes with the submitted amendments by Lydia Lavelle and the amendment made by Alice Gordon.
58 The motion carried unanimously.

59 **2035 Long Range Transportation Plan and Air Quality Analysis and Conformity Determination Report**
60 **(Attachment 6 and 6A)**

61 Andy Henry provided an introduction and update on the 2035 Long Range Transportation Plan
62 and Air Quality Analysis and Conformity Determination Report, along with the attachments.
63

64 Andy Henry distributed an Executive Summary and the Air Quality Analysis and Conformity
65 Determination Report – Appendix 6 at the beginning of the meeting which was not included in the
66 report. Andy Henry provided an overview of the changes.

67 Alice Gordon asked what the process is for fixing typos and Andy Henry stated they will make
68 the changes and post an updated report on the website. Alice Gordon stated that on page 57, it should
69 read 29 citizen members and 9 ex-officio members. On page 63, change the date of the Orange County
70 bicycle plan to the year 1999. Alice Gordon wants to confirm that Mt. Carmel Church Road bus service is
71 included in the bus route service table in the appendix. On page 4-20 and 4-30, Mt. Carmel Church
72 Road should include bicycle lanes. Ms. Gordon also stated staff needs to make sure that the DCHC text
73 is in green.

74 A motion was made by Alice Gordon and seconded by Lydia Lavelle to approve the resolution
75 adopting the 2035 Long Range Transportation Plan and the resolution finding the 2035 Long Range
76 Transportation Plan and FY 2009-2015 Metropolitan Transportation Improvement Plan in conformity
77 with the North Carolina air quality implementation plan. The motion carried with Sally Kost voting
78 against the motion.

79 Alice Gordon recognized the significance of developing the joint 2035 LRTP. She commended
80 the effort of staff and the TAC for developing one coordinated regional document and noted that this is
81 a historic accomplishment for the Triangle region. Mike Woodard did so as well.

82 **Job Access Reverse Commute and New Freedom – 2009 Call for Projects (Attachments 7 and 7A)**

83 Ellen Beckmann provided an introduction for the Job Access Reverse Commute and New
84 Freedom – 2009 Call for Projects, along with the attachments.

85 Ellen Beckmann stated that the TCC recommendation for JARC includes funding for continuation
86 of Chapel Hill Transit's NS & G evening service although one of the requirements is that the proposed
87 project be a new or expanded service or program. The CHT project is a continuation of existing service

88 that we funded with JARC funds last year. Due to the budget situation this year, the TCC is
89 recommending being lenient on that requirement to allow a continuation of funding for that program.

90 Lydia Lavelle asked when projects that are approved today by the TAC can be implemented.

91 Felix Nwoko stated the jurisdictions must request the grant from FTA.

92 Michael Page asked if there is coordination with the Durham Workforce Development Board.

93 Pierre Osei-Owusu stated there has not been coordination, and Mark Ahrendsen stated this is a great
94 opportunity that the Workforce Development Board may not be aware of and that coordination could
95 benefit everyone.

96 Alice Gordon asked about the status of the HS route in Chapel Hill. David Bonk stated there
97 have been planning difficulties, both operational and funding. Alice Gordon and Lydia Lavelle stated it is
98 an important route.

99 Alice Gordon asked about the Arc of Orange County project. Ellen Beckmann stated staff
100 requested a financial statement from applicants in their applications and this information showed they
101 did not have the \$22,000 match. The application stated they would pursue fundraising to get the
102 matching funds.

103 Ellen Reckhow asked how many people ride the Brier Creek bus service and Pierre Osei-Owusu
104 stated it is 12 to 15 passengers per trip. Ellen Reckhow asked if the grant pays for operating the service
105 and Pierre Osei-Owusu stated it pays for 50%. Ellen Reckhow asked if Brier Creek has changed their
106 policy in terms of bus stops on site. Pierre Osei-Owusu stated they have worked with them on
107 identifying stops in the Wal-Mart area and on Brier Creek Parkway. The riders are being dropped off on
108 a sidewalk. Ellen Reckhow stated that an employer should provide good stops and amenities such as
109 shelters. We should ask that the employer provide funds for a shelter if they request service.

110 Sally Kost suggested that the DCHC should send a letter requesting funds for a bus shelter.

111 Michael Page agrees with Ellen Reckhow.

112 Mike Woodard suggested referring this back to the DATA staff for follow-up and bring a report
113 back at the next TAC meeting.

114 A motion was made by Sally Kost and seconded by Michael Page authorizing the TAC Chair to
115 draft a letter to Brier Creek management. The motion carried unanimously.

116 A motion was made by Kevin Foy and seconded by Lydia Lavelle to approve the applications for
117 2009 Job Access Reverse Commute and New Freedom funding. The motion carried unanimously.

118 **Transfer of FY 2009 STPDA Funds to FTA – Triangle Transit (Attachment 8)**

119 Ellen Beckmann provided an introduction for the Transfer of FY 2009 STPDA Funds to FTA –
120 Triangle Transit, along with the attachment.

121 A motion was made by Alice Gordon and seconded by Kevin Foy to approve the resolution
122 requesting that the FY 2009 STPDA funds for two Triangle Transit projects be transferred to FTA. The
123 motion carried unanimously.

124 **American Recovery and Reinvestment Act of 2009 (Attachment 9 and 9A)**

125 Ellen Beckmann provided an introduction and update on the American Recovery and
126 Reinvestment Act of 2009, along with the attachments.

127 Ed Harrison requested a follow-up on the requested Columbia Street improvements. Ed
128 Harrison and Lydia Lavelle would like staff to get an update from NCDOT – Division 7.

129 Ellen Reckhow stated she hopes NCDOT staff will consult with the local jurisdictions on any
130 excess funds and projects.

131 Michael Page asked about the intersection of Herndon Road and Barbee Road and the
132 installation of a traffic signal. Wally Bowman stated that he didn't think that a traffic signal request
133 should be in the TIP. The NCDOT has a process where they look at intersections and study them to see if
134 they meet the warrants for a signal. If an intersection meets the warrants, it is put on a list and we

135 pursue spot safety and small construction funds for the signal. Mark Ahrendsen stated this project is on
136 the list for these funds.

137 Ed Harrison asked if Farrington Road and Ephesus Church Road met the warrants. It is a greatly
138 appreciated signal.

139 Sally Kost stated that the Town of Cary has identified trailheads and parking areas in Chatham
140 County and would like to know how these projects could get funded. Mark Ahrendsen stated that staff
141 will follow-up with CAMPO and the Town of Cary.

142 Mark Ahrendsen stated there are tight deadlines at the local levels for approval of municipal
143 agreements and project certifications. Local governments will be approving these agreements soon.

144 **REPORTS:**

145 **Report from the TAC Chair**

146 Mike Woodard thanked Andy Henry for organizing the tour of Chatham County. Thanks to Dale
147 McKeel for driving the van. Thanks to Sally Kost for hosting. Thanks to everyone that attended the tour.
148 Sally Kost also thanked everyone that attended the tour.

149 There is another regional transit meeting with the Mayors and TAC Chairs. It will be held at
150 Triangle Transit on May 22, 2009 at 10 a.m. Kevin Foy and Michael Page both expressed concern over
151 the notification process. They would like a telephone call and an email notification. Mark Ahrendsen
152 will follow-up with Triangle Transit staff to make sure everyone is notified. Jonathan Parker with
153 Triangle Transit will pass the concern on to Triangle Transit.

154 Lydia Lavelle asked if they are communicating with the grassroots Friends of Transit group and
155 Mike Woodard stated they would at some point. Mark Ahrendsen stated that a lot of coordination will
156 occur.

157 **Report from Staff (Attachment 11)**

158 The Report from Staff is attached for review. Felix Nwoko stated that the MPO Parking Survey
159 and Study will be deferred due to the budget. The NC-54 project was approved by the City Council on
160 Monday night. Ellen Reckhow asked how the citizen involvement will be done. Felix Nwoko the
161 consultant will have workshops in the area and surveys. A public involvement plan will be developed.
162 The consultant is the Renaissance Planning Group.

163 Alice Gordon wants to know when there will be a CTP schedule. Felix Nwoko stated that the
164 TAC will be updated in August with the schedule and process. Alice Gordon asked how the plan will be
165 coordinated with the RPO and Orange County. Andy Henry will be attending the meetings with Orange
166 County and will be coordinating it. The MPO only approves the MPO area. The public will see one plan,
167 one map and one public involvement process. Alice Gordon asked that the schedule reflect this. Jill
168 Stark stated that NCDOT will be hiring a DCHC MPO coordinator this month. This individual will be the
169 contact for the CTP.

170 **Report from the TCC Chair**

171 Mark Ahrendsen stated that a letter was handed out regarding the Elizabeth Brady Road project
172 in Hillsborough. There have been some developments on the project. NCDOT continues to work on the
173 environmental study, and together with the NEPA process stakeholders has revised the purpose and
174 need of the project. The MPO has concerns with the revised purpose and need but did not want to hold
175 up the environmental study process. Mike Gering stated that the Town Board wants the opportunity to
176 reprogram funds for relieving downtown congestion and wants environmental information before
177 making a decision. Ellen Reckhow asked if there was any way to consider the mitigation steps in the
178 environmental assessment. Felix Nwoko stated the mitigation measures will be evaluated with the
179 environmental study. Alice Gordon asked if the Town thinks that the environmental study will impact
180 the Town's decision. Mike Gering stated yes, they want to see the environmental study. They want to

181 have the ability to use the funds for other projects and don't want to go to the end of the line for
182 funding.

183 Mark Ahrendsen provided an update on the Smith Level Road project in Carrboro. The Town of
184 Carrboro Board will be addressing this issue in June. Lydia Lavelle stated there is an article on the
185 rejection of the plan by the Town of Carrboro. Lydia Lavelle stated the Board had a problem with a four-
186 lane section of the road. They want two lanes with sidewalks and bike lanes. The three options were (1)
187 accept NCDOT's plan; (2) pursue a new project bike/pedestrian only plan; and (3) NCDOT will build a
188 three-lane road and then give the road to the Town for maintenance. The Town is seeking advice on
189 how to handle this matter.

190 Mark Ahrendsen provided an update on the Alston Avenue project in Durham. It is scheduled to
191 move forward with right-of-way acquisition in 2010 and construction in 2013. One issue still under
192 discussion is the mitigation on the environmental justice issue associated with the grocery store. Mark
193 Ahrendsen stated the filling station and the temple are protected as historic sites.

194 Mark Ahrendsen stated that work is continuing on the environmental study associated with the
195 East End Connector project. The environmental assessment should be completed this month with a
196 hearing scheduled for late August or September and then an Environmental Assessment in November or
197 December.

198 Mark Ahrendsen provided an update on the legislation. The House Bill 148 and Senate Bill 151,
199 the Congestion Relief Intermodal Transport Fund legislation, are moving forward. The TAC has
200 expressed support for them and has sent letters to our delegates. There is a Senate Bill 1001 and House
201 Bill 881. The TAC sent letters expressing opposition for these bills. The bills have been pulled. Senate
202 Bill 758 is not proceeding. A handout was distributed for Senate Bill 761. Ed Harrison stated this bill
203 came from NCDOT, and cities and counties are not in favor of it. Wally Bowman stated that NCDOT did
204 not sponsor the bill, but they helped draft the language. It is not intended to prevent cities and/or

205 counties from requiring improvements. It allows cities and counties to work with the developer on a pro
206 rated share. Ed Harrison stated the attorneys are not sure how it could be applied. It passed the
207 Senate 44-4.

208 Mike Gering asked about requiring a developer to install a traffic signal if it is not warranted by
209 that subdivision. Wally Bowman stated the legislation doesn't take the authority that the Town has
210 away. Sally Kost is concerned about unintended consequences of the bill. Wally Bowman suggested
211 contacting Susan Coward at NCDOT Secretary's Office.

212 **NCDOT Report (Attachment 13)**

213 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects. Thanks to Ellen
214 Beckmann for the outstanding work on the ARRA funds. All work must be in the agreements as there
215 will be auditing on the projects. There will be a standard municipal agreement for all projects. There
216 will be a June letting for Durham resurfacing projects. They are getting very good prices for the work.

217 Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. Mr. Mills will be
218 sending Ellen Beckmann a list of projects this week for the stimulus funds. Ed Harrison asked for the
219 status of the Columbia Street resurfacing project and Mike Mills stated that right now it is not a
220 confirmed project. However, it is on the list of requests. Ed Harrison asked if there was any other way
221 to fund it, and Mike Mills stated that last year they met with staff and had set aside some small
222 construction funds to do it, but then the budget hit and there became a cash issue. Division 7 is getting
223 very good prices for the ARRA projects as well. Mike Mills stated they will be resurfacing NC-57 and
224 widening it with stimulus funds.

225 Mike Mills stated that the solar-powered flashers at Bennett Road are a problem due to all the
226 trees, and they are now looking at running power to the flashers. The bus pull-offs on NC-54 will be
227 funded by small construction funds in lieu of stimulus funds. The NCDOT will continue to work with the
228 Town of Carrboro on the Smith Level Road project.

229 Kevin Foy asked about the South Columbia Street widening. Mike Mills stated they will be
230 meeting today at the library to discuss the traffic control issues. Hopefully, we will know something in
231 June or July. Kevin Foy stated the downtown streetscape calls for brick pavers, but the contractor has
232 stated that NCDOT won't permit the brick pavers. Kevin Foy asked how they address this issue now.
233 Mike Mills stated that brick pavers don't work because they eventually have problems. Mike Mills
234 stated there are other treatments that give the look of brick pavers that are acceptable.

235 Wally Bowman stated that NCDOT won't be able to build all projects in the TIP and there will be
236 schedule slips. They will be developing a five year program.

237 **INFORMATIONAL ITEMS**

238 **Recent News Articles and Updates (Attachments 14)**

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

240 **Letter to State Legislative Delegation re H148-S151 and Resolution – April 9, 2009 (Attachment 15)**

241 The letter to State Legislative Delegation re H148-S151 and Resolution – April 9, 2009 is
242 attached for review.

243 **Letters to State Legislative Delegation and Managers re H881-S1001 and Resolution – April 17, 2009**
244 **(Attachment 16)**

245

246 The letters to State Legislative Delegation and Managers re H881—S1001 and Resolution – April
247 17, 2009 is attached for review.

248 **Adjournment**

249 There being no further business before the Transportation Advisory Committee, the meeting
250 adjourned at 11:23 a.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: August 12, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The transportation funds are being distributed through the agencies within the U.S. Department of Transportation.

TIP Administrative Modifications and Amendments

The TAC approved FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Administrative Modification #3 on March 11, 2009 and Administrative Modification #5 on April 8, 2009. These two modifications added most of the first and second waves of ARRA funded projects to the TIP. These projects were funded using the ARRA funding provided through the Surface Transportation Program, Surface Transportation Program Direct Allocation, and Section 5307/5340 transit program. The State Board of Transportation has approved similar STIP modifications.

It is necessary for the MPO to approve another MTIP Amendment so that the MTIP accurately displays funding for four of the MPO's ARRA projects. Attachment 6A is FY 2009-2015 MTIP Amendment #7. SF-4908I, installation of a traffic signal and left-turn lanes at NC 751 and O'Kelly Chapel Road in Chatham County, must be moved from FY 2008 to FY 2009 (Table 1). B-5191, bridge expansion joint repairs in Orange County (Table 2), and I-5138, resurfacing of the I-85 bridge over Orange Grove Road (Table 3), must be added to the MTIP. R-XXXX, is a general resurfacing project in Chatham County (Table 4). The locations of the resurfacing have not yet been determined.

Table 5 of Attachment 6A displays U-4726, the MPO's general bicycle and pedestrian project, which is funded by both ARRA STPDA and regular STPDA. This amendment adds regular STPDA right-of-way funding in FY 2010 for the Town of Chapel Hill's project, Franklin Street Pedestrian Access to Bolin Creek Trail. In May 2008, the MPO approved \$120,000 federal/\$30,000 local match for construction of this project in FY 2010. The Town has requested that \$8,000 federal/\$2,000 local match of these funds be allowed to be used for right-of-way acquisition. This does not increase the funding for this project. It reassigns \$10,000 for the right-of-way phase instead of the construction phase. This must be reflected in the MTIP.

ARRA STP, STPDA, and 5307/5340 Projects

The table of ARRA funded projects is included in Attachment 6B. The first page lists the ARRA STP projects that have both been confirmed by NCDOT. The second page lists the ARRA STP projects that have been requested by the MPO and are not yet confirmed by NCDOT. The following pages list the STPDA, Section 5307/5340, and contingency projects.

Implementation and Tracking of Projects

The NCDOT will be managing the ARRA STP projects, local governments will be implementing the ARRA STPDA projects, and transit agencies will be implementing the ARRA Section 5307/5340 projects. The DCHC MPO will be closely monitoring and tracking the implementation of the STPDA and Section 5307/5340 projects.

The following steps will need to be taken to implement projects. All of these steps do not apply to every project. Some of these steps are already completed for many projects.

July 1, 2009 (local approval)	Step 1 – Agreement Preparation and Execution
	Step 2 – Preliminary Engineering Authorization
	Step 3 – Scoping Meeting
	Step 4 – Procuring Professional Services
	Step 5 – Environmental Documentation
	Step 6 – Design
	Step 7 – Right-Of-Way Certification
September 1, 2009	Submit all above documentation to NCDOT
October 1, 2009	Step 8 – Construction Authorization
January 1, 2010	Step 9 – Procuring Construction Services
	Step 9a – Force Account
	Step 10 – Construction Administration
	Step 11 – Close Out
	Step 12 – Final Audit

The MPO's deadline for local approval of agreements for STPDA projects was July 1, 2009. All local agencies have reported to the MPO that their municipal agreements have been approved by their elected boards.

The table of ARRA funded projects includes implementation milestones. Dates are noted if a step has been approved or if the documentation has been submitted to NCDOT. All local jurisdictions have assured LPA staff that the environmental documentation, design packages, and right-of-way certification will be submitted to NCDOT by the September 1, 2009, deadline.

In case a project does not meet the deadlines, the funds will need to be reassigned to other projects. The contingency project table lists these back-up projects for each jurisdiction. Only resurfacing or transit projects are possible contingency projects because these projects can be obligated quickly. Only roads that have a federal functional classification are eligible for ARRA funding for resurfacing. These roads are generally on the state-maintained system. MPO and

local staffs will work with NCDOT on identifying the exact locations of any resurfacing projects. The contingency projects have already been added to the MTIP.

LPA staff is requesting that the TAC authorize MPO and local staffs to work with NCDOT on reassigning ARRA STPDA funding to these contingency projects if needed. Action may need to be taken quickly in early September, before the September TAC meeting, if this is necessary. The TAC would be briefed on any reassignment of funds at the next TAC meeting.

In addition, the House Transportation and Infrastructure Committee has sent letters to MPOs and transit agencies regarding their oversight of the ARRA funds (Attachment 6C). The Committee will be highlighting best and worst performers among States, MPOs, and transit agencies beginning in September. As noted above, MPO and local staffs have been working with the State to ensure that locally delivered projects are obligated by the deadlines. In addition, MPO and local staffs have begun reviewing the extensive reporting requirements that will be required once projects are under contract.

ARRA TIGGER Funding

The Federal Transit Administration is administering a \$100 million discretionary grant program called Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) through the ARRA. The DCHC MPO's transit operators developed a joint application for these funds described in the following table. The minimum grant award is \$2 million and the deadline for applying was May 22, 2009. If a grant is approved, the DCHC MPO will need to amend the MTIP to include these projects. FTA reported that it received requests for \$1.87 billion through the TIGGER program, and only \$100 million is available. Grants are expected to be announced by September 30, 2009.

