

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

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

AGENDA**January 11, 2006
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. November 30, 2005 Joint TAC and December 14, 2005 TAC Meeting Minutes (Attachment 5, 5A)**

A copy of the November 30, 2005 Joint TAC meeting minutes is enclosed as Attachment 5.
A copy of the December 14, 2005 TAC meeting minutes is enclosed as Attachment 5A.

TAC Action: Approve minutes of the December 14, 2005 TAC meeting.

- 6. Motor Vehicle Emissions Budget (MVEB)
(Attachment 6, 6A, 6B, 6C)
Mark Ahrendsen, TCC Chair
Felix Nwoko, LPA Staff
John Hodges-Copple, TJCOG**

The U. S. Environmental Protection Agency (EPA) regulations require that a Motor Vehicle Emission Budget (MVEB) be established as part of the State Implementation Plan (SIP). The North Carolina Department of Environment and Natural Resources (NCDENR) is in the process of developing an MVEB for the Triangle area and is soliciting input on the geography to be used for setting the budget; area-wide or sub-area (county-wide). The Technical Coordinating Committee (TCC) has evaluated the MVEB options and is recommending to the TAC that a county-by-county budget be used to set MVEBs.

Attachment 6 is a staff memo that provides background and detailed information regarding this agenda item. Attachment 6A is a letter from the Division of Air Quality (DAQ), DENR, which explains the agency's preference for a county-level budget in the Triangle area. Attachment 6B

offers an overview and comparison of three MVEB options. Attachment 6C provides scenario planning for the three different options.

TCC Recommendation: The TCC voted at their December 21, 2005 meeting to recommend the county-by-county option for setting Motor Vehicle Emissions Budgets in the Triangle area.

Requested TAC Action: Approve TCC recommendation for county-by-county Motor Vehicle Emissions Budget.

REPORTS FROM STAFF:

7. **Reports from Staff**
(Attachment 7)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TCC Action: Receive Report from TCC Chair

9. **NCDOT Report**
(Attachment 9)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

10. **Recent News Articles and Updates**
(Attachment 10)
11. **Letter from NCTA regarding Triangle Parkway Scoping Meeting**
(Attachment 11)

In the attached letter, dated December 16, the MPO has been notified of the start of the study and formal scoping meeting for the Triangle Pkwy (TIP Project U-4763). The scoping meeting will be held on January 13, 2006 at 10:00 am in the NCDOT Board Room (Room 150) in Raleigh. A copy of the letter and map are attached.

12. East End Connector Project Schedule
(Attachment 12)

This attachment provides a revised project schedule for T.I.P. project #U-0071, the East End Connector in Durham, NC. The schedule, dated 12/13/05, replaces the 10/6/05 version.

13. Letter to NCDOT regarding 2007-2013 Regional Priority List
(Attachment 13)

14. Letter to NCDOT regarding consideration of the Town of Hillsborough Greenway Plan in design of I-85 widening (I-305) and Elizabeth Brady Rd extension (U-3808) projects.
(Attachment 14)

15. Letter to NCDOT regarding Strategic Highway Corridor Planning
(Attachment 15)

16. Letter to CAMPO regarding Joint Task Force to address transportation funding initiatives
(Attachment 16)

Adjourn

Next meeting: February 8, 2006

TAC Directives to Staff

1/11/06

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
04/09/03	Determine what guides development of bike/pedestrian improvements in Orange County, is something guiding this and if not what/who needs to be involved to accomplish this.	<u>Completed</u> - In June 2003, the NC General Assembly took action to allow use of County funds for bikeway/trail projects. 1993 Regional Bike Plan used to help guide bikeway development in Orange & Durham Counties.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. MOA to be adopted by the TAC after adoption by the participating local agencies and TTA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming.

02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>In Progress</u> - Staff is working with Service Bureau on this matter. Periodic reports to be provided by Triangle Regional Model Service Bureau.
02/11/04	Recommend new funding sources and work with TTA and TJCOG for US 15-501 Transit Corridor and land use mapping	<u>Completed</u> - Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of corridor. TCC recommendations provided as part the August 10 TAC meeting agenda item
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 3/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
04/14/04	Staff to present report on Blue Ribbon Study Commission	<u>Completed</u> – TAC received Blue Ribbon Study final report on 12/14/05.
04/14/04	Staff to present information on STP-DA allocations based on current funding initiatives, project delays, starts, etc.	<u>In Progress</u> – Pending: Staff is working with NCDOT to obtain information necessary to complete this task. Complexity of federal accounting process is delaying the completion of this task.
04/14/04	Staff to prepare structure for joint cooperative efforts between CAMPO and DCHC MPO and present to TAC for review.	<u>Completed</u> – Memorandum of Agreement (MOA) approved by the TAC and jointly executed by the Chairs of DCHC MPO and CAMPO Transportation Advisory Committees.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development.

04/14/04	2006-2012 MTIP – Prepare Priority Lists, identify “issues” carried over from 2004-2010 MTIP and any new projects to be highlighted. Present to NCDOT for inclusion in STIP.	<u>Completed/Pending</u> - One-on-One Issue paper presented to the TAC in May. Division 5 One-on-One meeting with NCDOT held May 27, 2004; Division 7 meeting held June 1, 2004. Draft 2006-2012 STIP released in April 2005. Final 2006-2012 STIP approved by BOT in April 2005. Final 2006-12 MTIP which is based on the STIP and incorporates the comments and resolutions by member jurisdictions and MPO Flagged Issues was approved by the TAC on August 10, 2005. NCDOT deferred action on the MTIP. MPO and NCDOT staff met to resolve differences between STIP and MTIP. TAC approved revised 2006-2012 MTIP on October 12 2005. NCDOT approval pending.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP Update
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – Next LRTP update.
10/13/04	Begin working on list of concerns presented by TAC members regarding LPA Efficiency	<u>Completed</u> - Summary of issues and concerns presented to the TAC at its November meeting. Procedure for improving agenda procedure was presented in December. Responses to other issues were presented at the January 12, 2005 meeting.
11/10/04	Proposal to TTA of roles/responsibilities for Phase II TTA Rail project.	<u>Completed</u> – Letter sent to TTA January 2005.
12/08/04	Draft letter to FHWA in support of increase in PL allocation to 1.5%.	<u>Completed</u> - Letter sent December 2004. SAFETEA-LU increases PL allocation to 1.25% (from 1.0%).

02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC in April	<u>Completed/In Progress</u> – Final report prepared by TJCOG. Public meetings held on February 8 and May 23, 2005. Final recommendation to TAC at August 10, 2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on September 14, 2005 and authorized that the MOA be sent to affected local agencies for review and approval on October 12, 2005.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	<u>Completed</u> – Letter sent via fax and by mail 04/01/05
04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – TAC approved use of STP-DA funds on May 18, 2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	<u>Completed</u> - TAC approved study area for SW Durham Collector Street Plan on May 18, 2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	<u>Completed</u> – TAC approved Modeling Goals & Objectives on May 18, 2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	<u>Completed</u> – As directed at the May 18, 2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the August 16 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mr. Carmel Church Rd as a collector. Request for brief description of functional classifications.	<u>Completed/In Progress</u> – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – Letter sent to DCHC MPO transit operators. MPO transit operators meeting to review allocation formula.
04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	<u>Completed</u> – Analysis/schedule provided at May 18, 2005 TAC meeting.

04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See May 18, 2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress:</u> TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	<u>Complete:</u> NCDOT presentation at December 14, 2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	<u>Completed:</u> Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	<u>Completed:</u> See October 12, 2005 TAC Agenda
08/10/05	Refer US15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>In Progress:</u> TAC approved an alignment for the transit corridor in SW Durham on September 14, 2005 and authorized that the MOA be sent to affected local agencies for review and approval on October 12, 2005.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking ex-officio membership on TAC.	<u>Completed:</u> TAC voted to permit ex-officio members to make and second motions. <u>In Progress:</u> TCC has referred policy issue to appropriate TCC subcommittee.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	<u>Completed:</u> Letter sent August 25, 2005. See Attachment 13 of the September 14, 2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: “Expands Transportation Choices”, Safety and “Air Quality Concerns” using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	<u>Completed:</u> Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the October 12, 2005 TAC agenda

09/14/05	Refer the MOA to staff to draft a revision of the MOA which reflects the September 14, 2005 TAC actions and the suggested changes in section D of the Draft MOA that deals with Environmental and Community Impacts.	<u>Completed:</u> Reflected in Draft MOA. On October 12 TAC authorized that MOA be sent to local jurisdictions and agencies for review and approval .
09/14/05	Request that local governments seek right-of-way (ROW) dedication rather than reservation for this transit corridor through the development review process and also that local governments use the provisions of their development ordinances to maximize the opportunity for high densities and mixed uses and require transit supportive design in proximity to planned station locations	<u>Completed:</u> Letter sent to the City Of Durham, Durham County and the Town of Chapel Hill. See Attachment 8B of the October 12, 2005 TAC agenda
09/14/05	Request that TTA facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Understanding between the TTA and the DCHC MPO on transit planning.	<u>Completed:</u> Letter sent to TTA. See Attachment 8B of the October 12, 2005 TAC agenda
09/14/05	Request that City Attorney interpret the TAC By-Laws and make a recommendation to staff and TAC.	<u>Completed:</u> See Attachment 9 of the October 12, 2005 TAC agenda
09/14/05	Request that staff make a recommendation as to what could be removed from the current work program in order to place the Farrington Road/Stagecoach Road Corridor Study back in the work program or to recommend how the Farrington Road/Stagecoach Road Corridor Study could be placed on next year work program.	<u>Completed:</u> Corridor Study to be considered as part of the 2006-07 MPO Unified Planning Work Program (UPWP).
09/14/05	Request that NCDOT report on the status of the Durham signal system at the October TAC meeting.	<u>Completed:</u> Jon Nance provided information on the Durham signal system schedule at the October 12 TAC meeting.
10/12/05	Draft letter to Secretary Tippett and copies to Ken Spaulding and other appropriate BOT members and NCDOT officials requesting NCDOT to work with DCHC TAC on communication and other aspects of the TIP development process.	<u>Completed</u> – Letter send to NCDOT on 11/16/05; included in 12/14/05 TAC agenda packet.
10/12/05	Refer the TTA Cost Reduction Proposals to staff for recommendation to be brought back at the November TAC meeting.	<u>Completed:</u> See Attachment 11 of the November 9, 2005 TAC agenda. Letter sent 11/18/05
10/12/05	Refer the American Tobacco Trail Funding to staff to bring back funding split proposal as well as information on population within 2 mile radius of the corridor and local matches provided by local jurisdictions thus far.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian Subcommittee. Additional information provided in Attachment 9 of the November 9, 2005 TAC agenda.

11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	<u>In Progress</u> : TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress</u> : TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees.
11/9/05	Draft a blunter letter than the previous one to Secretary Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed</u> : See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed</u> : See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>
12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	<u>In Progress</u> : See attached letter to NCDOT
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	<u>In Progress</u> : See attached letter to NCDOT
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	<u>In Progress</u> : See attached letter to CAMPO
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	<u>In Progress</u>

**Durham-Chapel Hill-Carrboro MPO
N.C. Capital Area MPO
Joint TAC Meeting**

November 30, 2005 - 9:00 am

Longistics, Inc.
10900 World Trade Boulevard - Raleigh, NC

The following individuals were in attendance at the meeting:

TAC Members in Attendance:

Bill Bell	DCHC MPO TAC Chair
Joe Bryan	Capital Area MPO TAC Chair
Diane Catotti	City of Durham
Frank Eagles	Town of Rolesville
Ann Franklin	Triangle Transit Authority
Alice Gordon	Orange County
Ed Harrison	Town of Chapel Hill
Vivian Jones	Town of Wake Forest
Ellen Reckhow	Durham County
Bill Strom	Triangle Transit Authority

Others In Attendance:

Mike Abraczinskas	NC Division of Air Quality
Bob Ahlert	Town of Clayton
Mark Ahrendsen	DCHC MPO - TCC Chair
Amy Armbruster	Triangle Transit Authority
Laura Boothe	NC Division of Air Quality
John Burriss	Capital Area MPO
Alison Carpenter	DCHC MPO
John Claflin	Triangle Transit Authority
Sanford Cross	Triangle J Council of Governments
Eddie Dancausse	Federal Highway Administration
Fleming El-Amin	Triangle Transit Authority
Diane Elliott	DCHC MPO
Tim Gauss	Town of Morrisville
Andy Henry	DCHC MPO
Jamelah Holdip	DCHC MPO
John Hunsinger	NCDOT
Ed Johnson	Capital Area MPO
Joe Milazzo	Regional Transportation Alliance
Felix Nwoko	DCHC MPO

Jake Petrosky	Capital Area MPO
Shelby Powell	Kerr Tar RPO
Jeremy Raw	DCHC MPO
Chip Russell	Capital Area MPO - TCC Chair
Reggie Scales	Parsons Brinkerhoff
Tamra Shaw	NCDOT-PTD
Sarah Smith	NCDOT-TPB
Burt Tasaico	NCDOT
Scott Walston	NCDOT-TPB
Barb Weigel	Triangle Transit Authority
Marcus Wilner	Federal Highway Administration
Diane Wilson	Capital Area MPO Staff
Kenneth Withrow	Capital Area MPO
Donna Wood	Franklin County

Mayor Bill Bell, Chairman of the DCHC MPO TAC opened the meeting at 9:25 am and requested that all TAC members introduce themselves.

CAMPO TAC Chair, Joe Bryan, introduced the following quote by Pablo Picasso to start the meeting. "Our goals can only be reached through a vehicle of a plan, in which we must fervently believe, and upon which we must vigorously act. There is no other route to success."

Welcome

Duane Long provided a welcome to all attendees.

Air Quality - Update of State Implementation Plan (SIP) - Emissions Budget(s)

SIP Overview & Emissions Budget

Laura Boothe of the North Carolina Division of Air Quality (NCDAQ) provided an overview of the State Implementation Plan and Motor Vehicle Emissions Budgets. A PowerPoint show (included in the TAC packets) was presented. NCDAQ transmitted a memorandum earlier this year providing the Division's preferred approach to setting Motor Vehicle Emissions Budgets (MVEB) and inviting partners to provide a written response by January 2006. Ms. Boothe reviewed the Timeline associated with setting of the MVEBs. Three options are being considered for setting MVEBs. The options presented and "points of consideration for each" are:

1. Area-wide
 - a. One budget for entire area is shared by all within the area.
 - b. A conformity lapse impacts the entire area

- c. Significant time issue in resolving projects removal or delay due to numerous MPO/RPO involvement.
 - d. If resolution not reached in timely manner - conformity lapse for entire non-attainment area could result. (Note: I believe a conformity lapse will have already "shut down" the funding)
2. Sub-Area (Multi County)
- a. Individual budgets can be set for multiple (2 or more contiguous) counties and those counties only share the budget.
 - b. A conformity lapse in one MPO/RPO in the non-attainment area does not impact the remaining areas until their next conformity determination.
 - c. There is no requirement for a new conformity analysis for the entire non-attainment area if one MPO or RPO revises/updates their plan if conforming plans are in place for the other areas.
3. Sub Area (County);
- a. A budget is set for each individual county in the non-attainment area.
 - i. This sub-area MVEB will help assure future conformity determinations, transportation plans and TIPS will produce emission patterns that are consistent with how modeling demonstrates the area will achieve the National Ambient Air Quality Standards (NAAQS).
 - b. This will preserve the county VMT growth projected by MPO/RPO/NCDOT staffs.
 - c. If a county cannot meet its budget then entire MPO lapses.
 - d. There is no requirement for a new conformity analysis for the entire non-attainment area if one MPO or RPO revises/updates their plan if conforming plans are in place for the other areas.
 - e. A lapse by one MPO/RPO does not impact the remaining areas until their next conformity determination.

Comparison of Sub-area and Area-wide Budgets

Discussion ensued relative to the above three options. John Hodges-Copple presented a revised version of the Triangle Region Motor Vehicle Emission Budgets *Options and Implications* which was included in the TAC packet. Questions were raised regarding DAQ's preferred method. County-by-County is DAQ's preference as this is stated as being consistent with the manner in which modeling is handled. Unplanned growth can be addressed should the need occur. DAQ will ultimately make the final demonstration and recommendation to the Environmental Protection Agency (EPA) but MPOs are being encouraged to make a recommendation (with supporting information) prior to the end of January, especially if the MPOs desire a budget scheme that is different than County-by-County. Staffs of the two MPOs were directed to work together to

review the options and present a recommendation to the respective TCCs and TACs. Another Joint TAC meeting may be held if necessary before the end of January, otherwise staffs will work together and TACs will act independently on the matter.

*** Copies of the PowerPoint and handout for this item are included with this document.*

Legislative Update

Legislative Actions

Beau Mills, Director of Intergovernmental Relations North Carolina Metropolitan Coalition, spoke to the recent legislative session. Little took place that affected transportation. The only item that affected transportation was the authorization of the State to issue Grant Anticipation Revenue Vehicle (GARVEE) bonds. It allows the state to issue special bonds to pay for federally approved (major) transportation projects. Because the bonds are repaid with future federal money, they don't effect the state's credit or impose an ordinary state debt. Unfortunately, the approval included the stipulation that the funds be distributed in accordance with the equity formula. Distributing these funds by equity formula seems to defeat the purpose of the GARVEE bond, which is to fund major projects..

Mr. Mills noted that the current law and equity formula benefit the districts of the N.C. legislature's leadership, thus there is little chance for change, especially in the upcoming short session, which tend to address non-controversial issues.

Mr. Mills commented that it is important for transportation officials to build a coalition with school and other infrastructure (water, sewer, etc.) partners to promote legislative issues and thereby increase the chances of favorable legislation for all infrastructure needs.

Thinking Ahead

Joe Milazzo, Executive Director Regional Transportation Alliance, provided information on the North Carolina Thinking Ahead working group formed in March of this year. The group was tasked by the Governor with examining short term needs such as safety, maintenance and economic development and studying solutions to help address resources needed to implement the 25-year statewide transportation plan adopted by the Board of Transportation.

Besides the eight outreach forums conducted at different locations throughout the state, the conducted a statewide poll but the results are not yet available

Blue Ribbon Commission to Study Solutions to North Carolina's Urban Transportation Needs

Duane Long, Director of Longistics and Blue Ribbon Commission member, presented information on the Commission and indicated that a draft report of the Commission's findings was being presented at the Commission's next meeting on December 6, 2005. At that time the report is expected to become public.

SAFETEA-LU and Transportation Finance

Burt Tasaico, State Program Analysis Engineer, of NCDOT's Program Analysis Unit, gave a PowerPoint presentation on the Safe Accountable Flexible Efficient Transportation Equity Act - a Legacy for Users (SAFTEA-LU).

Overall Average Annual Apportionment increased by 36 percent. Total Funding increased by 45 percent. North Carolina's Public Transportation Funding increased by 98 percent with significant increases being seen in Rural, Urban and "other" categories. Highway Program Funding increased by 35 percent with North Carolina's Average Annual Funding increasing 32 percent. The Rate of return (dollars contributed vs. dollars actually returned to the state) will increase from 90.5% to 92%, and will be incrementally implemented over the next several years.. North Carolina receives approximately \$1 billion per year in federal transportation funding.

Discussion regarding funding and possibility of raising local dollars followed. Issues must be identified and then solutions found for funding. Staffs were asked to come up with options for funding projects. DCHC has already put forth 2 options. Mayor Bell stated that a small group to discuss this item should be formed, and should consider broad the broader issue, that is the solution is both state funding (i.e., General Assembly) and local funding. Commissioner Bryan stated that this is a world class region that raising awareness of the people of the triangle is needed. At some point, due in part to traffic problems, employers and employees alike will stop moving to the Triangle. Mayor Jones indicated that a task force should be formed to develop a legislative agenda.

Duane Long indicated that adjustment to the equity formula is too controversial, and therefore was not a specific Blue Ribbon Commission recommendation.

Commissioner Bryan indicated that an Infrastructure committee has been formed comprised of leaders from Wake County to create a picture for visualization of options for solutions to the infrastructure problems in Wake Co. He also suggested that transportation financing be part of a broader issue that includes school and water/sewer financing, and perhaps a "World Class Region" conference could define and promote the solutions. Commissioner Reckhow stated that time is of the essence on these matters. The TJCOG is interested in completing a regional infrastructure study.

A copy of the PowerPoint presentation for this item is included with this document.

Triangle Region Legislative Agenda for 2006

This item was addressed through the discussion listed above.

Updates/Priorities for 2006

FY 2007-2013 TIP Development Process and Schedule

Burt Tasaico provided a quick overview of a PowerPoint presentation on the TIP development process. The Board of Transportation plan to release the draft State TIP in March, and adopt the final State TIP in August. *A copy of the PowerPoint presentation for this item is included with this document*

A timeline for development of DCHC's 2007-2013 TIP was presented in the packet provided to TAC members. Ed Johnson stated that the Capital Area MPO has submitted to NCDOT its 2007-2013 Project Priority List and that the hope is that this document will provide assistance in development of the draft State TIP that is expected to be released in March 2006.

I-40 Managed Lanes Financial Feasibility Study

Mark Ahrendsen indicated that the question on I-40 is what the next steps are. Ellen Reckhow asked if, since High Occupancy Tolls (HOT) have been discussed as a possible method of funding this project, has any discussion been held with the NC Turnpike authority on possibly adding this project to the list of projects they are funding. Ed Johnson indicated that this topic has been discussed but that the Turnpike Authority referred the discussion back to NCDOT. Mr. Johnson stated that perhaps a Memorandum of Agreement with NCDOT might be the appropriate way to move things forward. Staff was directed to write a letter to NCDOT regarding the MPO preferences for managed lanes on I-40.

Long Range Transportation Plan

Due to time constraints this item was not discussed.

Regional Transit Vision Plan

John Claflin of the Triangle Transit Authority provided an update on the Regional Transit Vision Plan. At the May 30, 2005 Joint TAC meeting a presentation was made on the need for a coordinated region-wide transit plan. It outlined future year congestion forecasts and presented an overview of Charlotte's Transit/Land Use Plan.

Two alternatives for the Regional Transit Vision Plan were shown. Alternative A is a "do nothing" plan where each MPO would plan independently for future transit service expansions and the Comprehensive Transportation Plans (CTPs) being completed on a county level would contain the transit component.

NCDOT and representatives of a CTP subcommittee made up of Capital Area MPO TCC members in cooperation with representatives of the local transit agencies have been working on a Wake County CTP. Alternative B would be a Coordinated Triangle Region Transit Vision Plan. This plan would be modeled after Charlotte-Mecklenburg Transit/Land Use Plan and would cost approximately \$1 million to complete. This would be divided 4 ways - NCDOT/TTA/DCHC/CAMPO.

Several other options were unveiled including collaboration during the CTP development process, during the next LRTP development cycle, and funding of a smaller scale study to determine regional transit priorities and the relationship between partners.

Staff was directed to bring back a recommended approach to be acted upon at the next joint meeting.

A copy of the PowerPoint presentation for this item is included with this document.

Triangle Transit Authority Regional Rail Plan Update

John Claflin reported that the Regional Rail design is complete and the New Start application has been submitted (October 2005). Feedback from the Federal Transit Administration has been received and changes to the model were made to FTA's satisfaction. A decision from FTA is due in the next few months on whether the Regional Rail project will receive a Full Funding Grant Agreement in the coming federal fiscal year. Several encouraging events have occurred. The President's budget and SAFETEA-LU both provided \$20 million for further development of the Regional Rail system, and congressional support for the project has strengthened over the last six months. TTA is making a few arguments in support of the project. The FTA changed project evaluation criteria in Spring 2005 that put the TTA project at a disadvantage, thus TTA is asking that the new guidelines be waived. Also, although the Triangle Regional Model is the only major tool for estimating ridership, TTA notes that the model has tended to underestimate transit ridership.

Included in the packet were copies of letters of support to FTA from Senator Dole and Representative Price.

Smart Commute Challenge Wrap-up and Plans for 2006

Other Business

Due to time constraints, this item was not discussed. Ellen Reckhow made the comment that this challenge had been a great success.

There being no further business, the meeting was adjourned at 12:19 pm.

Adjourn

38

PRELIMINARIES:**Adjustments to the Agenda**

39

40

Alex Zaffron added an item to the end of the agenda concerning paratransit coordination among the transit systems.