Operator	Description	Unit Cost	Total Cost
DATA	5 hybrid electric gasoline light transit vehicles	\$120,000 each	\$600,000
CHT	6 40' hybrid electric buses	\$543,600 each	\$3,261,600
CHT	5 hybrid electric gasoline support vehicles	\$29,500 each	\$147,500
TTA	3 propane light transit vehicles	\$96,000 each	\$288,000
TTA	1 propane truck	\$45,500 each	\$45,500
		TOTAL	\$4,342,600

ARRA TIGER Funding

The Federal Highway Administration is administering a \$1.5 billion discretionary grant program called Transportation Investments Generating Economic Recovery (TIGER) through the ARRA. Eligible applicants include both state and local governments. Eligible projects include capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement. The grants can range from \$20 million to \$300 million. However, FHWA will consider waiving the minimum grant size requirement. A maximum of 20 percent of the funding, or \$300 million, can go to projects in any one state. The deadline is September 15,

2009. Unlike other ARRA funding sources, these TIGER grants are not subject to North Carolina's equity formula for distribution of transportation funding.

The NCDOT has submitted an application for \$300 million for replacement of the I-85 Yadkin River bridge in Rowan and Davidson Counties. The City of Durham is preparing an application for \$60 million for five neighborhood commercial streetscape projects. In September, the TAC will be asked to consider endorsement of ARRA TIGER applications.

ARRA High Speed Rail Funding

The Federal Rail Administration is administering an \$8 billion discretionary grant program to provide capital assistance for high speed rail corridors and intercity passenger rail corridors. The NCDOT has submitted several grant applications totaling more than \$4 billion, many of which include improvements in the DCHC MPO area. The applications are:

- Piedmont Corridor Service 4th Frequency – includes track improvements in Durham County and grade separation at Hopson Road
- Piedmont Corridor Service 5th Frequency – includes track improvements in Orange County and grade separation at Buckhorn Road and NC 10
- Planned Frequencies to Buildout – includes track improvements in Durham County and grade separation of Glover Road and Ellis Road (south)
- Station Improvements – includes new Hillsborough train station
- Other Speed and Safety Improvements – includes track improvements in Durham County and Orange County and grade separation at Ellis Road (north)
- Southeast High Speed Rail Corridor Raleigh to Richmond
- Congestion Mitigation
- Western and Southeastern Intercity Passenger Service Expansions

\$2.5 billion is requested for the Raleigh to Richmond high speed rail corridor. This section has a completed Tier II Environmental Impact Statement (EIS) for a project that would provide a fully-grade separated track that can accommodate trains up to 110 miles per hour. A parallel multi-use trail is also being proposed for this section. The section from Raleigh to Charlotte is on existing NCRR tracks used for freight and passenger service. An EIS is not required for improvements on this section and a parallel multi-use trail is not proposed for this section. Attachment 6D is a resolution of support for NCDOT's ARRA high speed rail applications. Attachment 6E is a map of the high speed rail improvements in the DCHC MPO area.

Schedule

Action	Date
TAC discuss process for ARRA funding TAC approval of MTIP administrative modification #3 for first wave of stimulus projects TAC approval of Section 5307/5340 funding split.	March 11, 2009
TAC approval of 2009-2015 MTIP administrative modification #5 for second wave of stimulus projects, STPDA projects, and Section 5307/5340 projects (and contingency projects).	April 8, 2009
ARRA TIGGER applications due	May 22, 2009

Action	Date
50% of STP funds must be obligated	June 30, 2009
Applications for Section 5307/5340 grants must be submitted	July 1, 2009
Agreements for STPDA projects must be approved by local governments	
TAC approval of 2009-2015 MTIP amendment #7 for ARRA projects.	August 12, 2009
50% of Section 5307/5340 funds must be obligated	September 1, 2009
Local governments submit STPDA project information to NCDOT	September 1, 2009
Final opportunity for TAC action on contingency projects (if needed).	September 9, 2009
ARRA TIGER applications due	September 15, 2009
Highway/Bicycle/Pedestrian projects – construction authorization	October 1, 2009
Transit projects - grant awarded in FTA system	January 1, 2010
Highway/Bicycle/Pedestrian projects – project let	
100% of all STP and STPDA funds must be obligated	March 2, 2010
100% of all Section 5307/5340 funds must be obligated	March 5, 2010
Unobligated funds are redistributed to states	March 2010

TCC Recommendation:

- Approve Attachment 6A, Resolution to Amend the FY 2009-2015 MTIP.
- Approve Attachment 6D, Resolution to Endorse NCDOT's High Speed Rail Application

TAC Action:

- Approve Attachment 6A, Resolution to Amend the FY 2009-2015 MTIP.
- Authorize MPO and local staffs to work with NCDOT on reassigning ARRA STPDA funds to resurfacing or transit projects if needed.
- Approve Attachment 6D, Resolution to Endorse NCDOT's High Speed Rail Application

**RESOLUTION TO MODIFY THE
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #7
August 12, 2009**

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

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

WHEREAS, exempt projects as identified in 40 CFR part 93 can be funded with Economic Recovery Funds and are too small to warrant inclusion in the LRTP, but are by this resolution being included in as part of this TIP amendment; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the “Attachment to Resolution for Amendment #7 to DCHC 2009-2015 MTIP” provided here on this, the 12th day of August, 2009.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.

Notary Public

(Seal)

My commission expires _____

DCHC MPO 2009-2015 MTIP Amendment #7 - August 12, 2009

TABLE 1

Amend

I. D. No.	County	Location/ Description	Funding		FY 2009
SF-4908I	Chatham	NC 751 and SR 1731 (O'Kelly Chapel Road) Install signal and left-turn lanes	ARRA (STP)	C	486
			TOTAL		486

TABLE 2

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
B-5191	Orange	Bridge expansion joint repairs	ARRA (STP)	C	160
			TOTAL		160

TABLE 3

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
I-5138	Orange	I-85, Bridge over SR 1006 (Orange Grove Rd.), Mill, Resurface, and Overlay with Open Graded Friction Course	ARRA (STP)	C	2000
			TOTAL		2000

TABLE 4

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
R-XXXX	Chatham	Resurfacing, multiple locations	ARRA (STP)	C	1500
			TOTAL		1500

TABLE 5

Amend

I. D. No.	County	Location/ Description	Funding		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
U-4726	Various Chatham Durham Orange	DCHC Urban Area Bicycle and Pedestrian Allocation	ARRA (STPDA)	C	5,993				
			ARRA (STP)	C	150				
			ARRA (unfunded)	C	1,630				
			STPDA	C	849	2,708	2,133	47	67
			STPDA	ROW		8			
			O	C	212	677	533	12	17
			O	ROW		2			
TOTAL				8,834	3,395	2,666	59	84	

American Recovery and Reinvestment Act
Confirmed STP - Funded - Managed by NCDOT

TIP #	Location	Description	Confirmed, STIP Status	Construction Authorization	Procuring Construction Services	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
I-5116	Durham Wake - I-540	I-40 to US 70 (4.00 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	5/29/2009	\$2,569,522		\$2,569,522
U-5122	Durham - NC 98	SR 1838 (Junction Road) to SR 1811 (Sherron Road) (3.80 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$832,825		\$832,825
R-5135	Durham - SR 1004 (Old Oxford Road)	US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles) Mill, Resurface	Confirmed 2/09, STIP 3/09	Complete	6/16/2009	\$2,136,170		\$2,136,170
U-5127	Durham - SR 1321 (Hilldandale/Fulton)	I-85 to SR 1320 (Erwin Road) (1.32 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$385,312		\$385,312
U-5124	Durham - SR 1978 (Old Page Road)	SR 1926 (Angier Avenue) to SR 2095 (Page Road Extension) (0.99 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$151,498		\$151,498
U-5126	Durham - US 501 Bypass (Duke Street)	SR 1443 (Horton Road) to Hudson Street (1.90 miles) Mill, Resurface	Confirmed 2/09, STIP 4/09	Complete	6/16/2009	\$647,878		\$647,878
R-2000AF	Durham - I-540 and I-40	Interchange improvements	Confirmed 4/09, in STIP			\$5,700,000		\$5,700,000
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City)	Confirmed 6/09, STIP 5/09			\$676,544	\$128,866	\$805,410
U-5143	Durham - NC 55 and SR 1171 (Riddle Road)	Installation of turn lanes	Confirmed 6/09, STIP 5/09			\$310,000		\$310,000
		Total				\$13,409,749		
		DIVISION 7						
U-4704	Chapel Hill Durham Orange	Signal System Upgrade	Confirmed 4/09, in STIP			\$5,250,000		\$5,250,000
U-3100B	Carrboro	SR 1107 (Old Fayetteville Road), NC 54 to SR 1106 (Stroud Lane), Provide bicycle and pedestrian facilities, and transit accommodations	Confirmed 4/09, STIP 5/09			\$1,800,000		\$1,800,000
R-5178	Orange - NC 57	NC 86 to SR 1544 (Pearson Road) Widen 2-foot paved shoulders and resurface	Confirmed 5/09			\$2,000,000		\$2,000,000
B-5191A	Orange	Bridge expansion joint repairs	Confirmed 6/09, STIP 5/09			\$40,000		\$40,000
		Total				\$9,090,000		
		DIVISION 8						
SF-4908I	Chatham - NC 751 and SR 1731 (O'Kelly Chapel Road)	Install signal and left-turn lanes	Confirmed 4/09, in STIP			\$486,000		\$486,000
		Total				\$486,000		

American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT

TIP #	Location	Description	Confirmed By Governor, STIP Status	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total ARRA STP	Other Funding	Total Project Funds
		DIVISION 5						
U-5164	Durham	Resurfacing, multiple locations	\$3,000,000 in 5/09 STIP addition			\$7,097,000		\$7,097,000
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	\$350,000 in 5/09 STIP addition			\$304,950	\$179,918	\$484,868
X-XXXX	Durham - SR 1670 (Geer Street) and SR 1357 (Avondale Drive)	Installation of roundabout				\$570,000		\$570,000
U-5147	Durham	ITS - installation of cameras at 11 locations	\$275,000 in 5/09 STIP addition			\$275,000		\$275,000
		Total				\$8,246,950		
		DIVISION 7						
X-XXXX	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)				\$250,000		\$250,000
U-4726	Chapel Hill	Install ADA Ramps to conform to the revised ADA standards				\$150,000		\$150,000
X-XXXX	Chapel Hill	Replace deteriorated curb/gutter at several locations on State roads; Franklin St, Raleigh Rd, South Rd, NC 86				\$100,000		\$100,000
X-XXXX	Chapel Hill	Bus stop and street improvements on Raleigh Rd (NC 54), South Rd, and Pittsboro St (NC 86)				\$82,000		\$82,000
R-5178	Orange	Resurfacing, multiple locations	\$1,000,000 in 6/09 STIP addition			\$2,935,000		\$2,935,000
I-5138	Orange, I-85	Bridge over SR 1006 (Orange Grove Rd.), Mill, Resurface, and Overlay with Open Graded Friction Course				\$2,000,000		\$2,000,000
		Total				\$5,517,000		
		DIVISION 8						
R-XXXX	Chatham	Resurfacing, multiple locations				\$1,500,000		\$1,500,000
		Total				\$1,500,000		

American Recovery and Reinvestment Act
STP Request Table - Unfunded - Managed by NCDOT

Durham Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	US 15-501 Business South (Mangum Street)	Milling and Resurfacing, Lakewood to Roxboro				\$480,000		
	US 15-501 Business North (Roxboro Street)	Milling and Resurfacing, Lakewood to I-85				\$560,000		
	SR 1127 (West Chapel Hill Street)	Milling and Resurfacing, Great Jones to Kent				\$160,000		
	US 15-501 Business (Lakewood Ave / University Drive)	Milling and Resurfacing, Roxboro to Academy				\$550,000		
	NC 55 (Avondale Drive)	Resurfacing, I-85 to Geer Street				\$150,000		
	US 70 Business (Main Street)	Milling and Resurfacing, Erwin/9th Street to Morgan St.				\$215,000		
	SR 2028 (T.W. Alexander Drive)	Milling and Resurfacing, NC 54 to Cornwallis Rd				\$235,000		
	SR 2295 (Archdale / S. Roxboro)	Milling and Resurfacing, MLK Jr Parkway to Summit St.				\$310,000		
	SR 1959 (South Miami Blvd.)	Milling and Resurfacing, NC 54 to Cornwallis Rd.				\$623,000		
	SR 1404 (Rose of Sharon Rd.)	Milling and Resurfacing, Cole Mill Rd. to Guess Rd.				\$380,000		
	SR 1615 (Quail Roost Rd.)	Milling and Resurfacing, Bahama Rd. to US 501				\$372,000		
	SR 1815 (Stagville Rd.)	Milling and Resurfacing, Old Oxford Hwy. to Bahama Rd.				\$567,000		
	SR 1928 (Angier Ave.)	Milling and Resurfacing, Pleasant Dr. to US 70				\$545,000		
	SR 1118 (Fayetteville Rd.)	Milling and Resurfacing, NC 751 to Herndon Rd.				\$419,000		
	SR 1407 (Carver St.)	Milling and Resurfacing, Rose of Sharon Rd. to N. Roxboro St.				\$516,000		
	SR 1380 (Morgan St.)	Milling and Resurfacing, Mangum St. to Foster St.				\$60,000		
	NC 98 (Holloway St.)	Milling and Resurfacing, Miami Blvd. to N. Roxboro St.				\$280,000		
	SR 1670 (Geer St.)	Milling and Resurfacing, Mangum St. to Cheek Rd.				\$175,000		
	SR 1945 (Alston Ave.)	Milling and Resurfacing, NC 55 to Cornwallis Rd.				\$500,000		
						\$7,097,000		

Orange Resurfacing List

TIP #	Location	Description	Confirmed In STIP	Construction Authorization 10/1/2009	Procuring Construction Services 1/1/2010	Total Federal	Other Funding	Total Project Funds
	Orange	Resurfacing NC 86 (US 70 Business to Whitfield Road)				\$2,393,000		\$2,393,000
	Orange	Resurfacing NC 86 (US 70 Bypass to Coleman Loop)				\$542,000		\$542,000
						\$2,935,000		

American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOTAL AVAILABLE			Type date that step was completed or n/a										\$ 7,889,430		
CITY OF DURHAM													\$4,309,579		
U-4726HB	NC 751 (Hope Valley Road)	Sidewalk Construction (NC 54 to Swarthmore)	6/15/2009	7/14/2009	n/a	n/a	n/a						\$77,274		\$77,274
U-4726HC	SR 1116 (Garrett Road)	Sidewalk Construction (NC 751 to Swarthmore)	6/15/2009	7/16/2009	n/a	n/a	n/a						\$438,840		\$438,840
U-4726HA	SR 1666 (Dearborn Drive)	Sidewalk Construction (Old Oxford to Ruth)	6/15/2009	7/16/2009	n/a	n/a	n/a						\$388,755		\$388,755
U-4726HD	SR 1321 (Hillandale Road E/S)	Sidewalk Construction (Cammie to Peppertree)	6/15/2009	7/16/2009	n/a	n/a	n/a						\$500,000		\$500,000
U-4726HE	US 70 Bus (Hillsborough Rd S/S) and Markham Street	Sidewalk Construction (15-501 Bypass to Broad Street)	6/15/2009	7/16/2009	n/a	n/a	n/a						\$477,500		\$477,500
U-4726HF	Washington St W/S	Sidewalk Construction (Trinity to Glendale)	6/15/2009	7/14/2009	n/a	n/a	n/a						\$345,000		\$345,000
U-4726HG	SR 1183 (University Drive N/S)	Sidewalk Construction (Chapel Hill Rd to Chapel Hill Rd)	6/15/2009	7/16/2009	n/a	n/a	n/a						\$505,000		\$505,000
U-5142	Durham	Installation of LED Traffic Signals on the City-maintained system (cost proposed to be shared by the State and City) - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$128,866	\$676,544	\$805,410
U-5146	Durham	Traffic signal upgrades on the City-maintained system (cost proposed to be shared by the State and City)	6/15/2009	7/16/2009	n/a	n/a	n/a	sub. 8/6/2009					\$179,918		\$179,918
U-5148	Durham - Northpointe Drive	Installation of traffic signal	6/15/2009	7/14/2009	n/a	n/a	n/a	sub. 8/6/2009	sub. 8/7/2009				\$200,000		\$200,000
U-5149A	Durham - Renaissance Parkway	Installation of traffic signal	6/15/2009	7/17/2009	n/a	n/a	n/a	sub. 8/6/2009	sub. 8/7/2009				\$200,000		\$200,000
U-5150	Durham - William Penn and Ben Franklin	Installation of traffic signal	6/15/2009	7/16/2009	n/a	n/a	n/a	sub. 8/6/2009	sub. 8/7/2009				\$200,000		\$200,000
U-5151	Durham - Miami Blvd. and Geer St.	Intersection reconstruction	6/15/2009	7/16/2009	n/a	n/a	n/a	sub. 8/6/2009					\$80,000		\$80,000
ER-5100EA	Durham	Duke and Gregson Urban Forestry and Landscaping	6/15/2009	7/27/2009	n/a	n/a	n/a	sub. 8/6/2009	sub. 8/3/2009	sub. 8/3/2009			\$75,900		\$75,900
U-4726HK	Durham - American Tobacco Trail	Resurfacing from Morehead to Southpoint Crossing	6/15/2009	7/16/2009	n/a	n/a	n/a						\$228,450		\$228,450
U-5149B	Durham - Renaissance Pkwy	Installation of a traffic signal at American Tobacco Trail crossing	6/15/2009	7/17/2009	n/a	n/a	n/a	sub. 8/6/2009	sub. 8/7/2009				\$100,000		\$100,000
U-4726HI	Durham - North-South Trail	Resurfacing the North-South Greenway Trail from Lavender to Murray	6/15/2009	7/14/2009	n/a	n/a	n/a						\$128,847		\$128,847
U-4726HJ	Durham - American Tobacco Trail	Resurfacing Riddle Road Spur	6/15/2009	7/16/2009	n/a	n/a	n/a						\$55,230		\$55,230
<i>City of Durham Uncommitted Balance</i>													<i>(\$0)</i>		

American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
TOWN OF CHAPEL HILL													\$1,171,563		
U-4726IC	NC 86	Martin Luther King Jr. Blvd: Pedestrian Safety Improvements	6/22/2009	7/16/2009	7/29/2009	7/30/2009	7/30/2009						\$350,000		\$350,000
U-4704	Signal System	Installation of bicycle detection loops as part of the Signal System Upgrade Project - Managed by NCDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$175,000		\$175,000
U-4726IA	Chapel Hill	ADA Ramps at selected locations	6/22/2009	7/16/2009	n/a	n/a	n/a						\$50,000		\$50,000
U-4726B	Chapel Hill	Raised Crosswalks/traffic calming	6/22/2009	7/16/2009	n/a	n/a	n/a						\$50,000		\$50,000
U-4726E	US 15-501, NC 54	Sidewalk Construction: Fordham Blvd, Manning Dr. to Old Mason Farm	6/22/2009	7/16/2009	n/a	n/a	n/a						\$185,000		\$185,000
EL-4601	Chapel Hill	Morgan Creek Greenway, Phase I	6/22/2009	7/21/2009	4/10/2003	n/a	2003	5/6/2009		6/8/2009			\$300,000	\$800,000	\$1,100,000
U-4726D	Chapel Hill	Installation of in-street pedestrian lighting @ three locations	6/22/2009	7/16/2009	n/a	n/a	n/a						\$61,563		\$61,563
<i>Town of Chapel Hill Uncommitted Balance</i>													<i>(\$0)</i>		
TOWN OF CARRBORO													\$403,596		
U-4726DA	Ashe Street	Sidewalk on one side from Weaver Street to Shelton	6/16/2009	7/2/2009	n/a		n/a	7/22/2009					\$155,200		\$155,200
U-4726DB	Bim Street	Sidewalk on one side from Jones Ferry to Fidelity	6/16/2009	7/2/2009	n/a		n/a	7/22/2009					\$200,100		\$200,100
EL-5103	Carrboro	Bus shelter and shelter materials	6/16/2009	7/14/2009									\$48,296		\$48,296
<i>Town of Carrboro Uncommitted Balance</i>													<i>(\$0)</i>		
TOWN OF HILLSBOROUGH													\$319,459		
U-4726JA	Hillsborough	Nash Street Sidewalk	7/13/2009	7/24/2009	n/a	5/13/2009 and 7/16/2009	n/a		sub. 7/27/2009				\$319,459	\$880,541	\$1,200,000
<i>Town of Hillsborough Uncommitted Balance</i>													<i>\$0</i>		

American Recovery and Reinvestment Act
STPDA Table - Funded - Managed Locally

TIP #	Location	Description	1. Agreement Approved Locally 7/1/2009	1. Agreement Executed by NCDOT	2. Preliminary Engineering Authorization	3. Scoping Meeting	4. Procuring Professional Services	5. Environmental Documentation	6. Design (PS&E)	7. Right-of-Way Certification	8. Construction Authorization 10/1/2009	9. Procuring Construction Services 1/1/2010	Total ARRA STPDA	Other Funding	Total Project Funds
DURHAM COUNTY													\$827,321		
U-4726HH	Durham - Third Fork Creek Trail	Third Fork Creek Trail from Woodcroft Parkway to Garrett Road; Third Fork Creek Trail from MLK to Southern Boundaries Park; Third Fork Creek Trail MLK connector	6/15/2009	7/14/2009	n/a	n/a	n/a						\$827,000		\$827,000
		<i>Durham County Uncommitted Balance</i>											\$321		
ORANGE COUNTY													\$612,657		
TA-5117	OPT	Two (2) 28' light transit vehicles w/wheelchair lift: 1 replacement; 1 expansion for CMAQ Project C-4932, service to start Sept. 2009	Funds to be flexed to FTA	n/a	n/a	n/a	n/a	n/a	n/a	n/a			\$183,200		\$183,200
U-4726GA	Carrboro-Orange County	Twin Creeks Park Greenway (linear park): 10' multiuse asphalt trail including bridge over Jones Creek	6/16/2009	7/16/2009	n/a	7/8/2009	n/a	sub. 8/4/2009		sub. 8/3/2009			\$429,457	\$470,543	\$900,000
		<i>Orange County Uncommitted Balance</i>											(\$0)		
CHATHAM COUNTY													\$245,255		
U-4726FA	Chatham - US 15-501	Pedestrian Facilities on East and/or West side of US 15-501 in Cole Park area north to county line - using existing curb and gutter, serving existing commercial and UNC Park and Ride Lot	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	sub. 6/26/2009					\$220,000		\$220,000
ER-5100HA	Chatham - US 15-501	Streetscaping/landscaping along US 15-501	6/15/2009	6/23/2009	7/14/2009	6/17/2009	8/6/2009	sub. 6/26/2009					\$25,255		\$25,255
		<i>Chatham County Uncommitted Balance</i>											\$0		
Uncommitted Balance													\$320		

American Recovery and Reinvestment Act
Section 5307/5340 Table - Funded - Managed by Transit Agencies

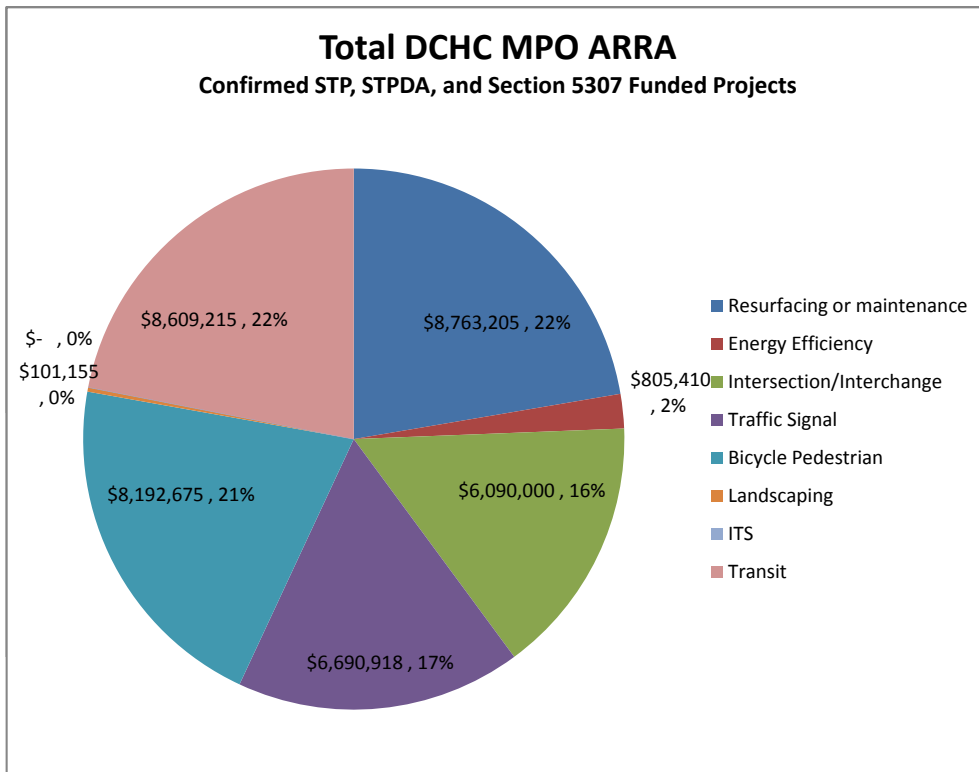
TIP #	Location	Description	Grant filed in TEAM 7/1/2009	Grant approved	Total Federal	Other Funding	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$ 8,377,719		
		<u>DATA</u>			\$4,257,465		
TG-4738	Durham	FY 2009 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2009 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TG-4738	Durham	FY 2010 Fixed Route Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TR-4931	Durham	FY 2010 Paratransit Preventative Maintenance	5/19/2009	7/20/2009	\$500,000		\$500,000
TA-5019	Durham	15 Paratransit Replacement Vans	5/19/2009	7/20/2009	\$707,790		\$707,790
TA-5108	Durham	9 Paratransit Expansion Vans	5/19/2009	7/20/2009	\$424,675		\$424,675
TT-4911	Durham	Logistical Enhancement - Real Time Bus Arrival/AVL/GPS for all vehicles	5/19/2009	7/20/2009	\$600,000		\$600,000
TG-4958	Durham	Passenger Amenities - 20 Bus Shelters, 20 Solar Lights, 20 Benches and Trashcans	5/19/2009	7/20/2009	\$230,000		\$230,000
TG-4738	Durham	30 Bus Repaint@7,850k each	5/19/2009	7/20/2009	\$235,000		\$235,000
TG-4958	Durham	1,200 Sq. ft Storage Shed for Passenger Amenities	5/19/2009	7/20/2009	\$60,000		\$60,000
		<u>DATA Uncommitted Balance</u>			\$0		
		<u>CHT</u>			\$2,714,867		
TA-4748	Chapel Hill	8 Paratransit Replacement Vans	5/4/2009	7/10/2009	\$520,000		\$520,000
TA-4726	Chapel Hill	2 Hybrid Replacement Buses	5/4/2009	7/10/2009	\$1,072,851		\$1,072,851
TG-4731	Chapel Hill	FY 2009 Preventative Maintenance	5/4/2009	7/10/2009	\$500,000		\$500,000
TG-4731	Chapel Hill	FY 2010 Preventative Maintenance	5/4/2009	7/10/2009	\$500,000		\$500,000
TG-4732	Chapel Hill	1 Service Truck Replacement	5/4/2009	7/10/2009	\$45,000		\$45,000
TT-5104	Chapel Hill	Computer Technology/Hardware	5/4/2009	7/10/2009	\$49,867		\$49,867
TG-4731	Chapel Hill	Bus Stop Shelters, Lighting & other Enhancements	5/4/2009	7/10/2009	\$27,149		\$27,149
		<u>CHT Uncommitted Balance</u>			\$0		
		<u>TRIANGLE TRANSIT</u>			\$1,405,387		
TA-4993	Triangle Transit	Paratransit fleet expansion	5/29/2009	7/20/2009	\$75,000	\$75,000	\$150,000
TT-4911	Triangle Transit	ITS Project - Real Time Passenger Information Project	5/29/2009	7/20/2009	\$398,467	\$212,432	\$610,899
TA-4818	Triangle Transit	Replacement Buses	5/29/2009	7/20/2009	\$917,500	\$917,500	\$1,835,000
TG-4821	Triangle Transit	Passenger Amenities	5/29/2009	7/20/2009	\$14,420	\$13,390	\$27,810
		<u>TT Uncommitted Balance</u>			\$0		
		<u>Uncommitted Balance</u>			\$0		

American Recovery and Reinvestment Act
Contingency Projects Table - Unfunded

TIP #	Location	Description	Total Federal	Other Funding	Total Project Funds
		TOTAL AVAILABLE	\$ -		
		<u>City of Durham/Durham County</u>			
U-5164	Durham, Durham County	Resurfacing, multiple locations	\$7,097,000		\$7,097,000
TA-4923	Durham - DATA	4 Hybrid Replacement Buses	\$2,200,000		\$2,200,000
		<i>Durham County Projects</i>	<i>\$9,297,000</i>		
		<u>Town of Chapel Hill</u>			
X-XXXX	Chapel Hill	Improvements to South Columbia St between Cameron Ave and Franklin St (NC 86 Route)	\$250,000		\$250,000
T-XXXX	Chapel Hill - CHT	Radio System Study and Upgrade	\$500,000		\$500,000
TA-4748	Chapel Hill - CHT	2 Paratransit Replacement Vehicles	\$130,000		\$130,000
TG-4732	Chapel Hill - CHT	15 Replacement Support Vehicles	\$396,000		\$396,000
TA-4726	Chapel Hill - CHT	6 Replacement 40' HB Diesel Buses	\$3,300,000		\$3,300,000
T-XXXX	Chapel Hill - CHT	Bus Storage Expansion	\$1,500,000		\$1,500,000
		<i>Chapel Hill Projects</i>	<i>\$6,076,000</i>		
		<u>Chatham County</u>			
R-XXXX	Chatham County	Resurfacing, multiple locations	\$1,500,000		\$1,500,000
		<i>Chatham County Projects</i>	<i>\$1,500,000</i>		
		<u>Town of Hillsborough/Town of Carrboro/Orange County</u>			
R-5178	Hillsborough, Carrboro, Orange County	Resurfacing, multiple locations	\$2,935,000		\$2,935,000
		<i>Orange County Projects</i>	<i>\$2,935,000</i>		
		<u>Triangle Transit</u>			
TT-4911	Triangle Transit	ITS Project - Real Time Passenger Information	\$44,551	\$44,551	\$89,101
TA-4818	Triangle Transit	Replacement Buses	\$1,972,500	\$1,972,500	\$3,945,000
TG-4821	Triangle Transit	Passenger Amenities	\$1,083,314	\$1,083,314	\$2,166,628
		<i>Triangle Transit Projects</i>	<i>\$3,100,365</i>		
		Total	\$22,908,365		

Confirmed ARRA STP, STPDA, and Section 5307 Funded Projects

Resurfacing or maintenance	\$ 8,763,205
Energy Efficiency	\$ 805,410
Intersection/Interchange	\$ 6,090,000
Traffic Signal	\$ 6,690,918
Bicycle Pedestrian	\$ 8,192,675
Landscaping	\$ 101,155
ITS	\$ -
Transit	\$ 8,609,215
Total	\$ 39,252,578





U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
 Chairman

Washington, DC 20515

John L. Mica
 Ranking Republican Member

David Heymsfeld, Chief of Staff
 Ward W. McCarragher, Chief Counsel

July 20, 2009

James W. Coon II, Republican Chief of Staff

Mr. Felix Nwoko
 Durham-Chapel Hill-Carrboro MPO
 101 City Hall Plaza, 4th Floor
 Durham, NC 27701

Dear Mr. Nwoko:

The Committee on Transportation and Infrastructure continues to closely oversee the implementation of transportation and infrastructure provisions of the American Recovery and Reinvestment Act of 2009 ("Recovery Act") (P.L. 111-5),¹ to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of the Recovery Act. To this end, we request that Metropolitan Planning Organizations (MPOs) coordinate with their Governor's office to ensure the Governor provides updated specific transparency and accountability information about funds suballocated to your MPO by **September 20, 2009**, and **November 20, 2009**.

In the nearly five months since enactment of the Recovery Act, many States, MPOs, and public transit agencies have demonstrated the ability of transportation and infrastructure programs to create and sustain family-wage jobs, contribute to our nation's long-term economic growth, and help the United States recover from the worst recession since the Great Depression. These five months have also provided ample time and opportunity for underperforming States, MPOs, and public transit agencies to step up their efforts, sign contracts, and put shovels into the ground. ***Accordingly, beginning in September, the Committee will highlight the best and worst performers in implementing Recovery Act transportation and infrastructure programs.***

The periodic transparency and accountability reports also reveal that States and MPOs are lagging behind in putting to work Recovery Act highway funds that are suballocated to MPOs. I recognize that States had been focused on meeting the June 30, 2009 deadline for obligating 50 percent of State-administered highway funds, a deadline that does not apply to funds suballocated to

¹ The Recovery Act provides \$64.1 billion of infrastructure investment authorized by the Committee on Transportation and Infrastructure to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, inland waterways, public buildings, and maritime transportation infrastructure. This investment includes almost \$40 billion of Federal-aid highway, public transit, and Clean Water environmental infrastructure funding under the jurisdiction of this Committee that is distributed directly to States, metropolitan areas, and public transit agencies by existing statutory formulas.

Mr. Felix Nwoko
 July 20, 2009
 Page 2

MPOs.² Now that this deadline has passed, I expect States and MPOs to increase their rate of obligation on these suballocated funds, as well as of putting contracts out to bid, signing contracts, and breaking ground on projects during the coming months.

COMMITTEE OVERSIGHT

Throughout the development of the Recovery Act, I emphasized the importance of transparency and accountability and ensured that the transportation and infrastructure programs would be subject to rigorous oversight. On February 27, 2009, and May 1, 2009, the Committee sent letters to States, the District of Columbia, Territories, MPOs, and public transit agencies to request information on recipients' use of Recovery Act formula funds for highways, bridges, public transit, clean water, and other infrastructure projects under the Committee's jurisdiction.

According to the most recent submissions, as of May 31, 2009, 4,098 highway and transit projects in all 50 States, three Territories, and the District of Columbia have been put out to bid, totaling nearly \$16 billion. This represents 46 percent of the total available formula funds for highway and transit projects. Forty-seven States and the District of Columbia have signed contracts for 2,294 highway and transit projects totaling \$6.5 billion, an increase of over 200 percent in the 30 days since the previous reporting deadline (April 30, 2009). Work has begun on 1,243 projects in 47 States and the District of Columbia totaling \$4.4 billion, an increase of more than 225 percent in the past 30 days.

The Committee compiled these submissions and released a State-by-State breakdown on this use of Recovery Act formula funds. To download this table, please visit the Committee's website: <http://transportation.house.gov/>, and click on the blue box entitled "Transparency and Accountability Information". The Committee will continue to release updated data that reflects the regular reporting to the Committee.

On June 25, 2009, the Committee also held its second in a series of oversight hearings on implementation of the Recovery Act. Administrators of Federal transportation agencies and State and local officials, along with a construction representative, testified about how these funds are already getting workers off the bench and back on the job. The information submitted in your previous reports proved critical to this review of Recovery Act programs. Continued direct reporting to the Committee is essential to our efforts to ensure that every State partner in Federally-funded programs can deliver projects and create urgently needed employment in the tight timeframes set forth in the Act.

FOCUS ON BEST AND WORST PERFORMERS

² The Recovery Act includes specific "use-it-or-lose-it" deadlines by which States and other recipients must invest transportation and infrastructure funding provided under the Act. For Federal-aid Highway formula funds, 50 percent of State-administered funds must be obligated within 120 days of apportionment (June 30, 2009) and all funds must be obligated within one year of apportionment (March 2, 2010). As of June 19, 2009, all States had met the 50 percent requirement for highway funds. For transit formula grants, 50 percent of funds must be obligated within 180 days of apportionment (September 1, 2009) and all funds must be obligated within one year of apportionment (March 5, 2010).

The five months since the Recovery Act's enactment has provided enough time for States, MPOs, and public transit agencies, to significantly implement Recovery Act programs by signing contracts for and beginning shovel-ready projects. By now recipients of Recovery Act funds should have completed the diversity of actions and processes that exist on State and local levels, including public participation and bidding of projects, and be able to quickly and efficiently invest these funds.

Accordingly, beginning in September, the Committee will highlight the best and worst performers in implementing Recovery Act transportation and infrastructure programs. The Committee plans to focus on the percentage of allocated funds associated with projects under contract and projects underway. Monitoring these indicators, along with the amount of allocated funds associated with obligated projects as well as projects put out to bid, will help us measure the Recovery Act's progress.

Focusing exclusively on the funds outlayed fails to provide a good sense of Recovery Act progress because transportation projects primarily operate on a reimbursement mode. For example, States seek reimbursement for highway projects after construction is underway. Knowing how many funds are associated with projects under contract and projects underway better captures the extent to which Recovery Act funds have arrived on Main Street.


ONGOING REPORTING

The Committee requests that recipients submit updated reports to the Committee by **September 20, 2009**, and **November 20, 2009** (data in these reports should include cumulative information regarding what has occurred as of August 31, 2009, and October 31, 2009, respectively). As before, Governors will report to the Committee on behalf of MPOs regarding highway formula funds suballocated to your MPO, which serves a transportation management area pursuant to Section 133 of Title 23, United States Code. The Committee will continue to request that Governors regularly report to the Committee on behalf of MPOs regarding implementation of the Recovery Act. ***MPOs should not directly report to the Committee.***

If you have any questions regarding this request, please have your staff visit our website or contact Joseph Wender, Counsel to the Committee on Transportation and Infrastructure, at (202) 225-4472 or Joseph.Wender@mail.house.gov.

Thank you for your efforts.