41

Public Comments

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

Bill Bussey with the Triangle Rails-to-Trails Conservancy (TRTC) spoke to clarify the TRTC position that the entire twenty-two mile long corridor be completed, not just parts of the trail. Mr. Bussey wants to make sure everyone is aware of Chatham County's contribution. Chatham County has: contributed \$12,000 for a master plan study that was done for the American Tobacco Trail in 2002; leased the corridor in Chatham County from the NCDOT Rail Division, as well as, the Core of Engineers (which Durham County not yet done); installed gates and signs to open 3.5 miles of the corridor as a natural surface trail; held two to three public meetings in Chatham County to discuss the American Tobacco Trail plan; and, contributed significant staff time. Last week, the TRTC received notification that Wake County will connect to the Chatham County portion of the ATT when Chatham County completes their last mile of trail that abuts the Wake County trail. It is a goal to have this accomplished by the end of the second quarter of 2006. Durham County contributed to the master plan. Becky Heron asked if Cary has contributed. Mr. Bussey stated that Cary has dedicated \$250,000 for a parking area at New Hope Church Road. Ellen Reckhow stated she has received at least thirty e-mails from equestrians urging that the surface of the trail in southern Durham and Chatham County be kept natural. Alice Gordon asked staff to compile a list of contributions by the various jurisdictions and try to look into the questions that have been

61 raised by Ms. Reckhow about the equestrians and pedestrians and compile a report to
62 bring back to TAC. Becky Heron stated she is concerned about the funding. Are the
63 trails going to be classified as transportation or recreation? Mr. Bussey stated that
64 volunteers provide the clean up for the natural trail and it is working well. The TCC
65 subcommittee is currently looking into these concerns as well as the funding issue. It is a
66 high priority project for the TCC.

67 Mayor Bell arrived at 9:28 a.m. and began to chair meeting.

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

69 There were no comments regarding the Directives to Staff.

70

71

Action Items:

72 **November 9, 2005 TAC Meeting Minutes (Attachment 5)**

73 Diane Catotti stated that on line 158, "that" should be removed. Ellen Reckhow
74 stated that on line 157, it should read "incomplete" not complete. Alice Gordon stated
75 that on line 82, it should read "FHWA" not NC Turnpike Authority. Ms. Gordon also
76 stated that lines 248 and 249 should read "Chapel Hill, and will not be funding of
77 deferred cost items for the twelve Phase I stations." Ms. Gordon recalled that the TAC
78 position on this issue was that TTA would not go back and fix Phase I after the twelve
79 stations were built, but proceed with Phase II. Mayor Bell stated that the point was this is
80 Phase I and when Phase II is started it connected between Chapel Hill and Durham.

81 Diane Catotti stated it is clearer the way it is stated in the minutes. Ms. Catotti confirmed
82 that the minutes were based on the meeting tapes and therefore the minutes on this issue
83 should not be changed. After extensive discussion regarding the change on lines 248 and
84 249, these lines will remain as originally stated in the minutes. Ed Harrison stated that on

85 line 257, it should read "Ventures" not "Adventures." A motion was made by Diane
86 Catotti and seconded by Becky Heron to approve the November 9, 2005 TAC Meeting
87 Minutes with the amendments noted above. The motion carried unanimously. Alex
88 Zaffron abstained from voting.

89 **Motor Vehicle Emissions Budget (MVEB) (Attachment 6, 6A, and 6B)**

90
91 Mark Ahrendsen provided an introduction for the Motor Vehicle Emissions
92 Budget (MVEB), along with the attachments. Members received a report on this item at
93 the Joint TAC meeting on November 30, 2005. The State is developing a state
94 implementation plan and in doing so they are setting motor vehicle emission budgets for
95 which there are different ways of setting the budget geography. The TCC meets next
96 week, and will discuss this issue to bring a recommendation to the TAC at their January
97 2006 meeting. Ellen Reckhow requested that the TCC carefully examine the options, and
98 wanted to draw attention to an important point – if we use an area-wide budget and fail
99 conformity, then the resolution of this problem will take much longer than the other
100 budget geography scenarios. Ed Harrison stated that Kevin Foy plans to discuss the
101 extension of the MPO planning area down I-85, along the economic development district
102 and abutting the Burlington-Graham MPO planning boundary, so that the DCHC MPO
103 can control planning for the urban facilities in Orange County. This proposed extension
104 will not change the RPO. Alice Gordon asked how this proposal relates to the decision
105 on the MVEB budget geography. Mr. Harrison stated that the MPO will be treated
106 somewhat differently from the RPO. Mark Ahrendsen stated that the decision makers on
107 this issue in Orange County are the MPO and NCDOT. Alex Zaffron thanked Mr.
108 Harrison for notifying the TAC of these discussions. Mr. Zaffron stated that everyone

109 needs to highlight the strong comments that DENR addressed.

110 **Election of TAC Officers for 2006 Calendar Year**

111 A motion was made by Diane Catotti and seconded by Becky Heron to extend the
112 term of the TAC officers – they are Mayor Bill Bell, Chair, and Alice Gordon, Vice-
113 Chair, for one more year. The motion carried unanimously.

114 **2006 TCC/TAC Meeting Calendar (Attachment 8)**

115 A motion was made by Alex Zaffron and seconded by Diane Catotti to approve
116 the 2006 TCC/TAC meeting calendars. The motion carried unanimously.

117 **NC Strategic Corridors Presentation (Attachment 9)**

118 David Wasserman, NCDOT, provided a PowerPoint® presentation on the North
119 Carolina Strategic Highway Corridors Vision Plan (SHC). Diane Catotti asked if the
120 SHC will help fund the East End Connector and Northern Durham Parkway in the 2007-
121 2013 TIP, given that these projects are in the SHC. She also questioned the extent of
122 NCDOT internal communication given the high status of these projects in the SHC but
123 absence in the TIP. Mr. Wasserman stated that the SHC could help these projects “down
124 the road,” but the SHC is primarily to be used for planning purposes only at this time.
125 Ellen Reckhow stated a concern that the NCDOT would be place the highest funding
126 priority on the roads that have statewide significance and subsequently leave very little
127 funding for two-lane roads and service roads. Again, Mr. Wasserman stated it is only
128 being used for planning purposes. Becky Heron asked whether the NCDOT has
129 communicated the SHC to local Planning Departments given that most of the design
130 bullets involve local planning. Mr. Wasserman stated it is early in the process; they are
131 just getting word out. Alice Gordon asked to what extend the MPO staff was consulted

132 about the SHC and classifications. Mr. Wasserman stated a series of public involvement
133 forums was held in the fall and winter of 2003 and 2004. The NCDOT solicited input
134 and requested that all MPOs participate in the forums. The NCDOT maintains a list of
135 requested changes to consider when the NCDOT updates the statewide transportation
136 plan, which will occur in about four years, and will revisit the strategic highway core
137 division plan, as well. The plan can be updated. Ellen Reckhow voiced a concern that
138 changes need to be made before four years and asked if it would be appropriate for the
139 TAC to formally communicate its concerns on this issue to the NCDOT. Mayor Bell
140 stated that TAC should take a position to formally notify whoever the appropriate person
141 is about our concerns raised during this meeting.

142 A motion was made by Becky Heron and seconded by Alice Gordon for the TAC
143 to formally notify the appropriate person that the Northern Durham Parkway is
144 inconsistent between the SHC Vision Plan and the DCHC MPO's long-range
145 transportation plan, and that there should be a process to modify the SHC and reconcile
146 any SHC and local plan inconsistencies. Alex Zaffron stated that the Governor's office
147 and our legislative representatives should receive a copy of this communication. The
148 motion carried unanimously.

149 **Town of Hillsborough Request to NCDOT Regarding Bicycle & Pedestrian Features**
150 **on Upcoming Roadway Projects (Attachment 10 & 10A)**

151
152 Eric Hallman stated there are two major NCDOT projects that are funded and
153 under design for the Hillsborough area. These projects are the I-85 widening and the
154 Elizabeth Brady Road extension. The Hillsborough Town Board approved the attached
155 resolution requesting that the NCDOT incorporate the Hillsborough Greenway Plan into
156 the planning process for these projects. Mr. Hallman requested TAC for this resolution.

157 A motion was made by Alex Zaffron and seconded by Alice Gordon for the TAC to
158 endorse the resolution from the Town of Hillsborough. The motion carried
159 unanimously.

160 **Adjustment to the Agenda**

161 Alex Zaffron stated he has an operational item that deals with transit systems. It
162 was brought to his attention that there is no uniform process for determining paratransit
163 eligibility among the transit systems. He believes it would be fairly simple to establish a
164 standard paratransit eligibility requirement that is portable between the transit systems.
165 Once an individual qualifies for one system, that individual would automatically be
166 eligible to use any of the other transit systems. Mark Ahrendsen stated that there was a
167 meeting yesterday to discuss eight major initiatives for better coordination among the
168 transit systems in the Triangle and that this issue is among the initiatives discussed. The
169 goal is to provide seamless public transportation service in the Triangle. Ellen Reckhow
170 stated that the three Triangle counties are cooperating on accessing our human needs
171 transportation services and a consultant has been hired to improve the level of
172 cooperation and services. Alex Zaffron was concerned that this process may take too
173 long to help this discrete problem, and asked if there was a quick fix for this discrete
174 problem. A motion was made by Alex Zaffron and seconded by Diane Catotti for the
175 TAC to request that the appropriate TCC subcommittee address this particular problem
176 and address the general issue of creating a seamless transportation system for persons
177 with disabilities. The motion carried unanimously.

178 Mayor Bell stated that at the last MPO meeting there was an approved motion to
179 form a joint TAC committee to address funding issues. A motion was made by Diane

180 Catotti and seconded by Becky Heron for the DCHC MPO committee members to be
181 Mayor Bell, Alex Zaffron, Alice Gordon, Becky Heron, and Ellen Reckhow. The motion
182 carried unanimously. The point was made that this joint TAC committee will be required
183 to publish a public meeting notice.

184 **Reports from Staff:**

185 **Reports from Staff (Attachment 11)**

186 There were no comments on the reports from staff.

187 **Report from the TCC Chair**

188 Mark Ahrendsen stated that staff is working on possible ways to fund the
189 American Tobacco Trail and the Old Durham Chapel Hill Road Bicycle/Pedestrian
190 Feasibility Study. TCC will bring back a recommendation to the TAC. The NCDOT has
191 selected a consultant to do the East End Connector environmental study and the process
192 has recently begun. They are collecting data to update the last draft environmental
193 impact statement, which was completed many years ago.

194 **NCDOT Report**

195 Jon Nance, NCDOT Division 5 Engineer provided an update. The Erwin Road
196 and Stagecoach Road bridges are now open. Becky Heron asked if the Erwin Road
197 roundabout could be made safer by adding lighting and moving the warning signs further
198 out from the roundabout. Mr. Nance stated that the TCC has already requested that the
199 NCDOT evaluate and consider safety improvements to the roundabout. He also noted
200 that future bridge projects are more likely to include off-site detours like those for the
201 Stagecoach Road and Erwin Road bridge projects. Although the off-site detours have a
202 greater negative impact on drivers and local neighborhoods, these detour types are less

203 costly. Alice Gordon asked if the roadway was raised to help with the flooding on the
204 roadway leading to the Stagecoach Road Bridge. Mr. Nance stated no, it was strictly a
205 bridge replacement. The roadway will likely flood before the bridge deck. Ed Harrison
206 stated that the signal timing at Stagecoach Road is off. Mr. Nance stated it should be
207 corrected by summer 2006. Mr. Nance stated that the new off-ramp at I-40/NC 54 will
208 be completed by mid- to late-summer 2006. Utilities are not delaying this project – rising
209 costs and limited funding are delaying this project.

210 Mike Mills, NCDOT Division 7 Engineer provided an update. The US 15-501
211 widening should be complete by May 2006. The NCDOT has completed the right-of-
212 way plans and should be staking the right-of-way out by January 2006 for the Homestead
213 Road project. Ed Harrison asked about the super street project delay, and stated that he
214 understood the delay was caused by high personnel costs in the bids. Mike Mills stated
215 that the first and second bids for this project were about three times the anticipated bid
216 costs, and that the large amount of night work and traffic control drove up the costs. The
217 NCDOT plans to rebid this project in May 2006, but cash flow restrictions could delay
218 the rebid. Eric Hallman asked Mr. Mills if he has any help or suggestions to get the
219 Hillsborough Greenway Plan to the appropriate highway designer. Mr. Mills will
220 forward the Plan to the I-85 design team and discuss the resolution with Doug Galyon,
221 NCDOT board member who represents NCDOT Division 7. Mr. Hallman asked about
222 the pedestrian crossing over I-40 to the high school. Mr. Mills will check the project
223 status and provide that information to Mr. Hallman. Alice Gordon asked about the
224 timeline for the Homestead project. If they can get the right-of-way quick, the NCDOT
225 plans to have it complete by the time school opens next summer. Ms. Gordon reminded

226 Mr. Mills of the high school in Carrboro's jurisdiction and asked that any NC Moving
227 Ahead funding that is freed up be allocated to this project.

228 **Informational Items:**

229 **Blue Ribbon Commission on Urban Mobility (Attachment 14)**

230 Mark Ahrendsen provided an introduction for the Blue Ribbon Commission on
231 Urban Mobility, along with the attachments. The important part is on page 9, which lists
232 the recommendations. The Blue Ribbon Commission made one minor change to the
233 recommendations before adoption at the December 6, 2005 meeting. On page 9, under
234 "Potential Sources of New Funding for Transportation Infrastructure," the third bullet
235 was changed to "implemented at the municipal county or multi-county level." Alex
236 Zaffron wanted to commend Dale McKeel for all his hard work on the commission.

237 **Open Meetings Law Notification to MPOs (Attachment 15)**

238 Attached is a memorandum from the State of North Carolina Department of
239 Transportation regarding the State Open Meetings and Open Records Laws.

240 **Recent News Articles and Updates (Attachment 16)**

241 Attached are recent news articles and updates.

242 **Letter from the TAC Chair to Secretary Tippet Concerning I-40 Resurfacing**
243 **(Attachment 17)**

244
245 Attached is the letter from the TAC Chair to Secretary Tippet concerning the I-40
246 resurfacing.

247 **Letter from the TAC Chair to Secretary Tippet Regarding the 2006-2012 MTIP**
248 **Approval Process and Communication (Attachment 18)**

249
250 Attached is the letter from the TAC Chair to Secretary Tippet regarding the 2006-
251 2012 TIP approval process and communication.

252 **Letter from the Chair of the Durham City-County Planning Commission to the**
253 **TAC Regarding US 70 Corridor Planning Study (Attachment 19)**

254 Mark Ahrendsen provided an introduction to the Letter from the Chair of the
255 Durham City-County Planning Commission to the TAC Regarding the US 70 Corridor
256 Planning Study, along with the attachment. Mr. Ahrendsen stated it would be appropriate
257 to send a follow-up letter to the Secretary encouraging the NCDOT to initiate the
258 planning process for these two corridors and consider this part of our TIP process in our
259 discussions in 2007-2013 TIP for next year. A motion was made by Diane Catotti and
260 seconded by Alex Zaffron to send a follow-up letter to the Secretary encouraging the
261 NCDOT to initiate the planning process for these two corridors. The motion carried
262 unanimously.
263

264 **Letter from DCHC MPO to TTA Regarding Cost Reduction Proposals for the**
265 **Regional Rail Project (Attachment 20)**

266 Attached is the letter from the DCHC MPO to the TTA Regarding Cost Reduction
267 Proposals for the Regional Rail Project.
268

269 **Adjournment**

270 There being no further business of the Transportation Advisory Committee, the
271 meeting adjourned at 11:12 a.m.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 11, 2006

Subject: **Motor Vehicle Emissions Budget (MVEB)**

This memorandum provides background information and analysis on the preferred geography for setting the motor vehicle emission budget. The North Carolina Department of Environment and Natural Resources, Division of Air Quality (DENR-DAQ) is developing a State Implementation Plan (SIP) to meet air quality standards in North Carolina. The SIP will include Motor Vehicle Emission Budgets (MVEB) or limits for the following air pollutants; Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs).

Historically, DENR-DAQ has used the sub-area geography (County-by-County) when developing MVEBs. DENR-DAQ has indicated their preference for sub-area budgets, i.e., that they intend to continue with a county-by-county budget unless the MPOs and NCDOT/RPOs decide otherwise and provide justifications. DENR's main justification for recommending the county-by-county MVEB option is that it provides assurances that future conformity determinations, LRTPs, and TIPs will produce emission patterns that will achieve the National Ambient Air Quality Standards (NAAQS).

The Technical Coordinating Committee (TCC) has evaluated the MVEB options and is recommending to the TAC that a county-by-county budget be used to set MVEBs. The TCC recommendation is based on the following:

1. There is no compelling justification not to support DENR's recommendation.
2. The county-by county budget option carries the greatest incentives for counties to make land use decisions that are more likely to ensure that emissions budgets are not exceeded.
3. The county-by-county option will be consistent with the proposed MPO Land use model geography for assessing the impacts of land use on air quality, for example, the impact of future development(s) in any county could be compared to that County's budget.

4. The county-by-county budget option is consistent with the LRTP air quality targets and transportation performance measures which are done at the county level.

A principal difference between the various MVEB options is in flexibility in planning and immediacy of consequences versus the risk of exceeding budgets and the flexibility of responding to budget exceedances. Of the three options considered, the county-by-county option statistically carries the most risk of not meeting regional budgets. However, data from the 2030 LRTP air quality conformity analysis, as illustrated in Attachment 6C, shows that the likelihood of not meeting assigned budgets for the region is low.

Attachment 6A is the letter from DENR-DAQ, which explains the agency's preference for county-level budget. Attachment 6B is a summary of the MVEB budget options and analysis of the implications, compiled and written by TJCOG. Attachment 6C presents scenarios and likely impacts of the county-by-county and region-wide options using examples and data from the 2030 LRTP air quality conformity analysis.



North Carolina Department of Environment and Natural Resources
Division of Air Quality

Michael F. Easley, Governor

William G. Ross, Jr., Secretary
B. Keith Overcash, P.E., Director

September 16, 2005

Subject: Development of Motor Vehicle Emissions Budgets

Dear Transportation Partner:

The North Carolina Division of Air Quality (NCDAQ) is developing the attainment demonstrations for 8-hour ozone and PM_{2.5} nonattainment areas in North Carolina. The State Implementation Plan (SIP) attainment demonstration submitted to the U. S. Environmental Protection Agency (USEPA) establishes the motor vehicle emissions budgets (MVEBs) that will be used in future transportation conformity demonstrations once approved or deemed adequate by the USEPA. At stakeholder meetings held throughout 2005, NCDAQ presented different approaches for setting MVEBs. As a result of the feedback received by NCDAQ during the stakeholder meetings, the decision was made to develop a policy memo that provides an explanation of NCDAQ's preference for the geographical basis of MVEBs in nonattainment areas and clearly outlines the procedures and timelines for setting those MVEBs.

NCDAQ believes that the MVEBs should be set at the county level. The reason NCDAQ believes this is appropriate is as follows:

- The motor vehicle emissions generated for SIP attainment demonstration are by county; therefore, developing county level MVEBs would maintain consistency with the attainment modeling. County level sub-area MVEBs provide additional assurance that future conformity determinations, transportation plans, and TIPs will produce emission patterns that will achieve and maintain the National Ambient Air Quality Standards (NAAQS).
- County level sub-area MVEBs preserve the growth projected by Metropolitan Planning Organizations (MPOs)/Rural Planning Organizations (RPOs)/North Carolina Department of Transportation (NCDOT). NCDAQ has relied on MPOs/RPOs/NCDOT to provide these future projections of vehicle miles traveled (VMT) in the SIP process and will continue to rely on MPOs/RPOs/NCDOT as the source of this data throughout the MVEB setting process.
- County level sub-area MVEBs would eliminate the requirement for a new conformity analysis for all MPOs/RPOs in the nonattainment area if one of the MPOs/RPOs revises or updates their respective long range transportation plan or transportation improvement program when there are conforming plans in place for the other areas. In a situation where there are conforming plans in place and there are county level sub-area MVEBs, if one MPO in the nonattainment area had a conformity lapse, the neighboring MPOs/RPOs would not be impacted until their next conformity determination was due.

Planning Section

1641 Mail Service Center, Raleigh, North Carolina 27699-1641
2728 Capital Blvd., Raleigh, North Carolina 27604
Phone: 919-715-7670 / FAX 919-715-7476 / Internet: www.ncair.org

One
North Carolina
Naturally

- If an area-wide MVEB involving multiple MPOs/RPOs is set and conformity cannot be demonstrated, it could take significantly longer to resolve which projects should be removed from the various plans. If resolution is not reached in a timely manner, it could result in a conformity lapse for the entire nonattainment or maintenance area.

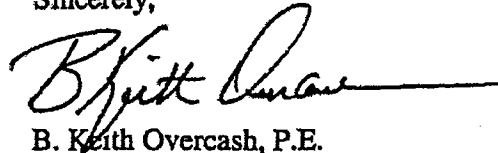
An important component to the SIP development process is interagency consultation. Therefore, NCDAQ requests feedback from the transportation partners on MVEBs development. NCDAQ's preference is not to set MVEBs for areas less than a county boundary since the emission estimates are made on a county level basis. The exception to this would be partial counties designated as nonattainment. Additionally, NCDAQ prefers not setting MVEBs based on MPO/RPO boundaries since this would result in having to update the MVEBs every time the MPO/RPO boundaries change. The process for recommending other approaches is provided below.

-
- Transportation partners are invited to provide in writing their preferred approach to setting MVEBs. If setting MVEBs for area-wide or multi-county sub-area is the desired approach, then it must be agreed upon by all of the transportation partners that are responsible for conducting conformity analyses for that area. This includes the MPO(s) and NCDOT after consultation with the RPO(s).
 - NCDAQ requests that all written submittals outlining a MVEB approach that consists of more than one county (i.e., area-wide or multi-county sub-areas) include a technical explanation as to why the MVEBs should be set as such. This explanation should include information that illustrates the similarities between the counties listed in the approach such as, but not limited to: degree of urbanization, commuting patterns, expected population and VMT, and expected population and VMT growth rates.
 - All requests should be submitted for consideration to NCDAQ by **January 16, 2006**. This will allow NCDAQ time to review and respond to the requests prior to finalizing the documentation for the SIP in February 2006.
 - Requests should be submitted to the attention of the Attainment Planning Branch Chief, Laura Boothe, 1641 Mail Service Center, Raleigh, NC 27699-1641.

NCDAQ is responsible for submitting the SIP attainment demonstration and ensuring that the measures in the demonstration will allow the area to attain, as well as maintain the NAAQS. Transportation conformity was designed to help ensure that transportation plans, programs, and projects do not produce new air quality violations, worsen existing violations, or delay timely attainment of NAAQS. NCDAQ will take into consideration the recommended approaches from the transportation partners when developing the MVEBs. The transportation partners will have an opportunity to review the draft final MVEB approach prior to the SIP going through the public hearing process.

NCDAQ is committed to working with all of our partners during this process to determine the best course of action in achieving and maintaining air quality goals. If you should have any questions, please contact Laura Boothe of my staff at (919) 733-1488 or laura.boothe@ncmail.net.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Keith Overcash", with a long horizontal line extending to the right.

B. Keith Overcash, P.E.

BKO:lab

cc: Sheila Holman, NCDAQ
Laura Boothe, NCDAQ
Mike Abraczinskas, NCDAQ

Lynorae Benjamin, USEPA
Amanetta Wood, USEPA
Eddie Dancausse, FHWA
Loretta Barren, FHWA



Triangle Region Motor Vehicle Emission Budgets

Executive Summary

Project on the State Implementation Plan for the Triangle Ozone Non-Attainment Area
December 29, 2005

Capital Area Metropolitan Planning Organization ♦ Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

The North Carolina Department of Environment and Natural Resources (DENR) is developing a State Implementation Plan (SIP) to address ozone pollution in the Triangle. The SIP will include Motor Vehicle Emission Budgets (MVEB) – limits on the amounts of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs) that may be emitted by on-road motor vehicles in the Triangle Ozone Non-attainment Area. DENR may choose to have a single budget for the region, separate budgets for each county in the non-attainment area, or something in between. Staff have prepared a number of documents to help decision-makers better understand the implications of these different options and the arguments for each, based on three options: (A) 8 separate motor vehicle emission budgets for each county (or portion) affected, (B) 2 multi-county motor vehicle emission budgets centered on the two MPOs, or (C) a single region-wide motor vehicle emission budget. The documents are:

Options & Implications -- a summary that shows maps of the 3 options and includes a table summarizing their major implications.

What if? -- a matrix containing details on the consequences if a Long Range Transportation Plan (LRTP) or Transportation Improvement Program (TIP) expires in any MPO or rural county in the non-attainment area, or if a LRTP or TIP causes an emissions budget to be exceeded under each option.

Cases for Different Options -- a document summarizing the arguments that have been put forward for choosing one of the different options [note: this is an initial draft undergoing review].