Sincerely,



James L. Oberstar, M.C.
Chairman

**RESOLUTION SUPPORTING THE APPLICATION
BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
FOR FUNDS UNDER THE AMERICAN RECOVERY AND REINVESTMENT ACT
AND ANNUAL FEDERAL BUDGETARY APPROPRIATIONS TO ACCELERATE THE
DEVELOPMENT OF THE SOUTHEAST HIGH SPEED RAIL CORRIDOR**

August 12, 2009

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

WHEREAS, the United States Department of Transportation designated the Washington-Richmond-Raleigh-Charlotte rail corridor for future high-speed rail development in 1992; and

WHEREAS, a system of corridors have been designated nationally by the United States Department of Transportation, one being the Southeast Corridor, as the above described system is known; and

WHEREAS, extraordinary economic and population growth in the Southeast region requires a comprehensive, multi-modal transportation system; and

WHEREAS, high speed rail service will provide business and leisure travelers with a competitive alternative to air and automobile for trips between 100 and 500 miles; and

WHEREAS, much existing rail right-of-way is already in place which could accommodate improvements to passenger rail service; and

WHEREAS, construction of a high speed rail corridor between Washington, DC and Charlotte, NC through the Triangle region will provide transportation options, ease the rate of congestion growth in the corridor, improve safety and energy effectiveness, improve air quality and improve transportation efficiency while minimizing impacts; and

WHEREAS, many of the infrastructure improvements associated with the high speed rail corridor, such as the sidings, realignments, and grade separations proposed in Durham and Orange Counties, will also increase the efficiency of existing passenger rail service and freight rail service and decrease roadway congestion; and

WHEREAS, a new passenger rail station in Hillsborough, NC would expand transportation options for citizens of Orange County; and

WHEREAS, an adjacent multimodal trail that would be constructed in conjunction with the Southeast Corridor north of Raleigh will create an additional multimodal travel option; and

WHEREAS, the North Carolina Department of Transportation has been actively planning for and investing in the proposed Southeast Corridor in cooperation with the Virginia Department of Transportation and other partners;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the application by the North Carolina Department of Transportation for funding from both the American Recovery and Reinvestment Act as well as from annual federal budgetary appropriations in order to accelerate the planning, land acquisition and construction investments needed to help make the full implementation of the Southeast High Speed Rail Corridor a reality provided here on this, the 12th day of August, 2009.

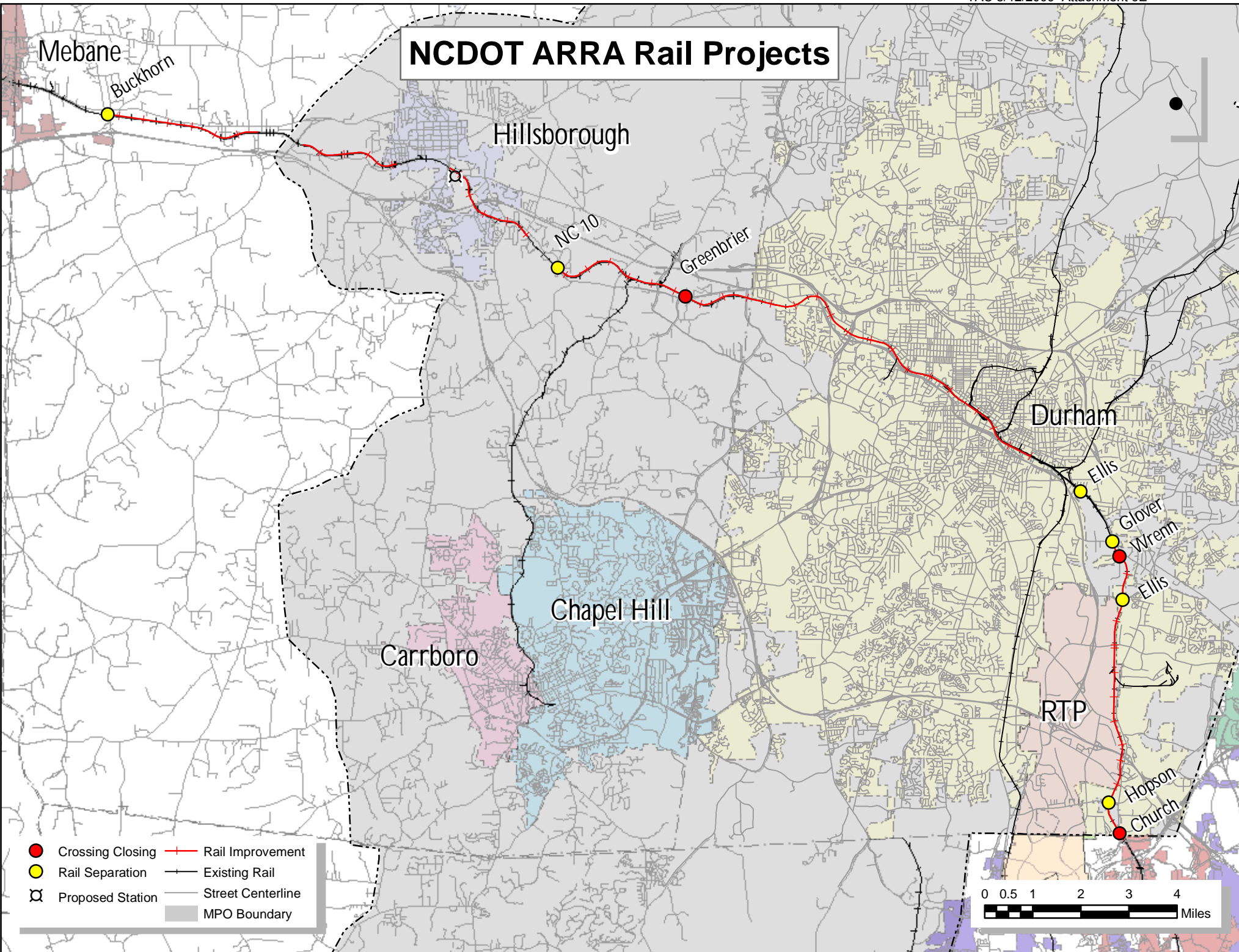
TAC Chair

STATE of: North Carolina
COUNTY of: _____

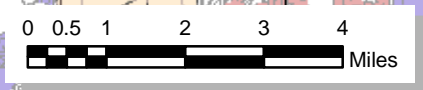
I, _____, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.

(Seal) _____
Notary Public
My commission expires _____

NCDOT ARRA Rail Projects



- Crossing Closing
- Rail Separation
- ⊠ Proposed Station
- Rail Improvement
- Existing Rail
- Street Centerline
- MPO Boundary



Memorandum

To: Transportation Advisory Committee
From: DCHC MPO Lead Planning Agency
Date: August 12, 2009
Subject: FY 2013-2017 Congestion Mitigation Air Quality (CMAQ) Call for Projects

Congestion Mitigation Air Quality (CMAQ) funds are provided to air quality non-attainment and maintenance areas for activities that will reduce congestion and improve air quality. In November 2008, the North Carolina Department of Transportation (NCDOT) announced a revised process for the selection of CMAQ projects. They also set schedules and deadlines for three CMAQ project selection processes. One of those processes was the selection of projects for FY 2013 through 2017 CMAQ funding for the FY 2012-2018 Transportation Improvement Program (TIP). The NCDOT has requested that MPOs and RPOs submit a prioritized list of CMAQ project proposals by October 30, 2009. This list must be submitted via NCDOT's Strategic Planning Office of Transportation. The MPO also must provide a proposed funding schedule for the CMAQ projects that best fits the MPO's annual CMAQ target.

The DCHC MPO has approximately \$10,101,845 of CMAQ funding available for FY 2013 through 2017. This corresponds with an annual CMAQ target of \$2,020,369. CMAQ funding requires a minimum 20% local match. In May, the TCC set a schedule for the FY 2013-2017 CMAQ Call for Projects. Applications were due by June 24, 2009. These applications were reviewed by the TCC TIP Subcommittee at two meetings on July 1, 2009 and July 13, 2009. The TCC made a recommendation for funding at the July 22, 2009 TCC meeting.

Background Information

The calculation of emission reductions for nitrogen oxides (NO_x), volatile organic compounds (VOCs), and carbon monoxide (CO) is required for the CMAQ application. NO_x and VOCs react to form ozone in the atmosphere. The TCC reviewed these calculations to ensure that the calculations were done consistently. However, due to different sources for emission factors, it should be noted that there is some variance in the accuracy of some of the calculations. Staff continues to work on developing a consistent methodology for the calculation of emission reductions.

The DCHC MPO has not traditionally used a formula to decide how CMAQ funding should be distributed geographically in the MPO. Funding decisions have been made based on the technical merits of the project and general determinations of regional equity. NCDOT uses a formula to determine how much CMAQ funding each MPO and RPO receives based on the population and a pollutant factor. The pollutant factor for each county is based on the degree the county is in non-attainment or maintenance for ozone and carbon monoxide. Durham, Orange, and northeast Chatham Counties are in maintenance

for ozone, and Durham County is in maintenance for carbon monoxide. The table below displays how the CMAQ target for the DCHC MPO was determined.

MPO/RPO	County	Non Attainment Area Population (2000 Census) ²	Pollutant Factors		Factored Population	% Factored Population	Yearly Target	2011-2017 Total CMAQ Target (2013 - 2017)
			8-hr Ozone Basic (1.0)	8-hr Ozone Moderate (1.1) PM _{2.5} (1.2) Ozone + CO (1.2 x O ₃ Factor)				
Durham-Chapel Hill-Carrboro MPO								
	Chatham ^P	10,337	1.0		10,337			
	Durham	223,314	1.2		267,977			
	Orange	93,450	1.0		93,450			
					371,764	8.42%	\$2,020,369	\$10,101,843

If the MPO chose to distribute funding according to this formula, it would result in the following:

County	Factored Population Percentage	FY 2013-2017 CMAQ Target
Chatham	2.78%	\$280,831
Durham	72.08%	\$7,281,408
Orange	25.14%	\$2,539,603

Fourteen CMAQ applications were submitted to the MPO requesting a total of \$15,050,118. The full applications are available for download on the City of Durham's FTP site. Contact LPA staff if you would like to access the FTP site. In summary the applications were:

- TJ COG – Triangle Transportation Demand Management (TDM) Program – This is the continuation of funding for the DCHC MPO's share of the regional TDM program. It includes funding for both the local "hot spot" programs and the regional program. Funding is shared by NCDOT, CMAQ funds from the CAMPO and DCHC MPO, and local agencies.
- DATA – Operating Assistance for New Fixed Route – The funds would be used to operate a new route from the Southpoint Mall area to Duke University for two years. DATA will use new hybrid diesel buses that are already funded to operate the service.
- Town of Cary – New Hope Church Road American Tobacco Trail Park and Ride Lot – The funds would be used to construct a trailhead parking lot for the American Tobacco Trail. Funding is shared by the Town of Cary, Chatham County, and CMAQ funds from the DCHC MPO. The local jurisdictions are providing more than the minimum 20% local match.
- Chapel Hill – Martin Luther King Jr. Blvd. Shared Pathway from Homestead Road to Carolina North
- Durham - Sidewalks on Campus Walk Avenue from Morreene Road to Lasalle Street and Sidewalks on Lasalle Street from Kangaroo Drive to Erwin Road
- Chapel Hill – Estes Drive Sidewalks and Bicycle Lanes from Guy Phillips Middle School to Martin Luther King Jr. Blvd.
- DATA – Replacement of five gasoline paratransit cutaway vans with hybrid electric gasoline vans
- Carrboro – Jones Creek Greenway from the Upper Bolin Creek Trail to the ARRA-funded Twin Creeks Greenway which will provide access to Morris Grove Elementary School. Funds will also be provided for bicycle incentive and safety programs at the school.
- Durham – Sidewalks and Bike Lanes on Hope Valley Road from Martin Luther King Jr. Parkway to US 15-501 Business
- Durham - Sidewalks on Cameron Avenue from Erwin Road to Duke University Road

- Durham – Sidewalks on Alston Avenue from Carpenter Fletcher Road to Sedwick Road
- DATA – Replacement of five diesel buses with hybrid electric diesel buses
- Chapel Hill Transit – Replacement of two 40' diesel buses with two 60' hybrid electric diesel buses to be used on the NS route
- Hillsborough – Riverwalk Phase II along the Eno River from S. Occoneechee Street to Exchange Park Road

TCC Recommendation

The TCC recommends generally prioritizing CMAQ projects according to the cost-benefit ratio as defined as the federal share of the total cost divided by the sum of the annual emission reductions for VOC, NOx, and CO. The year of funding should also correspond to this priority order. The TCC recommendation includes a variation on strictly following the cost-benefit ratio. The TCC recommends providing the Town of Cary half of its requested funds for the New Hope Church Road American Tobacco Trail Park and Ride Lot and providing the remaining funding to the Town of Hillsborough's Riverwalk, Phase II project. This recommendation is shown on the table attached to the resolution endorsing candidate CMAQ project proposals for FY 2013-2017 (Attachment 7A). For comparison, the table in Attachment 7B shows the project funding and schedule based only on the cost-benefit ratio. There was a split vote at the TCC meeting on this recommendation.

Schedule

Action	Date
TCC opens call for projects	5/27/09
Project proposals are due to DCHC MPO	6/24/09
Applications are emailed to TCC for review	6/25/09
TCC recommendation for funding	7/22/09
TAC approves project proposals	8/12/09
If deferred, TCC responds to TAC requests	8/26/09
If deferred, TAC approves project proposals	9/9/09
LPA submits projects to NCDOT through SPOT prioritization tool	10/05/09 – 10/30/09
NCDOT deadline for project proposals	10/30/09

TCC Recommendation: That the TAC approve the priority order of projects and funding schedule shown in the table attached to the resolution endorsing candidate CMAQ project proposals for FY 2013-2017 (Attachment 7A).

TAC Action: Approve the resolution endorsing candidate CMAQ project proposals for FY 2013-2017 (Attachment 7A).

RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT PROPOSALS FOR FY 2013-2017

August 12, 2009

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Durham County, Orange County, and northeastern Chatham County are in a maintenance area for ozone and Durham County is in a maintenance area for carbon monoxide pollution; and

WHEREAS, the DCHC MPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will amend its Metropolitan Transportation Improvement Program to include these projects; and

WHEREAS, these projects are included in the DCHC MPO's 2035 Long Range Transportation Plan; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 12th day of August, 2009.

TAC Chair

STATE of: North Carolina
COUNTY of Durham

I, _____, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.

Notary Public
My commission expires _____

(Seal)

TCC Recommendation for DCHC MPO CMAQ FY 2013-2017 Project Applications

Rank	Applicant	Project	Project Cost		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Unfunded	FY 2013-2017 DCHC MPO CMAQ Funding	Annual Emissions Reductions (kg/year)	Cost/annual total kg reduction	
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,253,663 21%	Local** \$ 5,063,281 46%	State \$ 3,612,903 33%	implemente \$ 382,929	implemente \$ 385,275	implemente \$ 457,502	implemente \$ 505,402	implemente \$ 522,555	\$ -	\$ 2,253,663	CO 105,763 VOC 4,286 NOx 3,549	\$ 20
2	DATA	Operating Assistance for New Fixed Route	Federal \$ 1,949,756 80%	Local \$ 487,439 20%		operation \$ 951,100	operation \$ 998,655				\$ -	\$ 1,949,756	CO 17,618 VOC 829 NOx (126)	\$ 106
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal \$ 445,000 53%	Local \$ 395,000 47%		constructioi \$ 222,500					\$ 222,500	\$ 222,500	CO 3,673 VOC 167 NOx 138	\$ 112
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal \$ 724,620 80%	Local \$ 181,155 20%		ROW \$ 16,648	constructioi \$ 707,972				\$ -	\$ 724,620	CO 4,533 VOC 211 NOx 158	\$ 148
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal \$ 269,842 80%	Local \$ 66,853 20%			constructioi \$ 269,842				\$ -	\$ 269,842	CO 1,082 VOC 50 NOx 38	\$ 231
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal \$ 945,762 80%	Local \$ 236,440 20%		ROW \$ 165,795	constructioi \$ 779,966				\$ -	\$ 945,761	CO 2,639 VOC 123 NOx 92	\$ 331
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal \$ 583,443 80%	Local \$ 145,861 20%			capital \$ 583,443				\$ -	\$ 583,443	CO 789 VOC 82 NOx 289	\$ 503
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal \$ 240,000 80%	Local \$ 60,010 20%			PE \$ 24,000	constructioi \$ 206,400	implemente \$ 9,600		\$ -	\$ 240,000	CO 321 VOC 14 NOx 11	\$ 694
9	Durham	Sidewalks and Bike Lanes on Hope Valley Road (1.14 miles)	Federal \$ 1,108,542 80%	Local \$ 277,135 20%				PE \$ 106,965	constructioi \$ 1,001,577		\$ -	\$ 1,108,542	CO 1,022 VOC 48 NOx 36	\$ 1,002
10	Durham	Sidewalks on Cameron Avenue (1.66 miles)	Federal \$ 777,924 80%	Local \$ 194,481 20%					constructioi \$ 777,924		\$ -	\$ 777,924	CO 601 VOC 28 NOx 21	\$ 1,197
11	Durham	Sidewalks on Alston Avenue (1.4 miles)	Federal \$ 923,785 80%	Local \$ 230,946 20%					constructioi \$ 803,294	constructioi \$ 120,471	\$ 803,294	\$ 803,294	CO 661 VOC 31 NOx 23	\$ 1,292
12	Hillsborough	Riverwalk, Phase II	Federal \$ 496,000 80%	Local \$ 124,000 20%				PE \$ 40,000	ROW \$ 182,500	PE \$ -	\$ 222,500	\$ 222,500	CO 30 VOC 1 NOx 1	\$ 15,500
13	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal \$ 2,674,114 80%	Local \$ 668,528 20%						capital \$ 2,674,114	\$ -	\$ -	CO 218 VOC 95 NOx 1,392	\$ 1,568
14	Chapel Hill	Replacement of Two 40' Deisel Buses with Hybrid 60' Buses	Federal \$ 1,653,088 80%	Local \$ 413,272 20%						capital \$ 1,653,088	\$ -	\$ -	CO 105 VOC (0) NOx 133	\$ 6,948
			Total Federal \$ 15,045,539			total \$ 2,281,149	total \$ 1,819,567	total \$ 2,051,311	total \$ 2,401,468	total \$ 1,548,349	total \$ 4,943,673	\$ 10,101,845		
			Available \$ 10,101,845			available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369		\$ 10,101,845		
			Difference \$ (4,943,694)			difference \$ (260,780)	difference \$ 200,802	difference \$ (30,942)	difference \$ (381,099)	difference \$ 472,020		\$ 0		

*CMAQ request for DCHC MPO only; TJ COG is also requesting \$2,794,184 of CAMPO CMAQ federal funds

**Service Provider Matching Funds

Durham	\$ 5,492,801	70%
Orange	\$ 2,132,881	27%
Chatham	\$ 222,500	3%
Regional	\$ 2,253,663	

Alternative Distribution of DCHC MPO CMAQ FY 2013-2017 Project Applications

Rank	Applicant	Project	Project Cost			FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Unfunded	FY 2013-2017 DCHC MPO CMAQ Funding	Annual Emissions Reductions (kg/year)	Cost/annual total kg reduction
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,253,663 21%	Local** \$ 5,063,281 46%	State \$ 3,612,903 33%	implemente \$ 382,929	implemente \$ 385,275	implemente \$ 457,502	implemente \$ 505,402	implemente \$ 522,555	\$ -	\$ 2,253,663	CO 105,763 VOC 4,286 NOx 3,549	\$ 20
2	DATA	Operating Assistance for New Fixed Route	Federal \$ 1,949,756 80%	Local \$ 487,439 20%		operation \$ 951,100	operation \$ 998,655				\$ -	\$ 1,949,756	CO 17,618 VOC 829 NOx (126)	\$ 106
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal \$ 445,000 53%	Local \$ 395,000 47%		constructioi \$ 445,000					\$ -	\$ 445,000	CO 3,673 VOC 167 NOx 138	\$ 112
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal \$ 724,620 80%	Local \$ 181,155 20%		ROW \$ 16,648	constructioi \$ 707,972				\$ -	\$ 724,620	CO 4,533 VOC 211 NOx 158	\$ 148
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal \$ 269,842 80%	Local \$ 66,853 20%				constructioi \$ 269,842			\$ -	\$ 269,842	CO 1,082 VOC 50 NOx 38	\$ 231
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal \$ 945,762 80%	Local \$ 236,440 20%				ROW \$ 165,795 constructioi \$ 779,966			\$ -	\$ 945,761	CO 2,639 VOC 123 NOx 92	\$ 331
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal \$ 583,443 80%	Local \$ 145,861 20%				capital \$ 583,443			\$ -	\$ 583,443	CO 789 VOC 82 NOx 289	\$ 503
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal \$ 240,000 80%	Local \$ 60,010 20%				PE \$ 24,000 constructioi \$ 206,400	implemente \$ 9,600		\$ -	\$ 240,000	CO 321 VOC 14 NOx 11	\$ 694
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12	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal \$ 2,674,114 80%	Local \$ 668,528 20%						capital \$ 2,674,114	\$ -	\$ -	CO 218 VOC 95 NOx 1,392	\$ 1,568
13	Chapel Hill	Replacement of Two 40' Deisel Buses with Hybrid 60' Buses	Federal \$ 1,653,088 80%	Local \$ 413,272 20%						capital \$ 1,653,088	\$ -	\$ -	CO 105 VOC (0) NOx 133	\$ 6,948
14	Hillsborough	Riverwalk, Phase II	Federal \$ 496,000 80%	Local \$ 124,000 20%						PE \$ 40,000 ROW \$ 345,600 constructioi \$ 110,400	\$ -	\$ -	CO 30 VOC 1 NOx 1	\$ 15,500
			Total Federal \$ 15,045,539			total \$ 1,795,677	total \$ 2,091,902	total \$ 2,256,548	total \$ 1,844,344	total \$ 2,113,373	total \$ 4,943,673	\$ 10,101,845		
			Available \$ 10,101,845			available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369		\$ 10,101,845		
			Difference \$ (4,943,694)			difference \$ 224,692	difference \$ (71,533)	difference \$ (236,179)	difference \$ 176,025	difference \$ (93,004)		\$ 0		

*CMAQ request for DCHC MPO only; TJ COG is also requesting \$2,794,184 of CAMPO CMAQ federal funds

**Service Provider Matching Funds

Durham	\$ 5,492,801	70%
Orange	\$ 1,910,381	24%
Chatham	\$ 445,000	6%
Regional	\$ 2,253,663	

Comprehensive Transportation Plan (CTP)

Tasks and Timeline (7/22/09)

Introduction

The DCHC MPO and Orange County will develop and adopt Comprehensive Transportation Plans (CTP) for their respective planning areas within the next year. The MPO and Orange County will coordinate the timeline and tasks to the greatest extent possible, and try to make the process as clear as possible given that the 2035 LRTP (Long Range Transportation Plan) was recently completed and is very similar to the CTP, and given that most Orange County citizens live in the DCHC MPO planning area. Throughout the process it will remain clear that the TAC will adopt the CTP for the area in the MPO's planning area, and the Orange County Board of Commissioners (BOCC) will adopt the CTP for the area of Orange County that is not in the DCHC MPO or Burlington-Graham MPO.