Overview of Major Implications

The options differ in their relative flexibility in planning, timing of consequences, risk of exceeding budgets, flexibility in responding to budget exceedences, and complexity of coordination among MPOs and NCDOT/RPOs. MPOs and NCDOT/RPOs would be more tightly or loosely bound together in their decision-making under different options. Major implications include:

1. None of the options will change the responsibilities that MPOs and NCDOT/RPOs have:
 - Each MPO and NCDOT must adopt growth forecasts for its areas of responsibility.
 - Each MPO and NCDOT must adopt LRTPs and TIPs for new facilities/services for its areas.
 - Each MPO (within its Metropolitan Area Boundary) and NCDOT (for rural areas) must make a conformity finding for its LRTPs and TIPs.
2. Different options will affect requirements for cooperation among MPOs and NCDOT/RPOs in making conformity findings for LRTPs and TIPs.
3. Different options will affect the timing of the consequences should an area have an LRTP or TIP that either expires (a *planning* lapse) or exceeds its emissions budget (a conformity *budget* lapse).
4. Different options will affect where growth, facilities, or services will need to change should an LRTP or TIP exceed an emissions budget, although how these changes are actually reflected in emissions calculations can vary significantly in different parts of the region.



Triangle Region Motor Vehicle Emission Budgets

Options and Implications

Project on the State Implementation Plan for the Triangle Ozone Non-Attainment Area
December 16, 2005

Capital Area Metropolitan Planning Organization ♦ Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Summary

- The North Carolina Department of Environment and Natural Resources (DENR) is developing a State Implementation Plan (SIP) to address ozone pollution in the Triangle. The SIP will include Motor Vehicle Emission Budgets (MVEB) for the region – limits on the amounts of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs) that may be emitted by on-road motor vehicles.
- DENR may choose to have a single budget for the entire ozone non-attainment area, or it may choose to develop separate budgets for different portions of the region. DENR has indicated that it intends to use 8 individual county-level budgets unless the MPOs and NCDOT/RPOs can agree on multi-county budgets and a technical analysis justifies the use of multi-county budgets.
- Transportation and air quality staff have analyzed the characteristics and implications of three options to help decision makers in the Triangle make recommendations to DENR about Motor Vehicle Emission Budgets; maps of each are shown on the following pages:
 - A. 8 separate motor vehicle emission budgets for each county (or portion) affected (eight individual budgets for Chatham [part], Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties)
 - B. 2 multi-county motor vehicle emission budgets centered on the two MPOs (one budget for a combination of Chatham [part], Durham, Orange and Person Counties) (one budget for a combination of Franklin, Granville, Johnston and Wake Counties)
 - C. A single region-wide motor vehicle emission budget (one budget covering a combination of all eight counties)
- The options differ in their relative flexibility in planning, timing of consequences, risk of exceeding budgets, flexibility in responding to budget exceedences, and complexity of coordination among MPOs and NCDOT/RPOs. MPOs and NCDOT/RPOs would be more tightly or loosely bound together in their decision-making under different options. Final rules associated with the new SAFETEA-LU federal transportation legislation may change some of these factors.
- DENR will decide which option to use in February 2006. The Motor Vehicle Emission Budgets will be part of a Triangle Ozone *Attainment* SIP adopted by June 2007. MVEBs will be revisited when DENR prepares an Ozone *Maintenance* SIP once the region meets air quality standards.

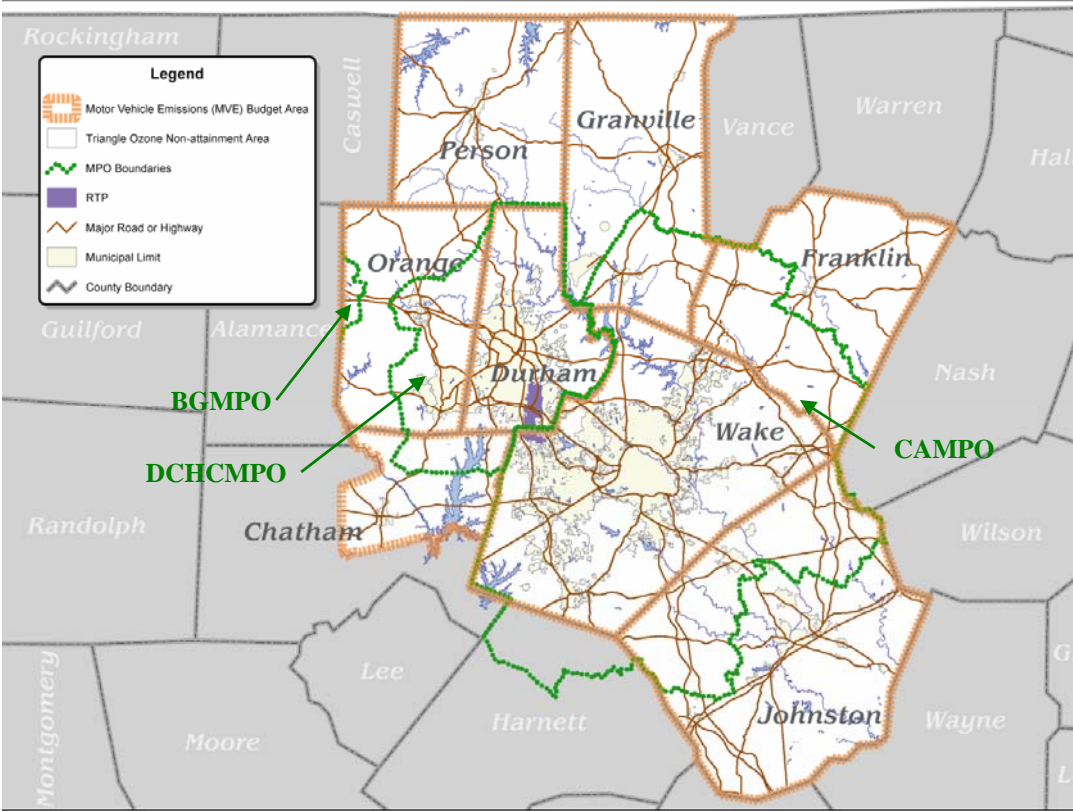
For questions or comments about this effort, please contact:

John Hodges-Copple
Triangle J Council of Governments
919-558-9320
johnhc@tjcg.org

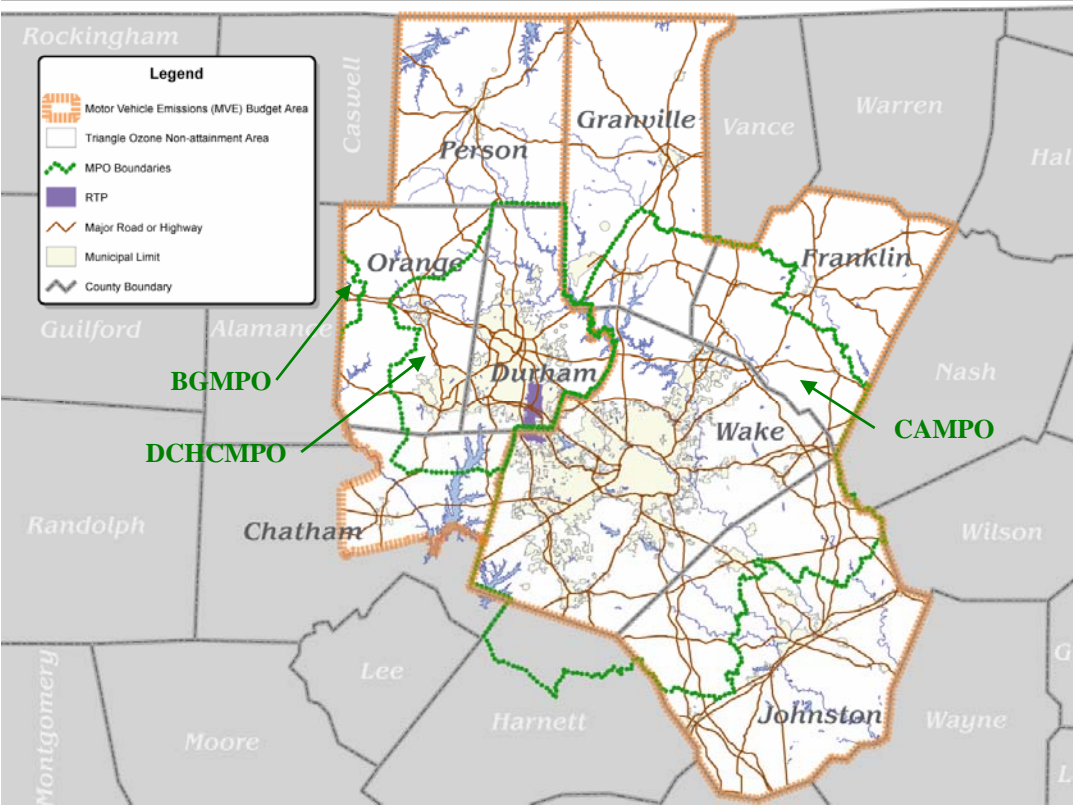
Felix Nwoko
DCHC MPO
919-560-4366
felix.nwoko@durhamnc.gov

Ed Johnson
CAMPO
919-807-8511
ed.johnson@ci.raleigh.nc.us

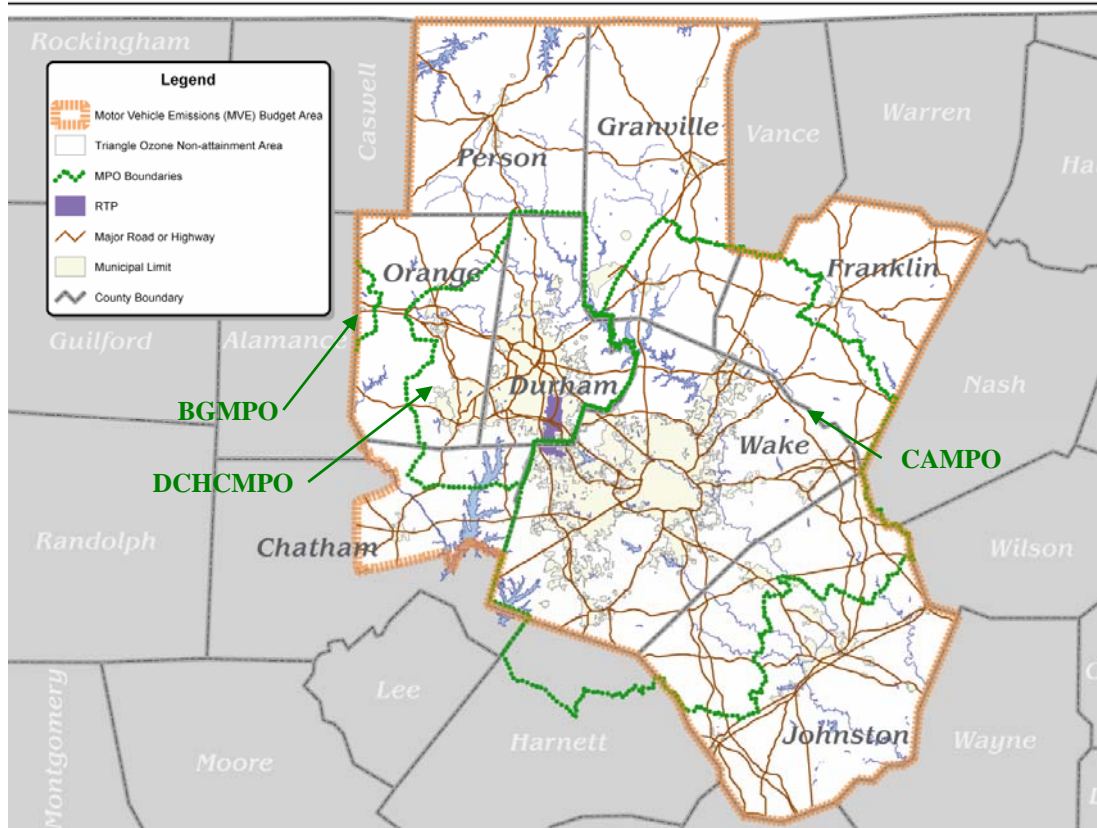
Motor Vehicle Emissions Budgets Option A: 8 County-Based Budgets



Motor Vehicle Emissions Budgets Option B: 2 Multi-County Budgets (MPO-centered)



Motor Vehicle Emissions Budgets Option C: 1 Region-Based Budget



Implications

Each option has different implications for how MPOs, the NCDOT and RPOs would need to work together, and how they could respond if analysis of future Long Range Transportation Plans (LRTPs) or Transportation Improvement Programs (TIPs) indicates that a motor vehicle emissions budget would be exceeded. County-level budgets could result in more independent action by MPOs, but have a higher risk that a budget would be exceeded and fewer remedies to deal with any exceedance. Final rules from the new SAFETEA-LU federal transportation law may change some of these factors.

The following pages summarize some important questions related to the three options, focusing on the decision-making process. A companion document titled *What If* provides more detail on the consequences of conformity lapses. Some highlights include:

1. None of the options will change the responsibilities that MPOs and NCDOT/RPOs have:
 - Each MPO and NCDOT must adopt growth forecasts for its areas of responsibility.
 - Each MPO and NCDOT must adopt LRTPs and TIPs for new facilities/services for its areas.
 - Each MPO (within its Metropolitan Area Boundary) and NCDOT (for rural areas) must make a conformity finding for its LRTPs and TIPs.
2. Different options will affect requirements for cooperation among MPOs and NCDOT/RPOs in making conformity findings for LRTPs and TIPs.
3. Different options will affect the timing of the consequences should an area have an LRTP or TIP that either expires (a *planning* lapse) or exceeds its emissions budget (a conformity *budget* lapse).
4. Different options will affect where growth, facilities, or services will need to change should an LRTP or TIP exceed an emissions budget.

Issue	Option		
	A: 8 separate county-based budgets:	B: 2 Multi-county (MPO-centered) budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
What organizations must adopt growth forecasts, select transportation facilities and make a conformity finding for Long Range Transportation Plans (LRTPs) and TIPs for which areas under current MPO configurations?	DCHC MPO – Durham and MPO parts of Chatham and Orange Counties CAMPO – Wake and MPO parts of Franklin, Granville and Johnston Counties BG MPO – MPO portion of Orange County NCDOT – Person County and non-MPO parts of Chatham, Franklin, Granville, Johnston and Orange Counties	Same as Option A	Same as Option A
What organizations are responsible for meeting motor vehicle emission budgets contained in the State Implementation Plan (SIP)?	DCHC MPO – Durham CAMPO – Wake NCDOT – Person DCHC & NCDOT – Chatham CAMPO & NCDOT – Franklin, Granville, Johnston DCHC, BG MPO & NCDOT – Orange	DCHC MPO, BG MPO & NCDOT – 4 Western Triangle Counties CAMPO & NCDOT – 4 Eastern Triangle Counties	DCHC MPO, CAMPO, BG MPO & NCDOT – Triangle Region
What projects are affected by a conformity <i>budget</i> lapse (failure of an area to have an LRTP or TIP that meets the emission budget for an area by the deadline)?	If a county budget is exceeded, <i>non-exempt</i> projects cannot proceed in that county, nor in other non-attainment counties in the same MPO immediately. Projects in other counties may proceed until the next conformity is due. This could vary from immediately to a few months to more than a year, depending on the LRTP or TIP schedule of the lapsed area in relation to other areas.	If an LRTP or TIP would cause an MPO-based budget to be exceeded, <i>non-exempt</i> projects cannot proceed in that MPO or county, nor in other counties in that same budget area immediately. Projects in the other budget area may proceed until the next TIP or LRTP conformity is due.	If an LRTP or TIP would cause the regional budget to be exceeded, all <i>non-exempt</i> projects cannot proceed in the entire non-attainment area immediately.
What projects are affected by a MPO <i>planning</i> lapse (TIP or LRTP expires)? <i>[note: since the STIP serves as the LRTP and TIP in rural areas, a planning lapse on the STIP would halt all projects statewide]</i>	No projects may proceed in the MPO where the LRTP or TIP expired immediately. <i>Non-exempt</i> projects may not proceed in counties that are part of the lapsed MPO or part of another MPO that shares a county with the lapsed MPO. Non-exempt projects may not proceed in other counties once a conformity determination is due. [the recent TIP lapse in Durham affected all counties since they had the same conformity schedule]	No projects may proceed in the MPO where the LRTP or TIP expired immediately. <i>Non-exempt</i> projects may not proceed in any other part of the budget area immediately. Non-exempt projects may not proceed in other counties once a conformity determination is due.	No projects may proceed in the MPO where the LRTP or TIP expired immediately. <i>Non-exempt</i> projects may not proceed in any other areas immediately.

Issue	Option		
	A: 8 separate county-based budgets:	B: 2 Multi-county (MPO-centered) budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Franklin, Granville, Johnston, Orange, Person, Wake
What area must change growth, facilities or “off-budget” activities if budgets are exceeded?	Changes must be made to affect travel within the county where the budget is exceeded.	Changes may be made to affect travel anywhere within the 4-county MPO-based budget area.	Changes may be made anywhere within the 8-county region.
What are the effects on the timing of decisions that MPOs and NCDOT must make?	CAMPO and DCHC MPO can be on separate schedules; DCHC MPO and BG MPO must have same schedule since they share an Orange County budget; Chatham County must have same schedule as DCHC; Rural portions of Johnston, Granville and Franklin Counties must have same schedule as CAMPO since they share county budgets.	Same as A, except Person County must also be on same schedule as DCHC, BGMPO and Chatham County.	All must be on same schedule [note that this might involve a similar process as was used when MPOs and NCDOT were on the same schedule for the conformity findings in 2005 on the LRTPs and 2006-12 TIP].
What are the implications for determining and allocating Motor Vehicle Emission Budgets and for calculating motor vehicle emissions from plans and TIPs?	Motor vehicle emissions calculations occur at the county level both for setting Motor Vehicle Emission Budgets (MVEBs) and for comparing emissions from LRTPs and TIPs to the MVEBs.	Emissions calculation same as Option A, but county-level emissions are summed to create 2 MPO-centered MVEBs and to compare LRTP and TIP emissions to the 2 MVEBs.	Emissions calculation same as Option A, but county-level emissions summed to create one regional MVEB and to compare LRTP and TIP emissions to MVEB.
What are the relative risks of not meeting assigned budgets?	There is more risk in meeting 8 separate budgets than 1 or 2 budgets that combine counties, but actual risk is not known.	Less risk than county-level budgets and more risk than regional budget, but actual risk is not known.	Statistically, carries the least risk, but actual risk is not known.
What is the relative degree of coordinated decision-making required among the MPOs and NCDOT?	Requires the lowest degree of coordinated decision-making, but 5 of the 8 budgets are still shared among different decision-making entities.	More coordinated decision-making than Option A for DCHC MPO, but the same amount of coordination required for CAMPO.	Requires the most coordinated decision-making since single budget is shared.
What are the implications of any future changes to MPO boundaries?	MPO expansion into a new county would require joint decision making unless the entire county is absorbed into the MPO. If DCHC expands into Granville or CAMPO expands into Chatham, all MPOs would be on same schedule.	MPO expansion would change decision-making if expansions occur into counties in another MPO-centered budget area (e.g. CAMPO expansion into Chatham or DCHCMPO expansion into Granville)	MPO expansion would not change decision-making from what would otherwise be required by this option, which is that all must be on the same schedule.
What additional steps might the MPOs and NCDOT/RPOs consider, even though not mandated?	They could choose to develop cooperative agreements for growth forecast (socioeconomic data) adoption; coordination on timing of decisions; process to follow if budgets are exceeded; etc.	Steps similar to Option A can be considered.	Steps similar to Option A can be considered.



Triangle Region Motor Vehicle Emission Budgets

What If?

December 16, 2005

Project on the State Implementation Plan for the Triangle Ozone Non-Attainment Area

Capital Area Metropolitan Planning Organization ♦ Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Several options are being considered for Motor Vehicle Emissions Budgets for the Triangle Ozone Non-attainment Area (TONA). They range from 8 separate, individual budgets for each county in the TONA to a single budget covering the whole region. Local, regional and state staff are examining the implications of different options, and are focusing on the three outlined in the attached table and described more fully in a document titled, *Options and Implications*. Note that these three are not the only options; for example, there could be county-specific budgets in one portion of the Triangle and a multi-county budget in another portion. Whichever option is selected **does not change the responsibilities** of MPOs and the NCDOT, nor the area in which they would exercise these responsibilities:

- Burlington-Graham MPO is responsible for adopting land use forecasts, long range transportation plans, TIPs and conformity findings for the portion of Orange County within the BG MPO metropolitan area boundary.
- Capital Area MPO is responsible for adopting land use forecasts, long range transportation plans, TIPs and conformity findings for Wake County and the portions of Franklin, Granville and Johnston Counties within the CAMPO metropolitan area boundary.
- Durham-Chapel Hill-Carrboro MPO is responsible for adopting land use forecasts, long range transportation plans, TIPs and conformity findings for Durham County and the portions of Chatham and Orange Counties within the DCHC MPO metropolitan area boundary.
- NCDOT, in consultation with the affected RPOs, is responsible for adopting land use forecasts, long range transportation plans, TIPs and conformity findings for Person County and the portions of Chatham, Franklin, Granville and Johnston Counties outside any metropolitan area boundary but within the Triangle Ozone Non-attainment Area.

The tables on the following pages describe the consequences for different areas under the three options for two types of events:

- If a plan or TIP **expires** – the deadline for an updated plan or TIP passes, regardless of the air quality impacts of the plan or TIP.
- If a plan or TIP **exceeds its Motor Vehicle Emissions Budget** – the travel forecast on the planned facilities and services would result in motor vehicle emissions that are higher than the budgeted limit.

Note that for each entry in the tables, once a plan or TIP comes back into conformity, affected projects may advance. This is a draft version subject to verification. Final federal rules for transportation planning have not yet been released and may change some of the implications.

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
Burlington-Graham MPO LRTP or TIP expires	No projects may advance in BG MPO area immediately. <i>Non-exempt</i> projects may not advance in Chatham [part], Durham or the rest of Orange County immediately. No projects may advance in counties once next conformity determination is due.	No projects may advance in BG MPO area immediately. <i>Non-exempt</i> projects may not advance in Chatham [part], Durham, Person or the rest of Orange County immediately. No projects may advance in counties once next conformity determination is due.	No projects may advance in BG MPO area immediately. <i>Non-exempt</i> projects may not advance in any other part of the region immediately. No projects may advance in counties once next conformity determination is due.
Durham-Chapel Hill-Carrboro MPO LRTP or TIP expires	No projects may advance in Durham County or the portions of Chatham [part] and Orange Counties in DCHC MPO immediately. <i>Non-exempt</i> projects may not advance in the other portions of Chatham [part] and Orange County immediately. No projects may advance in other counties once next conformity determination is due.	No projects may advance in Durham County or the portions of Chatham [part] and Orange Counties in DCHC MPO immediately. <i>Non-exempt</i> projects may not advance in Person County or the other portions of Chatham [part] and Orange County immediately. No projects may advance in other counties once next conformity determination is due.	No projects may advance in Durham County or the portions of Chatham [part] and Orange Counties in DCHC MPO immediately. <i>Non-exempt</i> projects may not advance in any other part of the region immediately. No projects may advance in counties once next conformity determination is due.
Capital Area MPO LRTP or TIP expires	No projects may advance in Wake County or the portion of Franklin, Granville and Johnston County within CAMPO immediately. <i>Non-exempt</i> projects may not advance in the other portions of Franklin, Granville and Johnston Counties immediately. No projects may advance in other counties once next conformity determination is due.	No projects may advance in Wake County or the portion of Franklin, Granville and Johnston County within CAMPO immediately. <i>Non-exempt</i> projects may not advance in the other portions of Franklin, Granville and Johnston Counties immediately. No projects may advance in other counties once next conformity determination is due. (same as A)	No projects may advance in Wake County or the portions of Franklin, Granville and Johnston Counties within CAMPO immediately. <i>Non-exempt</i> projects may not advance in any other part of the region immediately. No projects may advance in counties once next conformity determination is due.