The DCHC MPO developed the 2035 LRTP and CTP in tandem throughout the last two years, dropping further CTP development in the fall of 2008 when the 2035 LRTP Preferred Options were advanced. As a result, the MPO has completed many of the CTP development tasks (although the NCDOT has not reviewed and provided input on these tasks, yet). Orange County will need to complete a few tasks to reach a point in which the MPO and Orange County CTP process can proceed in parallel. However, this "catch up" process will be complete by October 2009. Orange County plans to conduct a workshop in September to present deficiency information and gather initial citizen input, and at that point will be ready to work on a draft CTP.

This document presents the tasks and timeline for the DCHC MPO's CTP process. Given the coordination with the concurrent Orange County process, information on the coordination with Orange County is presented in *italics* when deemed relevant.

Tasks

1- CTP Schedule and Tasks (TAC approve September 2009)

Create schedule and detailed tasks, present to TAC in August 2009, and receive TAC approval in September 2009.

2- Goals and Objectives (completed)

The CTP process will use the same Goals and Objectives in the joint 2035 LRTP and CTP process.

Orange County already has a set of goals and objectives. The goals and objectives for the DCHC MPO and Orange County do not appear to have any conflicts.

3- Draft CTP (TAC release December 2009)

Develop Draft CTP for public review and input. TAC receives Draft in November 2009 and releases in December 2009. NCDOT staff needs to review preliminary Draft in early October 2009. Deficiency data will be presented with the Draft CTP to help staff, the public and elected officials understand the need for the proposed transportation improvements.

The MPO and Orange County will work together to coordinate the transportation projects in the Draft CTP.

4- Public Input (complete by February 2010)

The Draft CTP and supporting information will be released for public input, and will likely include:

- a. Draft CTP maps for highway, public transportation and rail, bicycle, and pedestrian (following NCDOT prescribed format);
- b. Deficiency Analysis such as V/C maps (congestion maps using volume-to-capacity ratio) from the 2035 LRTP and CTP alternatives in the 2035 LRTP process.

The MPO and Orange County will work together to present the same maps and deficiency data.

The public outreach will include the activities listed directly below. The outreach could be expanded, e.g., additional workshop(s), if the projects that are added to the recently completed 2035 LRTP to develop the Draft CTP might attract a significant level of citizen input.

- a. Two workshops: one in Durham County and one in Orange County;
- b. TAC public hearing;
- c. Presentation to local boards and elected officials, as desired;
- d. Mailing and published notices;
- e. Web site presentation and application to take comments; and,
- f. Newsletter.

Orange County will have presentations to the BOCC and advisory boards, and conduct a public workshop.

5- Recommended CTP (TAC receive March 2010)

Prepare recommended CTP based on TAC, public and staff input. Coordinate with CAMPO, Orange County, Person County, Granville County, Kerr-Tar RPO, and Burlington-Graham MPO to help ensure similar treatment of improvements and services that cross the borders.

6- Adopted CTP (TAC adopt May 2010)

TAC adopts the CTP for the DCHC MPO and endorses the CTP for the area in Orange County that is not in the DCHC MPO planning area. The Triangle Area Regional Planning Organization (TARPO) might decide to endorse the CTP, as well. The process for the North Carolina Board of Transportation to adopt the CTP will likely take an additional four months.

Orange County Board of Commissioners will adopt the CTP for the Orange County area that is not in the DCHC MPO and the TAC will endorse the CTP for that same area.

7- Technical Report (complete by August 2010)

The CTP technical report for the DCHC MPO and Orange County can be a joint report. The report will document the analysis and support for the proposed transportation improvements, and could include the MPO-wide collector street plan.

8- Corridor Protection and Programming




Local staff and the NCDOT will be responsible for implementing the CTP through the development review process and project recommendations.

Task Timeline

A simple task timeline is presented on the following page (page 4).

Comprehensive Transportation Plan – Task Timeline

Task ID#	Plan Tasks	2009						2010								
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	
1	CTP Schedule and Tasks -- TAC endorses CTP schedule and task plan															
2	Goals and Objectives -- TAC endorse goals and objectives	completed														
3	Draft CTP -- Develop Draft CTP and TAC releases for public comment															
4	Public Input -- Publish Draft CTP, mail CTP newsletter and notices, conduct workshops and TAC conducts public hearing															
5	Recommended CTP -- Prepare and review recommended CTP															
6	Adopted CTP -- TAC adopts final CTP															
7	Technical Report --															
8	Corridor Protection and Programming --															
		Ongoing ==>														

	(bold/blue block) = Board task/action
	(light/blue crosshatch) = First Board review or action
	(light grey block) = Work in process

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 12, 2009

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

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

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

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

Comprehensive Transportation Plan (CTP)

- Draft CTP
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

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

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

- Public Workshop #3 – Spring 2010
- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey

- ✓ Project underway

GIS/Data Integration and Automation

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

Land-use Model development

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed
- ✓ Model architecture and design completed
- Zone level model for Triangle Region v1
- Database completion – Aug 09
- Initial model estimation – Sept 09
- Initial calibration – Oct 09
- 2035 model run – Nov 09
- Installation and documentation – Dec 09
- Parcel level model for DCHC
- Initial database – Jan 2010
- Initial model estimation – Jan 2010
- Initial calibration – Feb 2010
- 2035 model run – Mar 2010

- Installation and documentation – Mar 2010

Non-Motorized Model development

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

ITS Deployment Plan

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

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Coordination with partner agencies to classify roads and identify collector streets
- Public review (possibly with Comprehensive Transportation Plan)
- Completion of study and integration with related plans and review processes

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 after 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 - fall 2009

Farrington Road/Stagecoach Road Corridor Study

- ✓ This study involved the following tasks:
 1. Data collection and analysis
 2. Traffic circulation plan (including a collector street system plan)
 3. Sub-area modeling analysis and forecast of future demand
 4. Alternative evaluation
 5. Recommendation
- ✓ Kimley Horn and Associates is the consultant
- ✓ Data collection underway
- ✓ Steering Committee proposed
- ✓ Completion of study expected in January
- ✓ Integration in the 2035 LRTP
- ✓ Draft report complete
- Presentation to TAC – fall 2009

MPO Parking Survey and Study (postponed to FY 2011)

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

Contract Number: C200840	Route: NC-54
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2904, U-4026
Length: 6.363 miles	Federal Aid Number: STP-54(5)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
Location Description: NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.	
Contractor Name: C C MANGUM COMPANY LLC	
Contract Amount: \$35,467,891.08	Cost Overrun/Underrun: 8.65%
Availability Date: 2/5/2007	Letting Date: 12/19/2006
Completion Date: 11/1/2009	Work Began: 2/19/2007
Revised Completion Date: 11/22/2009	Estimated Completion: 11/1/2009
Last Estimate Thru: 6/30/2009	Scheduled Progress: 78.5%
Last Estimate Paid: 7/10/2009	Actual Progress: 82.17%

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
Contractor Name: DLB, INC DBA DLB INC (OF VA)	
Contract Amount: \$18,810,912.36	Cost Overrun/Underrun: 1.76%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 8/3/2010	Estimated Completion: 8/3/2010
Last Estimate Thru: 6/30/2009	Scheduled Progress: 43.2%
Last Estimate Paid: 7/13/2009	Actual Progress: 42.78%

Contract Number: C202313	Route: US-501
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127
Length: 16.62 miles	Federal Aid Number: STM-1004(39)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	
Contractor Name: BARNHILL CONTRACTING COMPANY	
Contract Amount: \$3,611,898.13	Cost Overrun/Underrun:
Availability Date: 7/27/2009	Letting Date: 6/16/2009
Completion Date: 5/14/2010	Work Began: 7/28/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Bid opening cancelled
Orange	39276 MA07120R	SR 1942 (Jones Ferry Rd.) from SR 1140 (Wilson Rd.) to Chatham Co.	Widen existing pavement to 22' with a 1' paved shoulder on each side and resurface. Finished pavement width will be 24'.	\$800,000	Combine NCMA funds with resurfacing funding; Spending Authority for '09- '10
Orange	41593 U-4726 JA	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 STP-DA ARRA sidewalk project ; design, R/W/U underway- M.A. pending
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	Installation pending utility relocation; given Spending Authority '09-'10
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	\$10,000	FA const. given Spending Authority '09-'10; equipment ordered
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. given Spending Authority '09-'10
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement pending
Orange	7B.206814.10	SR 1902 (Manning Dr.) 0.3 mi. north of US 15/501	Reline ex. 84" CMP w/ 72" "Ultra Flo" aluminum pipe		Emergency PO req. for materials; compl. by 8/14/09
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$750,000.00	Dane Const., Inc. = 72.84% complete

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Sanford Contractors, Inc. = 72.76 % complete
Orange	42170 SS- 4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Design underway; minor R/W & utility relocation
Orange	42171 SS- 4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design underway
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.; CBS & KLJ met w/ B.Thomas & property owner on site
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$875,000	Jan. 19, 2010
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Scope may be revised)	\$1.05 million	Sept. 15, 2009
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$2.0 million	Sept. 15, 2009
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.40 million	Oct. 20, 2009
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	Nov. 17, 2009
Orange	U-3306	SR 1733 (Weaver Dairy Rd.) from NC 86 to SR 1734 (Erwin Rd.)	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010
Orange	U-4704	Chapel Hill- Carrboro	Computerized Traffic Signal System	\$5.0 million	Sept. 15, 2009

**TARPO TCC/TAC Meeting
Division 8 Project Report**

COUNTY	WBS #	ROUTE	DESCRIPTION	TOTAL FUNDING ALLOCATION	CONTRACT BID AMOUNT	STATUS
Chatham	B-4063 33427.3.1	NC 902	Replacement of bridge # 20 over Sandy Creek and approaches	PE: \$150,000.00 ROW: \$75,000.00 CONST: \$1,390,181.00	\$1,205,102.89	Dellinger, Inc began work on 9/18/08 and is currently at 70.1% complete; Structure & roadway complete, open to traffic; working on signs, guardrail, etc.; Scheduled completion is 12/31/09
Divisionwide	38913.3.1 R-4425	US 421, US 15-501, US 1	Guardrail rehabilitation to upgrade sub-standard guardrail, end treatments and bridge anchor units	PE \$210,000.00 Const \$2,622,565.00	\$2,280,491.45	Reynold's Fence & Guardrail began work October 27, 2008; Scheduled completion is April 24, 2009. Complete, accepted 6/17/09
Chatham	8CR.20191.1 1	4 sections of secondary roads	Contract resurfacing let as purchase order	\$1,040,350.00	\$697,376.00	Awarded to S. T. Wooten Corp.; Available 7/20/09; Scheduled completion is 12/16/09
Chatham	41700 SF-4908J	NC 751	Install protected permitted traffic signal and left turn lane at intersection of NC 751 and SR 1731 (O'Kelly Church Road)	PE: \$10,000 ROW: \$58,214.50		Design is complete; ROW being acquired; Utilities being relocated; Anticipated letting September 2009; Economic Stimulus Project
Chatham	42221	NC 87 from south of SR 1516 to north of SR 1516	Construct elliptical roundabout near CCCC in Pittsboro	\$375,000.00		Anticipated letting in January 2010; Economic Stimulus Project
Chatham	36268 U-4726FA	US 15-501 from Cole Park Plaza to Orange County	Install pedestrian facilities	PE: \$22,000.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	45067 ER-5100HA	US 15-501 from Cole Park Plaza to Orange County	Streetscaping/Landscaping	PE: \$2,525.00		Chatham County Municipal Agreement; Letting not scheduled; Economic Stimulus Project
Chatham	41848.3 SS-4908K	US 64 and SR 2229 (Treatment Plant Road)/SR 1363 (Pearlman Teague Road)	Island construction and improvements to accommodate U-turns	PE: \$27,000.00 ROW: \$11,000.00 CONST: \$19,000.00		Design is complete; ROW being acquired; Letting is not scheduled; Insufficient funds available

Friday, May 22, 2009

Triangle Transit projects 3% revenue rise

Triangle Business Journal - by [Chris Baysden](#)

RESEARCH TRIANGLE PARK – At a time when it's being said that flat is the new up, **Triangle Transit** expects its revenue in the coming fiscal year to be up the old-fashioned way.

According to the most recent version of the authority's proposed budget, Triangle Transit projects that it will generate \$29.6 million in revenue in fiscal year 2010 – a nearly 3 percent increase from the \$28.8 million budgeted a year ago. The budget is still preliminary at this point, with authority members expected to approve a final version at their June 24 board meeting.

So far, Triangle Transit officials expect two of the authority's main revenue sources – vehicle registration and vehicle rental taxes – to remain relatively flat. But Chief Financial Officer Sandra Freeman writes in an e-mail that the authority projects that an increase in bus and van pool fares will help drive up its overall revenue.

"We're almost counter-cyclical," says Joe Freddoso, treasurer of Triangle Transit's board, who notes that ridership is up 28 percent to about 866,000 in the current fiscal year. "We're very happy that we're doing well."

But Freddoso said the authority still needs to be frugal because it wants to be able to provide as much service as possible, especially during tough economic times, which increase the public's need for transit.

The budget proposal would fund 169 positions, up from 162 last year. But it does not include a cost-of-living increase for employees. The authority last year budgeted for a 2.5 percent increase for hourly employees and a 1.5 percent hike for salaried employees.

A merit pay increase of up to 3 percent has been proposed, but it isn't a certainty at this point.

Triangle Transit is budgeting for total expenditures of \$44.1 million. That number includes a one-time, \$15 million payment that Triangle Transit would have to make to secure the right to use 28 miles of the **North Carolina Railroad Co.**'s rail corridor.

Even though the payment originally was associated with Triangle Transit's now-defunct rail project, the authority has kept its options open on the agreement in case a renewed rail project gains steam.

The authority may not make the payment this year; it's a potential expense that's already been deferred in past years.

Local transportation insiders are working on a plan for a new rail project. But Triangle Transit General Counsel Wib Gulley says more details about the new rail plan will have to be worked out before Triangle Transit would have to make the \$15 million payment to NCR.

If Triangle Transit doesn't have to make the NCCR payment in the coming fiscal year, its expenses will be more in the range of \$29.1 million.

The past couple of years have been a rough ride for many transit agencies across the country, says Virginia Miller, a spokeswoman for the **American Public Transportation Association**. She says high fuel prices were causing problems at agencies before last fall.

"No one can budget for fuel prices that are through the roof," she says. "It's down (now), but some are still paying for it."

Miller adds that the financial meltdown also has impacted the tax revenue streams that support many transit agencies around the country.

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Administration: Highway fund to go broke in August

By JOAN LOWY, Associated Press Writer

WASHINGTON - The Obama administration is warning lawmakers that the trust fund that pays for highway construction will go broke in August unless Congress approves an infusion of as much as \$7 billion.

Sen. Barbara Boxer, chairman of the Senate Environment and Public Works Committee, said at a hearing the administration has told senators the Federal Highway Trust Fund will need an estimated \$5 billion to \$7 billion to keep current construction projects going.

The California Democrat said another \$8 billion to \$10 billion will be needed to keep the fund solvent through the year ending Sept. 30, 2010.

Transportation Department spokeswoman Jill Zuckman confirmed those figures.

"The administration is working closely with Congress to solve this difficult problem and ensure that states have the resources they need to maintain our roads and highways," Zuckman said.

A decline in driving that began in late 2007 has reduced federal gas tax revenue, the primary source of trust fund dollars.

The trust fund is separate from the \$48 billion in transportation projects included in the economic recovery law enacted by Congress and signed by President Barack Obama earlier this year.

Congress approved an emergency transfer of \$8 billion in general treasury dollars last fall to make up a projected shortfall - the first time in the history of the program that had happened. The fund dates back to creation of the federal interstate highway program in 1956.

Sen. George Voinovich, R-Ohio, said it's clear that Congress must raise the federal gas tax, which is now 18.4 cents per gallon.

"I know that doesn't go down so well with some folks," but it's "the reality of the situation," Voinovich said at the hearing, which was on Obama's nomination of former Arizona highways director Victor Mendez to head the Federal Highway Administration.

"That will be one of my highest priorities, to get on that very quickly," Mendez said of the trust fund.

The law that authorizes federal highway programs is due to expire at the end of September, but the issue hasn't been on Congress' frontburner. There is a consensus among transportation experts and lawmakers that there will have to be some form of a tax increase - always unpopular, but especially so in a recession - to make up for the lower gas tax revenues and to address a backlog of crumbling and congested highways, bridges and public transit systems.

Two congressionally mandated commissions have called for an immediate increase in the gas tax. The first commission, which issued its report in early 2008, recommended a 40-cent per gallon hike. The second panel, which issued its report earlier this year, recommended the tax be increased 10 cents per gallon for gas and 15 cents per gallon for diesel, and that both be indexed to inflation.

The two panels also said fuel taxes are not a sustainable source of revenue over the long term as drivers shift to more fuel efficient vehicles. Both panels recommended Congress find a new revenue source to pay for highway and transit programs.

Their top recommendation was to tax motorists based on how many miles they drive. That would require equipping cars and trucks with devices that use GPS technology to record not only how many miles the vehicle was driven, but whether the driving took place on interstate highways or secondary roads and whether it was during peak travel periods. The device would calculate the amount of tax owed and the bill could be downloaded.

A mileage-based tax system would take about 10 years to implement.

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Mayor honored for leadership on strength of transit system

By Gregory Childress : The Herald-Sun
gchildress@heraldsun.com
Jun 16, 2009

CHAPEL HILL -- On the strength of the town's fare-free transit system, Mayor Kevin Foy scored first-place honors for leadership in the small city category during the recent U.S. Conference of Mayors Annual Meeting in Providence, RI.

The City Livability Awards Program recognizes mayoral leadership in developing and implementing programs that improve the quality of life in America's cities.

"The Chapel Hill Public Transit system is the foundation of our sustainable future," Foy said in a news release. "This bus system makes Chapel Hill continue to be the kind of place people love; for us it is an investment and it has paid off big time."

Foy was cited for championing the creation of the fare-free system, which has grown into the state's second-largest transit system, behind the one in Charlotte, since it became fare-free in 2002.

Ridership for Chapel Hill Transit has grown 130 percent -- from 3 million riders per year to a projected 7 million for 2009.

"The significant commitment to public transit has made Chapel Hill a sustainable community in which

people do not need to rely on the automobile," according to a news release from the Conference of Mayors.

Charleston, S.C., Mayor Joseph O. Riley Jr., was the winner in the large city category. He was recognized for Charleston's Palmetto Artisan Program, an entrepreneurial skills program created to help local youths who sell roses fashioned from palmetto tree fronds become legitimate businesses.

The winners were selected by former mayors from among more than 200 applicants. The City Livability Awards Program is sponsored by the Conference of Mayors and Waste Management Inc., a national leader in waste removal and environmental services.

"Our City livability Awards Program gives the Conference a chance to highlight mayoral leadership in making urban areas cleaner, safer and more livable," Tom Cochran, executive director and CEO of the U.S. Conference of Mayors, said in a statement.

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<http://www.charlotteobserver.com/406/story/809204.html>

Shifting secondary road costs to cities, counties no solution

Proposal would put an unfunded mandate on local governments.

Posted: Wednesday, Jul. 01, 2009

From Durham Mayor Bill Bell and High Point Mayor Rebecca Smothers, co-chairs of the N.C. Metropolitan Mayors Coalition transportation committee, in response to "Let counties, cities control their roads," by Sens. Dan Clodfelter and Bob Rucho (June 17 Viewpoint):

The state is in a budget crisis. We all understand that some changes must occur. But shifting the state's responsibility to local government is not the solution to the state's transportation funding problems.

Senate Bill 748 sponsored by Sens. Clodfelter and Rucho would do just that. The bill would transfer nearly 80 percent of the state's roads to cities and counties.

Sens. Clodfelter and Rucho wrote recently that the best way to improve the quality of the state's secondary road system (some 64,000 miles) is to transfer the responsibility for construction and maintenance to municipal and county governments. The remaining 15,000 miles of the state system – including the interstates, urban loops and primary roads – would remain under the NCDOT.

The senators tell us that this shift would improve the overall quality of the total system. What it would actually do is force counties into the "road business" and potentially establish 100 county transportation departments, thereby losing efficiencies we gain through one state DOT. It would require that both county and municipal governments assume responsibility for a system that the senators wrote "is crumbling under its own size and weight."

On the surface you might think the senators' plan sounds good. But the senators themselves said the funds to care for these roads are increasingly inadequate. Ask yourself, if the state had the money to properly care for these roads, why would they be proposing to transfer them to local government? Let us explain why municipal governments are objecting to the increased responsibility.

The state collects a gas tax at the pump for road construction and maintenance and passes some of it through to cities for the 21,332 miles cities currently have responsibility for. But these pass-through revenues only cover half the total spent on city-maintained roads annually. The rest of the costs are funded by local city taxes. North Carolina has the

highest gas tax in the Southeast and yet the per-person highway expenditures are only average for the Southeast. Is it fair to require additional local property taxes to support a new unfunded or underfunded mandate that the N.C. citizen has already paid for at the pump?

Local governments want good roads for our citizens and we want to partner with the state to find real solutions for our state's transportation problems. We want to be part of a discussion that begins to chart a new and positive course for the future of transportation in North Carolina. But transferring 64,000 miles of road responsibility to another level of government during these trying economic times is NOT the place to start.

Road work proposal irks Bell

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Jul 6, 2009

DURHAM -- Mayor Bill Bell has been trading shots in the press with two state senators from Mecklenburg County who want cities and counties to take more responsibility for maintaining secondary roads that now belong to the state.

Bell joined High Point Mayor Becky Smothers last week in signing a newspaper op-ed opposing the idea, which at times has also been pushed by the N.C. Department of Transportation.

The two mayors said cities and counties are less able than the state to shoulder the burden of paying hundreds of millions of dollars in maintenance expenses for North Carolina's network of secondary roads.

Forcing them to would create a patchwork maintenance system, lose the "efficiencies we gain through one state DOT" and force cities and counties to raise property taxes to pay for an unfunded or underfunded mandate from Raleigh, Bell and Smothers said.

The mayors' joint op-ed appeared in the Charlotte Observer, the hometown paper of Mecklenburg County state Sens. Dan Clodfelter and Bob Rucho.

Clodfelter, a Democrat, and Rucho, a Republican, co-sponsored a bill in this year's session of the General Assembly that calls for DOT to transfer some 64,000 miles of roads to county governments by 2011.

The bill hasn't moved out of committee, and another senator, Democrat Clark Jenkins of Edgecombe County, in May shelved a similar measure that had DOT's official backing.

Jenkins said at the time he wanted local-government and DOT officials to continue "constructive conversations" about the future of road maintenance and wasn't interested in ramming a bill through over opposition from local governments.

Clodfelter and Rucho, however, took to the pages of the Observer on June 17 to argue that a switch is

necessary. They noted that North Carolina's DOT-maintained road network is larger than that of any other state's save for Texas.

The Mecklenburg senators argued that DOT is "no longer able" to take care of secondary roads while also giving interstates, U.S.- and N.C.-numbered routes the attention they deserve.

Moreover, they said, giving local governments control of secondary roads is appropriate because "local planning, zoning and land-use decisions" drive "the need for improvements, upgrades and repairs" to that network.

Bell and Smothers' July 1 rebuttal in essence argued that legislators are pushing the idea to solve the state's budget problems. But local governments, they said, are no more able financially than the state to shoulder the burden.

The mayors' arguments won some favor with Observer readers. A Gaston County resident, engineer Jim Gaddy, wrote Smothers to say the Clodfelter/Rucho proposal would put North Carolina on par with poor states like Alabama.

Gaddy once worked in that Deep South state, and said that because secondary road maintenance there is a county function, many localities are all but broke "because of their road maintenance draining the entire county budget."

Bell and Smothers wrote their piece on behalf of the N.C. Metropolitan Coalition, a lobbying group for the state's major cities and towns.

Clodfelter has drawn attention in this area in recent days because he's blocking Senate consideration of a bill that among other things would allow Durham, Wake and Orange counties to levy local-option sales taxes to support new mass-transit routes.

He'd signaled fellow legislators that he wants them to remove from the bill a provision that would extend the same privilege to rural counties.

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Thanks, recession: Traffic's growth stalls

BY BRUCE SICELOFF, Staff Writer

RALEIGH - Here's one good thing to say about this bad economy: For the time being, our traffic isn't getting a lot worse.

The average Triangle driver wasted 34 hours and burned 22 gallons of gas while stewing in traffic jams in 2007. That's 2 hours and 1 gallon worse than in 2006 but the same as in 2005, according to a new national report on urban road congestion.

Commuters across the country cut back on their driving as gas prices rose sharply in 2007 and spiked above \$4 a gallon in 2008. Pump prices are comfortably below \$3 these days, but traffic counts have stayed down because we have fewer jobs to drive to -- and less money to spend at the mall.

"It's very much a regional issue as to how quickly one area reacts to the higher fuel prices and to the beginning of the slowing economy," said David Shrank, a research scientist at the Texas Transportation Institute and lead author of the 2009 Urban Mobility Report, scheduled for release today.

Traffic jams were a Triangle novelty 25 years ago.

The region's relentless growth spurred a steep increase in congestion through the 1980s and 1990s, a trend that leveled off after 2001.

While Triangle travel delays were slightly worse in 2007, it marked the first time in 25 years that average congestion eased slightly across the nation.

"Our market has not been as badly affected economically as some other markets have been," said Eric Lamb, Raleigh city transportation services manager. "We haven't had as much contraction in our work force as other markets have seen."

Traffic jams in 439 urban areas cost commuters an average \$757 apiece for wasted time (36 hours) and gas (24 gallons) in 2007 -- a small improvement of \$1, 1 hour and 1 gallon nationwide compared to 2006, according to Shrank's report.

When the counts come in for 2008, experts expect to show a sustained trend of lower road congestion here and across the country.

"It wasn't really until 2008 that most people could look out the window and say, yeah, I think traffic is a little lighter than it was before," Shrank said.

Taking the bypass

David Wingfield of Apex runs into fewer traffic jams these days.

"There has been a decrease in congestion," said Wingfield, who sells insurance and tries to avoid rush-hour driving. "People aren't driving as much, and the economy is the way it is."

Not everybody's drive has improved.

Many Triangle commuters found quicker trips to work after the 2006 opening of Knightdale's U.S. 64/264 Bypass and the completion in 2007 of the 540 Outer Loop across northern Wake County. As a result, car counts rose sharply on the 540 Loop -- and fell on the Beltline and Interstate 40 in Raleigh.

Traffic volumes are still climbing on Capital Boulevard and Louisburg Road in North Raleigh, and Lamb hasn't seen any improvement in his daily drive to work down Falls of Neuse Road.

And Chris Underhill of Cary still hits backups on his way to work in West Raleigh.

"On a good day it takes me five minutes longer than it used to, and there's a lot more bad days than there used to be," said Underhill, a clinical researcher.

Joe Hummer, a traffic expert and engineering professor at N.C. State University, says we can all look forward to more traffic jams whenever the economy improves.

"There are all kinds of ironies here," Hummer said. "We want the recession to end. But congestion, to some extent, is a good thing, because it's an indicator of economic activity."

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Triangle traffic congestion 2007

- 574,000: Rush-hour commuters
 - 6.2 hours: Length of daily congested "rush" hour
 - 53 percent: Road miles congested at rush hour
 - 12.7 million gallons: Fuel wasted in traffic delays per year
 - 22 gallons: Fuel wasted by each commuter per year
 - 34 hours: Travel time wasted in traffic delays by each commuter
 - \$733: Average cost in gas and time per person wasted in traffic per year
- Source: Texas Transportation Institute

RUSH HOUR DOWN TIME

Triangle commuters wasted 34 hours apiece stuck in traffic during 2007, the most recent year for which numbers are available.



Source: Texas Transportation Institute 2009 Urban Mobility Report The News & Observer

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New train station a nice switch for Durham

Restored 1897 tobacco warehouse is among many Amtrak upgrades set for the state
 BY JIM WISE AND BRUCE SICELLOFF, STAFF WRITERS

DURHAM - The Piedmont passenger train made its first stop at Durham's new station Wednesday. It arrived right on time at 7:20 a.m., signaling a new era in the city's rail service and one more step in efforts to upgrade train travel statewide.

"It's a greener way to travel, less congestion on the highways," said Joan Bagherpour, spokeswoman for the Department of Transportation's rail division.

Housed in an 1897 tobacco warehouse on West Main Street in the West Village redevelopment, the new station evokes the past, with dark bead-board paneling, wooden benches and information racks resembling old-time post-office pigeonholes.

"It gives our passengers an opportunity to come into a comfortable environment, a somewhat nostalgic railroad environment," said Michael Jerew, Amtrak's district operations manager.

At 10,000 square feet, the depot is 10 times larger than the "Amshack," a double-wide trailer that had been Durham's "interim" station since 1996. The waiting room accounts for 6,000 square feet, with high, exposed-beam ceilings, brick walls and historic photographs that double as sound-muting devices.

"It's a gracious space," said Craig Newton, the project manager.

DOT has been remodeling, updating and building passenger stations since the late 1990s. Three, in the western part of the state, aren't used for rail service any more but will be part of a future passenger route that's waiting on money to start up.

The state is also improving tracks from Selma to Charlotte, anticipating high-speed trains running someday between Raleigh and Charlotte.

"We're trying to allow for a more multimodal transportation system throughout the state," Bagherpour said.

Ridership is trending up on DOT's trains -- 20 percent in the fiscal year that ended in September. Two trains make four stops in Durham each day: the Amtrak Piedmont, running both ways between Raleigh and Charlotte, and the Amtrak Carolinian, between New York and Charlotte. The state and Amtrak expect to introduce a third daily train between Raleigh and Charlotte by the end of this year.

Plans for Cary

Salisbury is due for a new canopy, said Newton, and Cary for an upgrade to its Amtrak station on North Academy Street. Amtrak does not have employees assigned to the Cary station, and until recently passengers waited in the lobby of a Division of Motor Vehicles office for the three trains that make six stops in Cary each day.

DMV moved to other quarters last winter, and Amtrak plans to take over the entire 3,500-square-foot building, which is leased from the town of Cary. DOT officials are moving on a \$2 million project to enlarge the waiting room, add ticketing and baggage areas, expand the parking lot and lengthen one of the passenger platforms. When the work is finished in late 2010, the Cary station will be staffed full time by two Amtrak employees.

DOT officials will seek full federal funding for the Cary upgrade as one of their grant applications this fall for North Carolina's share of \$8 billion in federal stimulus money earmarked for high-speed and intercity passenger rail service. Other stimulus grant requests would pay for longer platforms at the Selma and Burlington depots and more parking at the High Point depot.

A \$1.25 million grant from a federal program to reduce highway traffic paid for the 605-foot platform and canopy at Durham's new station, and DOT spent \$1 million on the interior.

DOT plans in 2012 to close Charlotte's Amtrak station on the north side of the city and shift operations to a planned multimodal hub downtown for intercity rail and local transit passengers.

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Local greenhouse gas emissions rising

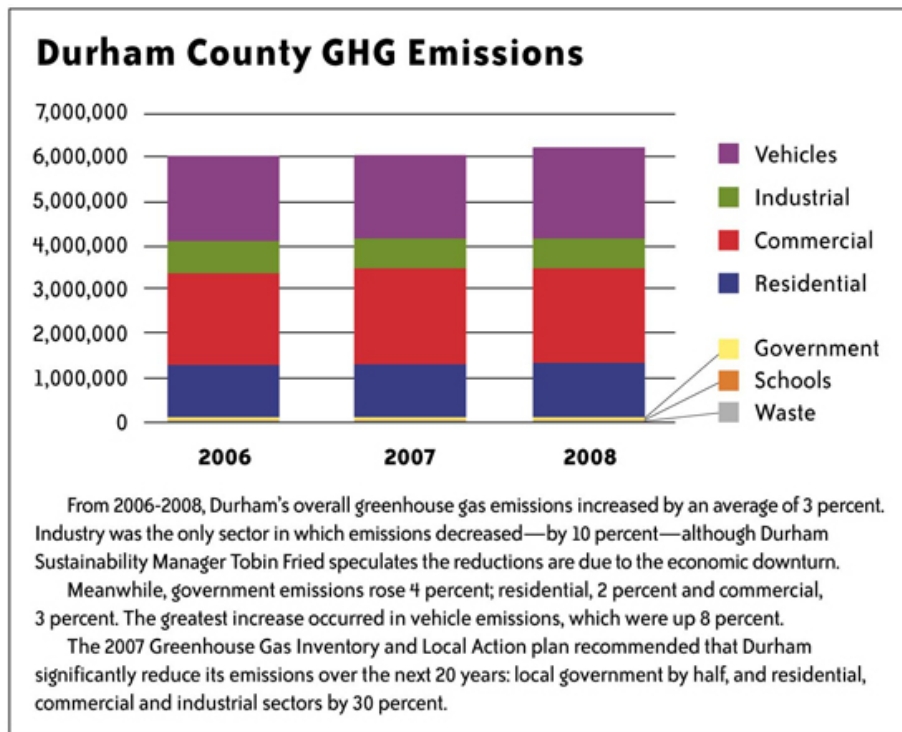
Durham's hot seat

By Lisa Sorg

On Durham's streets and highways, you can see contrails streaming from thousands of tailpipes. In neighborhoods, you can hear the hum of air conditioners as they suck electricity from the grid. And somewhere, coal is being mined, transported and then burned, to power the lights, computers and machines in offices and factories.

While Congress grapples with the so-called [Climate Change bill](#) that would require the United States to slash its greenhouse gas emissions, Durham is also struggling to meet its ambitious goals in reducing its share.

From 2006 to 2008, Durham's overall greenhouse gas emissions increased an average of 3 percent, according to a recently released draft of the [Greenhouse Gas Inventory and Action Plan](#). Residential, commercial, government and vehicle emissions rose; only industrial emissions decreased, and this 10 percent reduction has been attributed to the economic recession.



SOURCE: DURHAM SUSTAINABILITY OFFICE

Granted, it's early in Durham's efforts to curb its greenhouse gas emissions. Two years ago, it became the first community in North Carolina to adopt such a strategy, when the City Council and County Commission approved a Greenhouse Gas Inventory and Local Action Plan that recommended Durham aggressively cut its emissions over the next 20 years. Using 2005 levels as a baseline, local government is expected to reduce its emissions by half; residential, commercial and industrial sectors by 30 percent. (See "[Capping greenhouse gases](#)," July 4, 2007).

"We can achieve the long-range goals, but it's going to take a lot of work," said Tobin Freid, who was hired in May 2008 as [Durham's sustainability manager](#). She is charged with educating the public about energy efficiency and with finding grant money for programs.

- Residential emissions are up 2 percent, with consistent gains in electric, natural gas and propane use, and decreases in light fuel oil and kerosene.
- Commercial emissions rose 3 percent.
- Government emissions increased 4 percent, although those from the City's water treatment plants remained stable. Freid speculates the reduction is due to a decrease in water use during the 2007 drought.
- Vehicle emissions rose 8 percent.

"I think the community numbers [residential, commercial and industrial] in particular are the hardest ones to get at," Freid said. "But the federal and state government are taking bold actions, like increasing building codes standards and fuel efficiency. That gives me a lot of hope."

The City of Durham has applied for \$2.1 million in federal stimulus money for energy efficiency programs. Half the money would be used to retrofit city buildings, Freid said, including installing LED lighting. In addition, solar hot water heaters would be installed at two fire stations.

The other half of the funds would be allocated to improving energy efficiency in homes. One voluntary program, which could be launched early next year, would target single-story homes of less than 2,000 square feet. (Rentals would also be eligible.) The money would be spent on programmable thermostats, sealing, caulking and other improvements, for a cost of \$2,000 per home. Homeowners would kick in about \$250 and provide energy bills for the previous year and the next two years. This allows the city to track energy savings and report its findings to the U.S. Department of Energy.

The residential program is similar to that of [Clean Energy Durham](#), a nonprofit group that works with homeowners and neighborhoods to reduce greenhouse gases.

"The task before us is huge," says Judy Kincaid, executive director of Clean Energy Durham. "This report gives us an indication that we need to work harder as a community. We're beginning to do that; more people are engaged and beginning to understand the significance of the crisis that we face with climate change."