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
<p>LRTP/TIP expires in any of the following places:</p> <p>Chatham County (rural portion) Franklin County (rural portion) Granville County (rural portion) Johnston County (rural portion) Orange County (rural portion) Person County</p> <p>[note: this scenario applies as long as the STIP serves as both the LRTP and the TIP in the rural portions (outside of MPO boundaries) in the ozone non-attainment area]</p>	Without a valid STIP, no projects may advance anywhere in North Carolina immediately.	Without a valid STIP, no projects may advance anywhere in North Carolina immediately. (same as A)	Without a valid STIP, no projects may advance anywhere in North Carolina immediately. (same as A)

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
Chatham County (4 townships) Budget is exceeded	<i>Non-exempt</i> projects may not advance in Chatham [part], Durham County or Orange County immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Chatham [part].	Not applicable	Not applicable
Durham County Budget is exceeded	<i>Non-exempt</i> projects may not advance in Chatham [part], Durham County or Orange County immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Durham County.	Not applicable	Not applicable

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Franklin, Granville, Johnston, Orange, Person, Wake
Franklin County Budget is exceeded	<p><i>Non-exempt</i> projects may not advance in Franklin, Granville, Johnston and Wake Counties immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Franklin County.</p>	Not applicable	Not applicable
Granville County Budget is exceeded	<p><i>Non-exempt</i> projects may not advance in Franklin, Granville, Johnston and Wake Counties immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Granville County.</p>	Not applicable	Not applicable
Johnston County Budget is exceeded	<p><i>Non-exempt</i> projects may not advance in Franklin, Granville, Johnston and Wake Counties immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Johnston County.</p>	Not applicable	Not applicable

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
Orange County Budget is exceeded	<i>Non-exempt</i> projects may not advance in Chatham [part], Durham County or Orange County immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Orange County.	Not applicable	Not applicable
Person County Budget is exceeded	<i>Non-exempt</i> projects may not advance in Person County immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Person County.	Not applicable	Not applicable
Wake County Budget is exceeded	<i>Non-exempt</i> projects may not advance in Franklin, Granville, Johnston and Wake Counties immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies that affect travel in Wake County.	Not applicable	Not applicable

What If?	Option		
	A: 8 separate county-based budgets:	B: 2 MPO-based budgets:	C: 1 Region-based budget
	<ul style="list-style-type: none"> • Chatham [part] • Franklin • Johnston • Person 	<ul style="list-style-type: none"> • Durham • Granville • Orange • Wake 	<ul style="list-style-type: none"> • Chatham [part], Durham, Orange, Person • Franklin, Granville, Johnston, Wake
Western Triangle Budget is exceeded (Chatham, Durham, Orange, Person)	Not applicable	<i>Non-exempt</i> projects may not advance in Chatham [part], Durham, Orange, or Person county immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies in Chatham [part], Durham, Orange, or Person county.	Not applicable
Eastern Triangle Budget is exceeded (Franklin, Granville, Johnston, Wake)	Not applicable	<i>Non-exempt</i> projects may not advance in Franklin, Granville, Johnston or Wake County immediately. <i>Non-exempt</i> projects may not advance in other counties once next conformity determination is due. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies in Franklin, Granville, Johnston or Wake County.	Not applicable
Regional Budget is exceeded	Not applicable	Not applicable	<i>Non-exempt</i> projects may not advance in any county in the region immediately. Emission reductions must be achieved by changing facilities, convincing local communities to cut growth and/or implementing “off-model” strategies anywhere in the region.



Triangle Region Motor Vehicle Emission Budgets *Cases for Different Options*

Project on the State Implementation Plan for the Triangle Ozone Non-Attainment Area
January 3, 2006

Capital Area Metropolitan Planning Organization ♦ Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

NCDAQ has indicated a preference for county-based Motor Vehicle Emission Budgets (MVEBs) and requested any alternate MVEB approach be unanimous among organizations responsible for transportation conformity [MPOs and NCDOT (in consultation with affected RPOs)], and include a strong technical justification. This document outlines the case for different budget options. The case for county-based budgets summarizes DAQs preferences. The case for a regionwide budget is largely a response to DAQs preferences. The case for multi-county, MPO-centered (MCMC) budgets draws on reasons from the other two options.

THE CASE FOR EIGHT COUNTY-BASED BUDGETS (OPTION A)

The case for county-based budgets centers on the four reasons outlined in DAQ's September 16, 2005 letter:

1. The motor vehicle emissions generated for SIP attainment demonstration are by county; therefore, developing county level MVEBs would maintain consistency with the attainment modeling.

County level-sub area MVEBs provide additional assurance that future conformity determinations, transportation plans, and TIPs will produce emission patterns that will achieve and maintain the National Ambient Air Quality Standards (NAAQS).

2. County-level MVEBs preserve the growth projected by MPOs/RPOs and NCDOT.

NCDAQ has relied on MPOs/RPOs/NCDOT to provide these future projections of vehicle-miles of travel (VMT) in the SIP process and will continue to rely on MPOs/RPOs/NCDOT as the sources of this data throughout the MVEB setting process.

3. County level-sub area MVEBs would eliminate the requirement for a new conformity analysis for all MPOs/RPOs in the nonattainment area if one of the MPOs/RPOs revises or updates their respective long range transportation plan or transportation improvement program when there are conforming plans in place for the other areas.

In a situation where there are conforming plans in place and there are county level sub-area MVEBs, if one MPO in the nonattainment area had a conformity lapse, the neighboring MPOs/RPOs would not be impacted until their next conformity determination is due.¹

4. If an area-wide MVEB involving multiple MPOs/RPOs is set and conformity cannot be demonstrated, it could take significantly longer to resolve which projects should be removed from the various plans.

If resolution is not reached in a timely manner, it could result in a conformity lapse for the entire nonattainment or maintenance area.

THE CASE FOR TWO MULTI-COUNTY, MPO-CENTERED BUDGETS (OPTION B)

The case for two multi-county, MPO-centered (MCMC) budgets is that this option avoids the perceived disadvantages of either the regionwide or county level options. Compared to a single regionwide budget, MCMC budgets include a greater degree of assurance on the geographic distribution of the on-road motor vehicle component of emissions and more independence between DCHC MPO and CAMPO. MCMC budgets would avoid the potential problems associated with assigning budgets to very small contributors to emissions, as would be the case with county-level budgets, and would not substantially change the conformity consequences or decision-making schedule implications when compared to county-level budgets.

1. Multi-county, MPO-centered (MCMC) budgets would give reasonable assurance of geographic distribution of emissions without the problems inherent in trying to apply budgets to areas that contribute relatively small amounts to overall emissions.

By segmenting emissions into a Western Triangle faction and an Eastern Triangle faction, wholesale changes in growth or facilities as compared to the assumptions used in setting the budgets would not be possible. But by grouping some counties together, the potential problems of setting budgets for areas with very small contributions to overall emissions can be avoided, as described in the next section on a regionwide budget.

2. MCMC budgets would group counties together logically based on travel patterns, providing the scale needed to address any changes if conformity can not be demonstrated.

If conformity can not be demonstrated, areawide or corridor specific measures may be needed and MCMC budgets result in logical groupings of counties; the county lines are arbitrary dividing lines that tend to mask actual travel patterns. The most significant travel pattern in Person County is along the US-501 corridor into Durham County. Similarly, the predominant travel pattern in NE Chatham County is into southern Orange County along the US 15-501 corridor. Likewise, the US 1 and US 401 corridors carry traffic from Franklin County into Wake County and the I-40 and US 70 corridors carry traffic from Johnston County into Wake County. From the 2000 Census, 24% of the Person County workforce commutes to Durham County, 40% of the Johnston County workforce commutes to Wake County, and 47% of the Franklin County workforce commutes to Wake County.

3. MCMC budgets enable different decision-making schedules by DCHC MPO and CAMPO and involve similar decision-making and conformity consequences as county-level budgets.

There is virtually no difference in the decision-making and conformity consequences between this option and county-level budgets for CAMPO and its member counties, and only minor differences between this option and the county-level budgets for the other counties and MPOs. The impacts on cooperative decision-making between DCHC MPO and CAMPO would be the same with MCMC budgets as with county level budgets. As described in more detail in the document titled, "*What If?*" a conformity planning lapse in CAMPO or any of the rural portions of Johnston, Granville and Franklin counties would halt advancement of projects in all four eastern counties in the same way under either the county-level or MCMC options. For the other four counties, only Person County would be affected differently under this option as compared to county-level budgets, since under this option, it would be linked to the other three counties that are part of the DCHC MPO (Durham, Orange and Chatham).

THE CASE FOR A SINGLE REGIONWIDE BUDGET² (OPTION C)

The case for a region-wide budget centers on five reasons, many of which respond to DAQ’s concerns related to its preference for county level budgets. Some of these reasons also apply to the multi-county, MPO-centered budgets discussed previously.

1. Federal rules specifically permit regionwide budgets and many regions that are much larger than the Triangle and with worse air quality use a regionwide budget.

The federal rules governing the conformity process describe two alternatives to apply the emissions budget to a nonattainment areas; a county budget is not one of them. Section 93.124(d) of the rules states:

“If a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emissions budgets *for each MPO, or else* [italics added] the MPOs must collectively make a conformity determination *for the entire area.*” [Italics added]

The language of the federal rules is clear that either a regionwide budget or MPO-centered budgets are adequate (in fact, no mention of county-based budgets is in the rules). If DAQ is concerned that precise distribution of motor vehicle emissions within a region is a significant concern, DAQ should justify that concern through sensitivity analysis demonstrating how changes in growth forecasts or facility construction would affect ozone levels at monitored sites. Many regions of far larger geographic extent than the Triangle, with much higher emission levels, and with much worse air quality, use regionwide budgets. For a list of how MVEBs are set in other regions, visit the following web sites:

- <http://www.fhwa.dot.gov/environment/conformity/complex/attacha.htm>
- <http://www.fhwa.dot.gov/environment/conformity/complex/attachb.htm>
- <http://www.fhwa.dot.gov/environment/conformity/complex/group2.htm>

By explicitly permitting a single region-wide budget, the US EPA recognizes that a regional budget is sufficient to demonstrate conformity of transportation plans with air quality attainment goals.

2. Requiring motor vehicle emissions to meet eight separate geography-based budgets treats this source differently from all the other sources.

Four sources of emissions are included in air quality analysis, some of which are divided into subcategories:

- i. On-road mobile sources (motor vehicles)
- ii. Point sources
 - Electricity generating units (EGUs)
 - Other point sources (factories, etc.)
- iii. Non-road mobile sources (airplanes, trains, boats, construction equipment, farm machinery)
- iv. Area sources
 - Biogenic sources (trees and other vegetation)
 - Other area sources (dry cleaners, water heaters, etc.)

Listed below are estimated NO_x emissions for the eight Triangle Non-attainment counties:

2009 Summer Day Emissions (tons/day)		
	NO _x	%
Point	38	20%
Mobile	99	51%
Nonroad	35	18%
Area	22	11%
Total	193	100%

None of the other pollution sources are held to as strict and disaggregated a standard as are motor vehicle emissions. Only motor vehicle emissions would have actual county-based limits (budgets) under DAQ's preferred option.

Point Sources – EGU: There are no plant-by-plant emission limits in the Clean Smokestacks Bill, only emissions caps for all power plants within a particular system combined. Thus, Duke and CP&L have systemwide budgets. They are required on an annual basis to submit a plan indicating the maximum emissions by unit. Because of the schedule of technology investments, the state feels it has a reasonable understanding of the likely emissions over time by unit. If the state feels one of the submitted plans may threaten attainment, the state can require limits on particular units based on what was modeled in the attainment analysis.

Point Sources – other: An economic model based on industry sectors (e.g. textiles, paper) is used to predict emissions from other point sources. These sources are required to install particular technologies, but typically have no actual limits per facility, by county, or regionwide. The state may put limits on specific facilities if it feels it is warranted; this has been done for gas pipeline pumping stations in North Carolina (none are in the Triangle Ozone Non-attainment Area). If a point source engages in emissions trading, it must undertake Continuous Emissions Monitoring for its units or can choose to have actual limits placed on the units and use a different form of monitoring; some facilities choose the latter because it is viewed as less stringent.

Non-road mobile: No actual limits are placed on emissions from this source category, either regionwide or by county, which includes three components in the Triangle: aircraft, trains, and equipment. Aircraft emissions are estimated from airport operations and train emissions from train operations and assigned to track locations. Large projects, such as a major RDU expansion, are required to do a general conformity analysis to ensure that they won't threaten attainment, but do not have pre-set limits. Emissions from other sources (construction equipment, farm machinery, etc.) are estimated based on national data.

Area Sources: Biogenic sources are estimated from a land use grid and are assumed to remain constant from the base year into the future. Other area sources (boilers, dry cleaners, hot water heaters, house fires, etc.) are estimated based on population distribution, but as with the other source categories except motor vehicles, there is no actual limitation, either by county or regionwide.

3. Budgets at the sub-regional level are not based on any optimal distribution of emissions for air quality or by any "fair share" mechanism that would encourage communities to build facilities, provide services or grow in ways that best support air quality goals.

County-level budgets do not establish the "optimal" amount of motor vehicle emissions for each county, nor do they attempt to allocate some kind of "fair share" of emissions per county; they simply reflect the likely amount of motor vehicle emissions given the growth forecasts and planned transportation facilities and services at the time the MVEB was set. With individual county-level budgets, a county with better "emissions efficiency" (e.g. emissions per capita or per job or per VMT) could exceed its budget while a county with worse emissions efficiency could be within its budget simply because the latter county was better able to predict (or even overestimate) its growth at the time the budgets were set. This is especially problematic in lower population areas like the non-attainment portion of Chatham County and Person County where growth forecasts are less clear, but where emissions account for a tiny fraction of the regional total (see table under #5 below). DAQ has not conducted any scenario testing to establish an optimum allocation of growth or VMT in the region for emissions purposes, nor has DAQ conducted any sensitivity analysis to indicate at what levels growth or VMT at locations throughout the region would threaten attainment. Higher than expected growth in one county with concomitant lower than expected

growth in another county could result in a budget exceedence under county-level budgets, even if this changed distribution of growth resulted in *better* air quality for the region.