Last year, Clean Energy Durham conducted a survey in which volunteers canvassed neighborhoods to find homes best suited for solar hot water heaters. They offered a \$200 coupon to homeowners as an incentive, but got few takers. It costs \$1,500 to \$3,000 to buy and install a solar hot water heater.

The group was more successful in training 40 low-income residents in Durham to weatherize homes. Those residents, in turn, trained their neighbors. With a small grant, Clean Energy Durham was able to improve 10 houses; the homeowners also agreed to provide their energy bills to track their savings.

"What all of us can do is learn how to save energy in our homes and help others in our neighborhoods to achieve it," Kincaid said. "The work we're doing is challenging, creative and inclusive, but I hope it's going to be enough."

There are additional challenges in curbing emissions from the commercial sector, which, over three years, generated 58,000 additional tons of greenhouse gases.

The [Durham Chamber of Commerce](#) is certifying businesses that go green through its [Green Plus program](#), co-sponsored by the Institute for Sustainable Development, a group composed of UNC, Duke, GlaxoSmithKline and Lenovo.

"It's a way to get people to be sustainable," said Sheena Johnson, the chamber's director of communications and marketing. Eighty percent of the chamber's membership is small businesses, Johnson added, "and they don't have the resources or time to make sure they're being green."

The incentive for businesses is that the green certification will attract environmentally conscious customers.

"People really embrace the whole going-green aspect," Johnston said. "They want to support businesses that support the environment."

There are shortcomings in the data that complicate tracking Durham's progress. For example, local officials know how many cars—and types of cars—are registered in Durham County, but they can't account for cars driven by commuters from outside the county. [Durham Area Transit Authority](#) has not reliably reported its fuel costs, an important detail in figuring emissions, and reductions, particularly after new hybrid buses begin running later this year.

Nonetheless, Freid said, given rapid climate change, Durham, like the rest of the world, has to do its part.

"The question can't be whether the goals are attainable," she said. "What is our other option?"

In D.C., hope for transit change

Jul 12, 2009

Anyone who lived through the long, ultimately frustrating process that was supposed to lead to the Triangle Transit Authority's commuter rail system will probably welcome the news that Congress is considering doing things differently.

The years of identifying rights of way, mapping rail stops and ordering high tech trains never led to final federal funding. The train system could not be built, even though millions had already been spent.

The rail line was to have one end at Duke Hospital and the other end in downtown Raleigh. Research Triangle Park would be the midpoint. Given the growth of our vibrant area, and the relentless pressure away from more miles in individual autos, a commuter rail line for the Triangle had an air of inevitability.

And it still does.

We're pleased there seems to be a growing recognition in Congress that past procedures were flawed, and that a better way needs to be found.

Senior members of the U.S House Transportation and Infrastructure Committee recently discussed rewriting the law that authorizes billions to be spent each year for highways and transit.

One change might be to stop judging the merit of projects almost exclusively on projected ridership

numbers. That left tens of millions of federal funding, and the commuting future of entire regions, prisoner to numbers that were at best based on educated guesses.

Local officials say they like what they're hearing, but urge caution before rushing into anything.

"We need to have a fundamental rethinking of how we handle transportation and federal programs," David King, general manager of Triangle Transit, told The Herald-Sun.

When it comes to mass transit, shaking up the applecart is complex and shouldn't be done in haste.

"We should not rush legislation," U.S. Transportation Secretary Ray LaHood said.

He's right, but let's not get stuck in quicksand either. The United States is behind other nations when it comes to mass transit. We need transit that works, including a combination of buses, trains and autos, and we need it soon.

The House Transportation and Infrastructure Committee needs to keep its shoulder to the plow.

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LOCAL BRIEFS

BY DAN E. WAY : The Herald-Sun

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Jul 14, 2009

Chapel Hill gets stimulus funds

WASHINGTON, D.C. -- The town of Chapel Hill will receive \$2.7 million to purchase two replacement 40-foot hybrid-electric buses, eight replacement lift-equipped vans, and one replacement maintenance truck through federal stimulus funds.

Part of the money will be used to purchase bus shelters and benches, and software and hardware for a new fleet inventory system.

U.S. Sen. Kay R. Hagan, D-N.C., confirmed the funding on Monday. It is part of \$52.5 million that North Carolina will receive for transit upgrades and improvements through the American Recovery and Reinvestment Act.

"These grants will both improve our transportation infrastructure and spur job growth in North Carolina," said Hagan. "I will continue working to secure federal dollars for North Carolina transportation projects, which are investments in our communities."

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DOT wants faster trains

Agency guns for stimulus money

BY BRUCE SICELOFF, Staff Writer

The state Department of Transportation is aiming high, with a new list of requests for \$4 billion in federal economic recovery funds to create fast and frequent train service between Charlotte and Washington, D.C.

The money would fund 90 proposed projects to double tracks, straighten curves, expand stations and build a rail shortcut between Richmond and Raleigh. Last week, state DOT officials outlined their requests for federal rail stimulus grants that will be announced starting this fall.

"North Carolina has an ambitious program and is going after all of the stimulus money we can qualify for, to put people back to work," said Patrick B. Simmons, the state DOT rail division director.

The Obama administration will distribute \$8 billion under the American Recovery and Reinvestment Act to start a nationwide network of high-speed trains and improved intercity passenger service.

Obama also wants Congress to spend \$1 billion a year on high-speed rail over the next five years. This week, House budget writers proposed \$4 billion for next year alone.

"This is not a one-time shot of money," Simmons said. "This is a program trying very hard to get started."

North Carolina has plenty of competition for a share of the first \$8 billion.

Ray LaHood, the U.S. transportation secretary, told a group of reporters in Washington that 40 states submitted wish lists last week for a combined \$93 billion.

"We're going to consider proposals that are serious, proposals that have a kind of intermodality, multistate regional approach," LaHood said.

"And even those maybe not as far along as other regions will be considered."

Some of the money is restricted to improvements that can be finished in two years.

North Carolina will push 34 separate two-year projects it hopes will qualify for a combined \$913 million. Federal transportation officials estimate that this much stimulus spending would create more than 25,000 jobs.

Big-ticket items on this list include \$100million to finish double-tracking the N.C. Railroad line between Greensboro and Charlotte, more than \$200 million for Charlotte-area improvements, and \$403 million to finish design work between Raleigh and Richmond.

North Carolina has the lead role in a partnership with Virginia to build the Southeast High Speed Rail corridor from Charlotte to Washington. The southeast plan calls for top speeds of 90 mph, rising to 110 mph between Raleigh and Richmond.

Most of the proposed rail projects would move toward that goal a step at a time, making incremental improvements that allow faster speeds in places where trains must stay below 50 mph now.

"Our focus is not on the ultimate top speed but on raising the low speeds," Simmons said. "We're looking for an average speed, including station stops, of 75 mph. That represents your time in the seat, and time is more important than top speed."

Most of North Carolina's request, \$3.1 billion, would upgrade existing rail service and restore train traffic to the abandoned CSX corridor from Raleigh through Norlina and Petersburg, Va., to Richmond.

The state also seeks \$6 million for engineering work on proposed new service in Eastern North Carolina -- linking Raleigh to Wilmington by way of Fayetteville and Goldsboro -- and between Asheville and Salisbury in Western North Carolina.

"We're taking advantage of the opportunity to build something that works not just to link North Carolina with other states, north and south, but links North Carolina east and west, from the mountains to the sea," Simmons said.

Washington correspondent Barbara Barrett contributed to this report.

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Triangle train money

North Carolina seeks \$4 billion in federal recovery funds for rail upgrades that would boost top train speeds to 90 mph between Charlotte and Washington, rising to 110 mph between Raleigh and Richmond.

Here are some of the state's proposals for Triangle-area rail improvements:

Next two years

- Hopson Road rail crossing, Research Triangle Park: Elevate tracks over a road where there have been fatal accidents. Straighten a curve to allow faster speeds and cut one minute off each train trip. Add passing sidings. \$10.6 million
- University Station near Hillsborough: Add bridges and passing sidings. Straighten sharp curves. \$31 million
- Morrisville Parkway crossing, Morrisville: Add bridge to separate road from tracks. \$12.1 million
- Cary rail station: Expand building, platform, parking and staffing. \$2 million

Longer-term

- Blue Ridge Road crossing, Raleigh. Add a bridge to separate road from tracks \$13 million
- Glover Road to Alexander Drive, East Durham: Realign tracks, replace crossings with bridges. \$24.5 million
- Raleigh station: Track and station improvements \$4.3 million
- Hillsborough: New passenger station \$7 million
- RTP: Double tracking across Interstate 40 \$9.2 million

Source: Transportation Department

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Stimulus tends to shortchange cities

BY STEVE HARRISON AND BRUCE SICELOFF, McClatchy Newspapers

North Carolina's stimulus checkbook shows that rural counties have benefited more than urban counties on a per-person basis, with Wake and other populous counties getting less than an average share.

Federal funds allocated through June 30 under the American Recovery and Reinvestment Act add up to \$328 for every state resident. The per-person share falls to \$284 in Wake County and \$252 in Durham County.

One urban county doing very well so far is Cumberland County, home to Fayetteville and Fort Bragg. The Department of Defense has poured money into the Army base, pushing Cumberland's per-person total to \$816.

Many of the stimulus dollars are distributed by existing state formulas that favor rural over urban counties, and money is going to programs that focus on certain parts of the state.

"The Department of the Interior is spending money in the mountains and in the coasts," said Dempsey Benton, who oversees stimulus spending in the state. "That's not going to help the Mecklenburgs and the Guilfords."

Benton heads the N.C. Office of Economic Recovery and Investment, which recently released a county-by-county breakdown of stimulus funding. North Carolina has been allocated \$3.2 billion through June 30 and has spent \$1.3 billion.

The state will receive at least \$8.2 billion in all over three years, a figure that could grow by a few hundred million if North Carolina wins lucrative grants in several areas.

The stimulus, designed to jump-start the economy and improve the nation's infrastructure, includes money for construction projects such as roads and weatherizing buildings, and also assistance payments for food stamps and school systems.

As unemployment nationwide has hit 9.5 percent, a 26-year high, Republicans have criticized the stimulus as ineffective. One problem has been that money hasn't been spent as fast as the Obama administration hoped.

Benton said there has been a longer-than-expected lag time in federal agencies issuing rules as to how the money must be spent. But he said North Carolina is moving quickly to spend the money.

Most public works projects that will use stimulus funds have not begun construction. But stimulus safety-net spending gets into the economy quickly, Benton said. So far the state has received more than \$580 million for extra food stamps, Social Security Insurance and unemployment payments.

"That money has come into the system and is recycling through the community," Benton said.

What's slated for Wake

The state's most populous counties, Wake and Mecklenburg, have been shortchanged in highway dollars because the money is distributed according to the state's equity formula, which Gene Conti, the state transportation secretary, said penalizes urban areas.

Wake has been allocated \$49.8 million in stimulus money for roads and bridges. The biggest single share, \$13.9 million, will widen a stretch of U.S. 401 north of Raleigh. Most of the local road funds will be spent on smaller projects to repave freeways and build miles of greenway trails.

By contrast, the state DOT office overseeing five counties in central North Carolina chose to spend all of its stimulus highway dollars -- \$64 million -- in Fayetteville. That will help build part of the city's Interstate 295 loop.

"The major issue here is that the DOT just did not have a lot of big projects ready to go in the [other] urban areas," Raleigh Mayor Charles Meeker said.

Raleigh will combine \$7.6 million in stimulus funds with other grants to start work on a \$22.5 million bus garage and operations center that is a key part of planned transit expansion over the next 25 years.

"We are very pleased with the over \$35 million we've gotten for city projects," Meeker said. "We're moving quickly to get these under construction."

Some of the Triangle's stimulus share comes through its biggest government employers -- state agencies and flagship state universities. A \$39.5 million grant will build a new headquarters for the National Guard and offices for the state Department of Crime Control and Public Safety in Raleigh.

UNC-Chapel Hill, N.C. State University and Wake Tech shared \$36 million in education stabilization funds to balance their budgets for the 2008-09 school year. In all, Benton said, North Carolina has received \$1.1 billion to cover budget shortfalls and will get another \$2.8 billion over the next two years.

Competitive bids

North Carolina will be competing for stimulus grants in categories that could bring several hundred million dollars more into the state, on top of the \$8.2 billion Benton now expects. The state is in the running for a healthy share of \$8 billion for faster passenger train service, and for a \$300 million grant to replace the I-85 bridge over the Yadkin River at Salisbury.

The state also will bid for a few hundred million dollars in broadband Internet expansion and education grants.

Joe Bryan of Knightdale, a Wake County commissioner and a professional financial adviser, said he has not seen much evidence so far that stimulus spending is providing new jobs or protecting old ones.

"It does not appear to have had much of an impact on employment in our area," Bryan said. "Whether it's going for education or for health issues, that's safety-net money. That's not creating jobs."

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Triangle stimulus spending

Federal spending allocated in North Carolina under the American Recovery and Reinvestment Act totaled \$3.2 billion as of June 30, or \$328 for every state resident. Here are totals for Triangle counties, with a partial list of stimulus projects under way or scheduled for the coming year. Spending per person is below state average in Wake, Durham

WAKE COUNTY

- Crime Control / National Guard headquarters building, \$39.5 million
- U.S. 401 widening, Ligon Mill Road to Jonesville Road, \$13.9 million
- I-540 resurfacing, \$2.6 million
- Improvements to I-40 interchange, \$5.7 million
- I-440 resurfacing, \$4.1 million; replace overlay, \$4 million; install information technology, \$400,000; bridge painting, \$1.2 million
- Raleigh-Durham International Airport runway lighting, \$5.9 million
- U.S. 64 resurfacing in eastern Wake and Franklin, \$5.3 million
- Terry Sanford Federal Building green building funds, \$4 million
- Capital Area Transit garage project, \$4 million
- Neuse River Greenway construction, \$3.25 million
- Bicycle pedestrian projects in Wake, Franklin, Granville counties, \$2.7 million
- U.S. 264 resurfacing in eastern Wake, \$1.4 million
- Black Creek Greenway construction, \$1 million

DURHAM COUNTY

\$66.1 million / \$252 per capita

- Veterans Hospital air handling units, therapy expansion, paving, electrical distribution systems, \$10.4 million
- Bicycle / pedestrian projects, \$4.5 million
- DATA vans, bus maintenance and painting, \$3.3 million
- Roads resurfacing, \$3 million
- Old Oxford Highway widening, \$2 million
- NC 98 resurfacing, \$1.5 million

ORANGE COUNTY

\$50.7 million / \$401 per capita

- UNC education stabilization funds for 2008-09 operations, \$20 million
- Chapel Hill Transit buses, vans, truck, maintenance, \$2.3 million
- Roads resurfacing, \$2 million
- Bicycle / pedestrian projects, \$1.5 million

JOHNSTON COUNTY

\$57 million / \$349 per capita

- Booker Dairy Road extension from U.S. 70 Business to Buffalo Road, \$13.5 million
- I-40 pavement rehabilitation, \$2.5 million

FRANKLIN COUNTY

\$58.9 million / \$319 per capita

- U.S. 1 resurfacing, 12 miles, \$4.5 million
- Road resurfacing, \$3 million

CHATHAM COUNTY

\$11.8 million / \$186 per capita

Source: N.C. Department of Transportation, N.C. Office of Economic Recovery and Investment (www.ncrecovery.gov), 2008 Census estimates

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CHATHAM BRIEFS

Jul 30, 2009

Meeting set on sidewalks project

PITTSBORO -- Chatham County has been awarded \$245,255 in federal stimulus funding that will be used to install sidewalks and landscaping on U.S. 15-501 from the Cole Park commercial area to the Orange County line. A community meeting on the proposed project is scheduled for 6:30 p.m. Aug. 5 at Captain John's Dockside Restaurant located at Cole Park.

Adjacent property owners have been notified through the county's Planning Division in the Sustainable Communities Development Department, but other interested businesses or residents also may attend the community meeting.

"This is an important step in making it easier for people to walk to popular destinations, instead of driving, while also preserving or enhancing our scenic features through landscaping," said Sally Kost, vice chairwoman of the Board of Commissioners.

The sidewalk and landscaping would begin north of Manns Chapel Road and would continue past the UNC Park and Ride Lot. The project will be on the east side of the highway, within the existing right of way for US 15-501.

According to the Planning Division, the sidewalk will be 5,300 feet long and five feet wide. It will meet federal standards so that disabled residents can use it.

The county received the federal stimulus funds through a regional transportation planning organization, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, which includes part of Chatham County. Kost represents the commissioners on the planning organization's advisory board.

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Turnpike board starts spending for toll road

Work will begin right away on an extension of the Durham Freeway to the 540 Outer Loop.

BY BRUCE SICELOFF, Staff Writer

RALEIGH - Minutes after depositing \$1.01 billion in borrowed money at 11:45 a.m. Wednesday, the N.C. Turnpike Authority began spending it to begin construction of the state's first modern toll road, the Triangle Expressway.

"That money is burning a hole in our account," David W. Joyner, the agency's executive director, said at a turnpike board meeting. "According to my math, we're losing about \$73,000 a day in interest, right this minute."

So Joyner called three construction executives to his side at the board table. He signed contracts pledging their companies \$584 million to start work on the six-lane, 18.8-mile "TriEx" in western Wake and southern Durham counties.



Source: N.C. Turnpike Authority The News & Observer

"After we sign this, we want y'all to get out of here," Joyner said. "Go forth and build us a toll road."

Sure enough, the three men -- two executives from Atlanta-based Archer Western Contractors, in suits, and one in a golf shirt with the corporate logo of Wilson-based S.T. Wooten Corp. -- marched out of the meeting room.

They slipped back in a few minutes later for ceremonial grip-and-grin photographs. But the wheels already were in motion on the biggest road contracts in state history.

Putting people to work

The TriEx project will support an estimated 13,800 construction-related jobs over the next 42 months, a turnpike authority spokeswoman said. And the agency will pay landowners an estimated \$230 million -- most of it in the next six months -- to buy the remaining 525 acres needed for right of way.

Jonathan K. Bivens, an S.T. Wooten vice president, said that surveyors will be on the ground today and that machines will be moving earth by mid-August to build the northern section of TriEx through Research Triangle Park. That section will be known separately as the Triangle Parkway.

Wooten also starts work this month on another good-size Triangle job, a \$49 million contract to widen six miles of I-40 in West Raleigh. The TriEx and I-40 projects will employ some laborers, equipment operators, engineers and subcontractors who have gone months without work.

"We will be bringing back a lot of people who have been laid off, some of them for up to a year," Bivens said.

The Triangle Parkway will extend the N.C. 147 Durham Freeway south from Interstate 40 for 3.4 miles to the 540 Outer Loop. A 2.8-mile piece of the 540 Loop, originally built with tax dollars in 2007, will become part of the toll road.

Wooten will be paid \$137.5 million to build Triangle Parkway and to add an electronic toll plaza to 540. The combined 6.2-mile toll section is to be open for business by January 2012.

Granite Construction Co., based in Watsonville, Calif., and Archer Western joined forces as Raleigh Durham Roadbuilders to win the \$446.5 million contract for the Western Wake Freeway section of TriEx. It will extend the 540 loop 12.6 miles south from its end at N.C. 55 near RTP to the N.C. 55 Bypass at Holly Springs. Traffic is scheduled to roll on that part of the road by January 2013.

No cash, please

The combined Triangle Expressway will be the nation's first toll road built without cash collection booths. Tolls will be collected electronically. Bills will be mailed to car owners identified by video images of their license plates. Drivers who open accounts and put transponders in their cars will qualify for lower toll rates.

The turnpike authority sold \$624 million in bonds and secured a \$387 million federal loan to finance construction of the TriEx and to cover the cost of collecting tolls and maintaining the road. Toll collections and a state legislative appropriation of \$25 million a year will repay the debt.

Workers can start quickly on the Triangle Parkway because most of the necessary land was set aside 50 years ago when RTP was created. The state has some of the land needed for the Western Wake Freeway, and construction is expected to start in November.

Steven D. DeWitt, the turnpike authority's chief engineer, said appraisers are making estimates of property values, and the authority may begin making offers to some landowners next week. If buyers and

sellers cannot agree on the price, the turnpike authority has condemnation power to take ownership of the land while a final price is settled in negotiations or in court.

A groundbreaking ceremony is set for Aug. 12.

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Pittsboro-Chapel Hill route launches next month

By Rebekah Cowell

If you are driving from Pittsboro to Chapel Hill during the week, you are likely to hit a standstill around 7:30 a.m. and 5:30 p.m., when commuters clog that 15-mile stretch of U.S. 15-501.

After 12 years of inching its bus service southward, on Aug. 17 Chapel Hill Transit will launch its commuter route between Pittsboro and Chapel Hill, potentially alleviating congestion on one of the Triangle's busiest thoroughfares. The service reflects the increasing demand for mass transit, particularly in rural Chatham County, where transportation options are limited even as many residents commute to the University of North Carolina.

More than half of Chatham's workforce travels outside the county for employment, according to a Chatham County Economic Development Corporation report, with the largest percentage of those commuters (30.8 percent, or 4,206 people) traveling to Orange County to work.

For 20 years, Dee Reid, director of communications at the University of North Carolina College of Arts and Sciences, has commuted daily from Chatham County. She has shaved a third of her 36-mile commute by using Chapel Hill Transit's North Chatham County park-and-ride lot. "I had a premier parking spot across the street from my office," she said. "But I gave it up when the North Chatham lot opened so that I could utilize the transit system and reduce my carbon footprint as much as possible."

In an employment assessment study released by UNC in January, the university and UNC hospital employ 12,082 people, 809 of them from Chatham. Counting Sanford commuters, who also use U.S. 15-501, that number increases to 889, says Claire Kane, UNC transportation demand manager.

Kane points out university and hospital employees drive a total of 16,000 cars; because of a lack of space, more than a third of the staff can't park on campus.

"I've met commuters who come from Sanford, Moncure, Siler City and even Asheboro, on the North Chatham bus," Reid said. "Everyone is trying to reduce their driving time and the parking dilemma."

In 1995, Chapel Hill Transit opened a small park-and-ride lot in Southern Village, about two and a half miles south of downtown Chapel Hill. Twelve years later, Chapel Hill Transit extended its service by another two miles when an additional park-and-ride lot was built just south of the Orange-Chatham county line.

For the new service, Chapel Hill Transit estimates that an average daily ridership of 72 people who purchased monthly passes would generate \$15,000 annually in fares, which could be applied to the

monthly cost of running the service. "Assuming low ridership, it is best to start on the low end since mass transit service takes time to establish and develop," said Brian Litchfield, assistant manager of Chapel Hill Transit.

However, money from monthly pass sales won't cover the service's \$9,200 monthly cost. Aided by grant funding, the county will pay 80 percent of that amount, with the town footing the bill for the remaining 20 percent. Nonetheless, "It is highly unlikely that this bus will ever pay for itself," said Bill Terry, Pittsboro town manager. "Public transit is a very expensive operation."

Pittsboro Commissioner Hugh Harrington initially opposed the bus service due to budget concerns, and wanted certain conditions to be met before the service began. On June 9, the Pittsboro Board of Commissioners, including Harrington, agreed to the service on the conditions that the service would not incur personnel cuts, a tax increase or a dip into the general fund for more than \$120,000.

"This is an experiment that may prove ahead of its time, or a good first step to improve transportation to the area," Harrington said.

Litchfield said that after a year of running the service, Chapel Hill Transit and Pittsboro officials will have more data to predict future ridership. In addition to ridership, officials will be tracking revenue that comes in from the liquor-by-the-drink tax. However, that tax revenue is not enough to sustain the service, and to continue the service, the grant must be extended. "Without the federal grant, this service would not be possible," Terry said.

The Chatham County EDC hopes the service will start a regional mass transit system that could address rural transportation issues. "We won't just sit back once this route is established," said Pittsboro Mayor Randy Voller, who anticipates extending the service into Siler City, Lee County, Moore County and along U.S. 64. "This is a time for us to assess further transportation needs."

There are already some transit services in the county, such as Chatham Transit Network, which runs a limited curb-to-curb service from Pittsboro to Siler City to Chapel Hill. However, residents must make a reservation and live within two and a half miles of the network's established routes.

"The county will not grow if we can not offer transportation," said Reid, who worries about Pittsboro remaining a bedroom community. "I cannot wait to walk to the bus stop, climb aboard, and do my crossword puzzle and let the driver deal with the traffic," said Reid. "This new service is a tremendous gift."

Share the ride

What route will the bus travel? The new service will operate between Pittsboro, a park-and-ride at Lowe's on U.S. 15-501 and U.S. 64 (121 Lowe's Drive, Pittsboro) and Chapel Hill during peak hours on weekdays. Passengers can also board the express service at planned stops in downtown Pittsboro and Fearington Village. Additional boarding locations may be considered as the service develops. Chapel Hill service includes UNC campus, UNC hospitals and the Student Store.

How long will it take? The trip to and from downtown Pittsboro and Chapel Hill will take approximately 40 minutes.

What are the hours of operation? Monday through Friday, leaving Pittsboro every 40 minutes from 6 a.m. to 7:40 a.m. and leaving Chapel Hill every 40 minutes from 4:30 p.m. to 6:15 p.m.

How much is bus fare? \$3 one-way or \$65 monthly pass

What is the total cost of the service?

State share: \$176,356

Local share: \$176,356 (Chatham County and Town of Pittsboro)
 Total operating costs: \$352,712 (18 months)

Who pays for it? The pilot program is funded by a federal \$176,000 Job Access and Reverse Commute grant administered by the N.C. Department of Transportation, which covers up to 50 percent of the cost of the new Chatham County Express Service for 18 months. Chatham County and Pittsboro are matching the state grant with an additional \$176,000 generated by alcoholic beverage taxes.

URL for this story: <http://localhost/gyrobase/Content?oid=398632>

Transit tax power clears key panel

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
 Aug 5, 2009

DURHAM -- Triangle governments' push for local-option sales-tax authority to pay for new transit projects cleared a big hurdle Tuesday when a bill authorizing such taxes gained an endorsement from the state Senate Finance Committee.

Committee members made only one change to the bill's wording, a move officials like Triangle Transit General Counsel Wib Gulley said they support.

Because of the change, which affected a provision directing local governments to offset any impact transit projects have on low-cost housing, the N.C. House will have to weigh in on the bill one more time.

But the change already has "been reviewed and signed off on by all the parties who are interested in this bill, so I don't think it'll be a problem at all," Gulley said.

He added that the full Senate will likely act on the measure today and Thursday, debate on two days being required under chamber rules because it involves finance.

A House concurrence could happen as early as Thursday, but is more likely on Friday, Gulley said.

Supporters were quite clearly pleased. "This is a significant bill for the future of North Carolina," its lead Senate sponsor, state Sen. Richard Stevens, R-Wake, said before the vote.

Tuesday's Finance Committee vote ended a monthlong delay that came about in part because of the General Assembly's lagging budget negotiations and because of objections by a committee co-chairman, Sen. Dan Clodfelter, D-Mecklenburg, to one of the bill's provisions.

In addition to giving counties in the Triangle and Greensboro/Winston-Salem area authority to levy a half-percent sales-tax surcharge for transit, the version of the bill that passed the N.C. House in April also authorizes rural counties to levy up to an additional quarter percent.

The authorization for rural counties only applies in rural counties that have some sort of public transit system, and even then only if they've already used their authority under state law to levy another quarter-percent for general purposes.

Clodfelter last month sought the rural provision's deletion, arguing that most such counties hadn't used their existing local-option authority.

But supporters of the bill wanted it kept in, to avoid a potentially messy House-Senate conference to reconcile competing versions and to keep rural legislators on board.

The bill's lead House sponsor, Rep. Becky Carney, D-Mecklenburg, noted Tuesday that an earlier version of it failed to gather majority support from legislators in 2008.

At that point, "we had only urban counties in the bill," Carney said. "And there was a huge interest in the rest of North Carolina being part of this bill."

Stevens -- who participated via speakerphone while he recuperates from recent surgery -- also noted that a study ordered by legislators had supported giving local governments and their citizens more power to "decide if they want to do something different about transportation issues and problems."

No one present for Tuesday's debate suggested amending the bill to remove rural counties. Sen. Floyd McKissick, D-Durham, said before the vote that it was clear the bill had sufficient support to pass with the quarter-percent provision.

The only other issue to surface was a request from Sen. Neal Hunt, R-Wake, for assurances that whatever transit plan Triangle governments come up with receive a third-party review.

Hunt noted that the Triangle Transit's plan for a rail connection between Raleigh and Durham couldn't gain support from former President George W. Bush's administration three years ago because predicted ridership was too low.

Sen. Josh Stein, D-Wake, answered by noting that county commissioners, the federal government, consultants and even voters will have to pass judgment on a plan before it moves forward.

"Something like 17 different entities have to sign off before any tax would come into play," he said.

The handing of transit-construction subsidies by the Bush administration has also come in for recent criticism in Congress, from Democratic and Republican committee leaders who say it and former President Bill Clinton's administration used narrower cost-benefit standards when evaluating transit projects than Congress had intended.

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Bus service coming at last to Rogers Road

By Gregory Childress : The Herald-Sun
gchildress@heraldsun.com
 Aug 5, 2009

CHAPEL HILL -- On Aug. 24, a change is coming to Rogers Road.

That's when Chapel Hill Transit will extend long-awaited service to Rogers Road and Morris Grove Elementary School on Millhouse Road.

"This is a major service expansion along this road for us," said Brian Litchfield, assistant director of Chapel Hill Transit.

The new service will operate from 6:15 a.m. to 6 p.m., with buses running every 30 minutes during the morning rush hour.

Currently, the HS Route only goes as far as Homestead Village. The bus stop at that location will be moved to Seawell School Road at High School Road when the change is implemented.

For some residents, the transit service to Rogers Road can't come soon enough.

"I do think it's a good thing for Rogers Road," said Gertrude Nunn, a resident of nearby Eubanks Road. "I think it will be a nice improvement."

Sam Rogers, a resident of Rogers Road, appreciates the effort, but the former San Francisco city bus driver thinks the extension of service to Rogers Road needs more thought.

"Could you imagine trying to get to work on that," Rogers said. "What if you have a guy working a second or third shift?"

Rogers believes the times of operation should better reflect the working hours of people who might need public transportation to get to their jobs.

"Nobody could depend on this system to get to work on time," Rogers said. "It's only set up for students, not for working-class people."

The extension is being funded in part through a federal Jobs Access and Reverse Commute (JARC) program grant created to assist state and local governments in developing new or expanded transportation services that connect welfare recipients and other low-income residents to jobs and other employment services.

Litchfield said JARC will pay 50 percent of the roughly \$106,000 needed to fund the route extension over the next 12 months.

August will be a month of changes for the transit system. As part of its continuing effort to improve service and efficiency, the transit system makes changes to its schedules two times a year in response to ridership trends, changing traffic patterns, popular destinations and growth in the area. These changes are made in August and January.

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LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



July 31, 2009

U.S. House and Senate Advance Transportation Appropriations Bills - Congress Approves Highway Trust Fix, Delays Consideration of Authorization Extension

On Thursday, July 23, the U.S. House of Representatives passed its version of the FY 2010 Transportation, Housing and Urban Development Appropriations (THUD) bill (H.R.3288). The legislation provides \$10.484 billion for federal transit programs and \$4 billion for High Speed and Intercity Rail in Fiscal Year (FY) 2010.

Of the amount provided for public transportation, the legislation provides \$10.333 billion for existing Federal Transit Administration (FTA) programs. This is a \$101 million increase over last year's bill – roughly 1 percent- and consistent with President Obama's budget request for FY 2010. In addition, the bill includes a new \$150 million appropriation for the Washington Metropolitan Area Transit Authority (WMATA). This is the first appropriation under the 10 year, \$1.5 billion authorization for WMATA approved by Congress last year in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

While most FTA programs received modest increases under the House THUD bill, funding for two programs of note were reduced. The Bus and Bus Facilities Program received \$584 million - \$300 million less than last year's level. Of that amount, \$112 million is earmarked for specific projects. The bill states that of the amounts remaining after the earmarks are subtracted, 50 percent of the funds must be used for projects that meet program criteria for the Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) program, created earlier this year in the American Recovery and Reinvestment Act (ARRA). These funds must be used for projects that reduce energy consumption or greenhouse gas emissions through a capital investment. While the committee report does not provide specific information regarding the reduction in bus funds, it appears that these funds were used to increase the urban and rural formula programs. In addition, the legislation provides \$65.7 billion for the Research and University Centers Program, \$1.3 million less than last year.

The House bill also provides \$4 billion for High Speed and Intercity Rail - \$3 billion more than the President's request. The legislation contains a provision that would allow \$2 billion of that amount to be transferred to a National Infrastructure Bank, if one is created by Congress prior to September 30, 2010. It does not include funding for the implementation of Positive Train Control, which was authorized under PRIIA.

The Senate Appropriations Committee approved its version of the THUD Appropriations bill on Thursday, July 30. The bill provides more than \$11 billion for transit programs, \$834.4 million over last year's amount – a 7.5 percent increase. Funding for most transit programs under the bill are roughly the same as last year. Most of the growth is due to a large increase in funding provided for the New Starts Program, which would receive \$2.307 billion, an increase of \$489 million over last year's level. In addition, the legislation also provides \$150 million for WMATA Preventative Maintenance and Capital grants, and \$100 million for the TIGGER grant program.

The Senate version of the bill includes \$1.2 billion for High Speed and Intercity Rail. In addition, it provides \$50 million for Positive Train Control Implementation. The Senate bill also contains \$1.1 billion for a multi-modal program for "projects of national significance." Under this program, which is similar to

the multi-modal program created in the ARRA bill, funding would be available for freight rail and port infrastructure projects. Full details for the Senate bill have not yet been released, but will be provided in the next legislative update.

The full Senate is expected to consider its version of the THUD Appropriations bill in September. Once that occurs, leaders of the House and Senate Appropriations Committee will need to convene a conference to develop a compromise version for final passage and the President's signature.

House and Senate Approve Highway Trust Fund Fix – Consideration of SAFETEA-LU Extension Delayed

On Wednesday, July 29, the U.S. House of Representatives passed H.R. 3357, a bill that deposits \$7 billion in general funds into the highway account of Highway Trust Fund (HTF) to avoid an expected shortfall in August. The bill was agreed to by a vote of 363 to 68 and ensures that the HTF remains solvent through September 30. Absent this funding, the federal government would not be able to provide full reimbursements to states for highway projects funded under the FY 2009 THUD Appropriations bill.

The U.S. Senate considered and passed H.R. 3357 on Thursday, July 30. During floor consideration of the bill, Senator Kit Bond (MO) offered an amendment to repeal the \$8.708 billion highway contract authority rescission that is scheduled to take effect on September 30, 2009, as per language enacted in SAFETEA-LU. If the rescission is not repealed, states will lose significant amounts of contract authority, limiting their ability to place highway projects under contract. This could also have the effect of reducing funds for Federal Highway Administration Programs that typically flex funding into the transit program. Although this amendment was defeated, Environment and Public Works Committee Chair Barbara Boxer pledged to work with Senator Bond to ensure that it is enacted prior to September 30. The President is expected to sign the bill next week.

With the Highway Trust Fund fix in place, when Congress returns from its month-long recess in September, it must address the pending expiration of SAFETEA-LU prior to September 30. Considering the short time available, it is unlikely that Congress will have sufficient time to pass a full surface transportation authorization bill. Extensions for the surface transportation program are under development in the House and Senate. The Senate Environment and Public Works and Banking Committees have approved an 18-month extension, consistent with the Obama Administration's recommendations. However, the final length of an extension is still under debate.

For more information on the FY 2010 Appropriations bill, the Highway Trust Fund, and the proposed SAFETEA-LU extensions, contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or pdean@apta.com.



Senate Appropriations Committee Approves FY 2010 THUD Bill

On July 30, the Senate Appropriations Committee voted by a 30-0 margin to approve the Transportation, Housing and Urban Development and Related Agencies (THUD) appropriations bill for Fiscal Year 2010. The bill includes \$11.1 billion for Federal Transit Administration (FTA) programs—a funding level more than \$750 million higher than the \$10.33 billion in the president's budget request.

The bill also includes:

- * \$480 million more for New Starts than the \$1.827 billion requested in the president's budget and the House-approved funding level. It also is an increase of \$500 million above FY 2009 levels;
- * \$150 million authorized for grants to the Washington Metropolitan Area Transit Authority; and
- * \$100 million for transit energy efficiency grants, similar to those in the Transit Investments for Greenhouse Gas and Energy Reduction program funded under the American Recovery and Reinvestment Act.

In addition to the increased funding for FTA, the bill includes:

- * \$1.1 billion for grants to support multimodal transportation projects, including public transportation, highways, bridges, passenger and freight rail, and ports;
- * \$1.2 billion for intercity and high speed rail, building on the funds included in ARRA; the House bill had included a maximum of \$4 billion;
- * \$1.5 billion for Amtrak;
- * \$50 million for grants to invest in railroad safety technology, including positive train control;
- * \$150 million for the Sustainable Communities Initiative in conjunction with the Department of Housing and Urban Development; and
- * Federal Highway Administration programs receive \$43.5 billion, including \$1.4 billion in General Fund appropriations, versus \$42 billion in the House bill.

The full Senate will take up this bill either next week (before the August recess) or when Congress reconvenes in September.

The full House approved the THUD appropriations bill on July 23.



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

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

May 29, 2009

Chairman George Lucier
 Chatham County
 628 Redbud
 Pittsboro, NC 27312

Dear Mr. Lucier,



Phases E and F of the American Tobacco Trail in southern Durham County and northeast Chatham County are currently under design or under construction. These two phases will complete a 21-mile multi-use trail from Durham County to Wake County connecting Durham, Durham County, Chatham County, Cary, Apex, and Wake County. The trail will offer both transportation and recreational opportunities for residents of the Triangle area.

The DCHC MPO recognizes that the use of the trail will increase when Phase E and F are completed and that trailhead parking areas will be necessary on these two phases. We understand that the Town of Cary owns a 12-acre site adjacent to the trail on the north-side of New Hope Church Road in unincorporated Chatham County and plans to develop a trailhead parking area on this site. Since this site is within the DCHC MPO's planning boundary, we would like to work with the Town of Cary and Chatham County in the development of this amenity and any other amenities related to the trail.

We appreciate your organization's efforts to improve bicycle and pedestrian facilities in the Triangle and look forward to working with you on this project. Please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or 919-560-4366 with any questions.

Sincerely,



J. Michael Woodard, Chair
 Transportation Advisory Committee

Cc: Mayor Harold Weinbrecht Jr., Town of Cary
 Joe Bryan, Chair, Capital Area MPO
 Ed Johnson, Capital Area MPO
 Charlie Horne, Manager, Chatham County
 Benjamin T. Shivar, Manager, Town of Cary
 DCHC MPO TAC




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May 29, 2009

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 Town of Cary
 P.O. Box 8005
 Cary, NC 27512-8005

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