4. Ozone is a regional problem (as demonstrated by the extent of the non-attainment area, which even includes areas without a violating monitor) and is best addressed by the entire region working together; the region has demonstrated that it can work cooperatively on an identical schedule to address conformity.

Further progress on air quality may be most likely when leaders perceive that it is a shared concern, rather than a concern that can be compartmentalized. Most of the steps that leaders have taken to address air quality involve programs that transcend MPO and county boundaries, including the Triangle AirAwareness program, TTA transit and ridesharing programs, the Triangle Best Workplaces for Commuters program, the Triangle Clean Cities Coalition alternative fuel incentives and the IMAP program to manage incidents on the region’s freeways. The region has demonstrated its ability to plan together, even when not required to: the recent conformity reports associated with the 2030 LRTPs and 2006-12 TIPs were undertaken in the same manner as would be required with a single region-wide budget. The close planning coordination required by a regionwide MVEB would be a continuation of the precedent set with the 2030 LRTPs and 2006-12 TIPs, would dovetail with the existing schedule for future LRTP and TIP conformity reports throughout the region, and is appropriate for a regionwide issue such as ozone pollution. Furthermore, the only step an MPO would be required to undertake if another MPO or rural county changed its LRTP is follow its public involvement process and re-adopt its existing plan. It need not undertake any additional analysis or change any projects or growth projections.

5. The assumptions and simplifications used in translating growth into travel, travel into emissions, and allocating emissions to geographic areas in the transportation and air quality modeling processes appear to be more significant than the presumed precision of setting separate budgets for counties or portions of counties that are small contributors to overall regional emissions.

The table below gives the amount and percentage of motor vehicle NO_x emissions in each county or partial county in the non-attainment area in the Year 2010 from the conformity report for the region’s 2030 Long Range Transportation Plans. The last column gives the approximate contribution of these NO_x emissions to all NO_x emissions in the non-attainment area *based on motor vehicle emissions representing about one-half of total NO_x emissions*:

<i>Motor Vehicle Emissions</i>	2010 NO _x emissions (kg/day)	Percent of NO _x emissions from motor vehicles	Approximate percent of NO _x emissions from all sources
Chatham County (4 townships)	503	0.85%	0.42%
Durham County	9,672	16.29%	8.14%
Franklin County	1,829	3.08%	1.54%
Granville County	3,076	5.18%	2.59%
Johnston County	10,182	17.15%	8.57%
Orange County	6,711	11.30%	5.65%
Person County	1,103	1.86%	0.93%
Wake County	26,311	44.30%	22.15%
Total Non-attainment area	59,387	100.0%	50.00%

County level budgets would mean setting firm limits for sources that, in the case of Chatham County, Person County and Franklin County, represent less than one-half of one percent, less than one percent, and 1.5 percent of regional NO_x emissions, respectively; treating these relatively small contributors in the same way that Wake, Durham and Johnston County are treated because of arbitrary county boundaries. Setting hard budgets for these small contributions is not supported by the levels of accuracy inherent in the analysis processes.

One reason for supporting county-based budgets is the belief that they will encourage counties to adhere to land use plans in place at the time budgets were set. However, if supporters of county-based budgets believe that land use development, as reflected in the socioeconomic forecasts used in the Triangle Regional Model, should have firmer controls, there may be more effective mechanisms that can be used outside of the conformity process, for three reasons:

- Land use is only one response to a budget exceedence; the others are the funding of transportation facilities/services and the implementation of “off-model” activities such as incident management, transportation demand management programs and ridesharing.
- MPOs have no land use authority and can only request that individual local governments make land use changes; land use plan changes significant enough to influence air quality may require a substantial amount of time for a community to undertake.
- The cause of a motor vehicle budget exceedence may be due to a number of factors that are not the result of a change in a community’s land use plan from the time budgets were set, including a higher rate of growth than was initially anticipated, increased rates of trip-making, or increased traffic traveling through a county, among a host of other factors.

Although county-based budgets may narrow the range of jurisdictions involved in making potential land use changes should a budget be exceeded, it would not eliminate potential disagreements among localities. Each MPO and rural county consists of several independent jurisdictions, each with its own land use authority.

County-based budgets could have the perverse incentive for counties to estimate growth at the topmost range of reasonableness in order to receive a higher allocation of emissions in the budget-setting process (A similar situation has occurred in estimating growth to receive water supply allocations in the region in the past). Based on the way the modeling is conducted, it would seem that if a jurisdiction wished to preserve its growth options, it would be to its advantage to estimate the highest reasonable amount of growth and most extensive roadway network at the time a budget is established, so as to produce the highest level of VMT and emissions that would be budgeted to it.

Assigning eight separate, individual motor vehicle emissions implies a level of geographic precision in transportation and air quality modeling that is not supported by the estimation techniques that are used. The AQ model is a sophisticated and complex tool, but it still includes significant simplifications in how it represents the transportation system and growth, and in how it distributes motor vehicle emissions geographically. The argument that smaller geographies must be preserved would have a stronger basis if the mechanism for distributing motor vehicle emissions geographically were more representative of reality. The data exists to distribute emissions on a more accurate geographic basis based on existing outputs from the Triangle Travel Demand Model and detailed data from NCDOT’s Universe File, but this effort has not yet been undertaken.

In rural portions of the region – where some of the fastest growth rates are occurring – air quality modeling does not directly account for projected growth in population and jobs, and so changes in population and jobs would not be reflected in conformity determination calculations. Population and job growth estimates and forecasts and long range transportation facilities are not used in calculating the budgets where the rural spreadsheet model is used, either initially or in the future forecasts of motor vehicle emissions. Instead, traffic count data from a sample of roadway segments is used to estimate VMT over the period 1994-2003. Based on the trends during this period, regression analysis is used to forecast the VMT during analysis years (2008 for the Triangle SIP, and future analysis years as required for LRTPs and TIPs). Then this amount is increased by 30% in some counties (Granville, Chatham, Orange), 40% in others (Franklin and Wake) and not at all in Person, based on a past study showing that HPMS VMT tended to under-report modeled VMT by 30% in the locations studied. The Rural Spreadsheet Model does add in lane miles from projects forecast to be open to traffic by the end of the TIP period, and this

influences the average speed, but there is not direct consideration of future growth in population or jobs, nor an adjustment made to the VMT regression as future lane miles are opened (the same VMT is assumed to be spread over more lane miles, resulting in less congestion and hence higher average speed; the VMT regression is assumed to account for all growth, whether it be due to local population and job growth or increased through traffic. Therefore, future growth by location is not an independent factor in the calculation of future emissions in areas where the Rural Spreadsheet Model is used.

A different, but equally important simplification, occurs when the air quality model used for attainment modeling assigns motor vehicle emissions into the 12km x 12km cells within each county. The emissions are assigned to cells based on the centerline road mileage (by functional class) from the 2000 TIGER line files, not by actual measured VMT or by lane miles on the current highway network. Therefore, a mile of I-40 in the Research Triangle Park in Durham County receives exactly the same amount of emissions as a mile of I-85 in Durham County at the Granville County line, even though the former carries 3.7 times as much traffic as the latter. And this same Year 2000 representation of the road system is used to allocate emissions in the future. Roads open to traffic after 2000 – such as the extension of I-540 and the US 64 bypass – are not reflected in the allocation.

In short, the assumptions and simplifications used in translating growth into travel, travel into emissions, and allocating emissions to geographic areas in the transportation and air quality modeling processes appear to be more significant than the presumed precision of setting separate budgets for counties or portions of counties that are small contributors to overall regional emissions; most notably in the four townships of Chatham County and in Person and Franklin Counties, where motor vehicle NO_x emissions represent, respectively, less than 0.5%, 1.0% and 1.5% of the region's total NO_x emissions. Counties are an arbitrary boundary for emissions, but the air quality model treats them as firm boundaries. This is most problematic at the Wake/Durham line where the highest amount of VMT and most congestion occurs. But the model takes all of the emissions just on the Durham side of the line and spreads them throughout Durham County and all of the emissions just on the Wake side of the line and spreads them through out Wake County.

If communities wish to use socioeconomic data and emissions data to address land use concerns, they can use this data in discussions whether budgets are set at the county level or regionwide. Multi-county or regionwide budgets do not propose to change how emissions are calculated or reported, only how they are applied to comparing forecast emissions to budgets. County level reporting of input data is a convenience, not a requirement of any of the data sets, and either multi-county inputs or sub-county inputs could be generated from the TRM or Rural Spreadsheet model.

A more detailed guide to how land use figures into transportation and air quality analysis techniques is under development.

¹ This is not strictly true in many cases in the Triangle; where MPOs and RPOs would share a county budget, as in Chatham, Durham, Orange, Franklin, Granville and Johnston, more than one MPO or RPO would be affected by a lapse. See the accompanying document titled "What If?" for a more complete description of the consequences of conformity lapses.

² Some material in this section was developed by the Centralina Council of Governments.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 11, 2006

Subject: **Motor Vehicle Emissions Budget (MVEB) – Data Analysis and Scenarios using the 2030 LRTP Air Quality Conformity Determination**

Attachment C provides a comparative analysis of MVEB options using data from the 2030 LRTP air quality analysis. The analysis looks at the impacts, implications and ramifications of county-by-county budgets and a single region-wide budget option under three possible scenarios:

1. Scenario 1 looks at the impacts and implications of each of these options if budgets are not exceeded. Based on the data from the 2030 LRTP air quality conformity analysis, illustrated in Tables 1 and 2A, this is the most likely scenario.
2. Scenario 2 examines the impacts and implications of each of these options if one or more counties exceed budgets and the region does not exceed budget (an illustrative example is shown in Table 2B) - for example, if Chatham, Wake and Johnston counties exceed their budgets. For this scenario to happen, it would take more than a 200% increase in the 2030 population and employment projections used in developing the 2030 LRTP. This scenario also highlights how problems in one or more counties could be masked.
3. Scenario 3 looks at impacts if one or more counties budgets are exceeded and the region also exceeds budgets (for example Chatham, Wake and Johnston counties exceed their budget). It is important to note that, it would take about a 10% increase in emissions from table 2B to create the situation in Table 2C (region exceeds budgets).

Tables 1A and 1B show NOX and VOC emissions from the 2030 LRTP air quality conformity determination, compared to their budgets/baseline. As the tables indicate, all counties were well under their emissions budget.

Table 2 presents illustrative examples of scenarios 1, 2 and 3 – what happens if, for example, Chatham, Wake and Johnston counties exceed their budgets.

Motor Vehicle Emissions Budget (MVEB) : Sub-Area VS Regional Geography

Scenario 1: What if Budgets are not exceeded under any option - County-by County or Region-wide? Example Table 2A. Based on the data illustrated in Table1 and Table 2A, this is the most likely scenario.

		Sub-Area (County-by-County)	Regional
1	Impact on the proposed MPO land use model.	No impact. The backbone of the proposed land use model is the linkage of land use, air quality and transportation. Comparison and performance measures are done at the same geography (County). For example, a county growth forecast or scenario could be compared to the county budgets.	Will have significant impact in reporting performance measure because inconsistencies in geography. For example, a county growth forecasts or scenario cannot be compared to that county budget (because of the absence of a county budget under this option).
2	Impact on the evaluation of future developments (or land use scenarios) on air quality. For example, the impact of proposed Wal-Mart development in NE Chatham County.	Impact of future developments or land use growth forecasts/scenarios could be compared to that county's budgets. For example, the impact of the proposed Wal-Mart development could be compared to Chatham County's budgets. There's a direct linkage of "cause and effect" because comparisons are made at the geographic level.	With this option, the impacts of future developments or land use scenarios could only be compared to the region-wide budgets. (For example, the impact of the proposed Wal-Mart development in NE Chatham County could only be compared to the region-wide budgets (inconsistency in geography). No direct linkage of "cause and effect".
3	What are the potential impacts on transportation (LRTP) alternative evaluation? For example, the MPO evaluated the impacts of removing the NW Eno Loop from the LRTP on Durham County Budgets.	Comparisons could be done at the same level of geography. In the Eno Loop example, the VMT and corresponding emissions resulting from the deletion of the NW Loop were compared to Durham County budget.	Comparisons could NOT be done at the same level of geography. In the Eno Loop example, the VMT and corresponding emissions resulting from the deletion of the NW Loop would have been compared to the region-wide budgets. Impact likely to be dissipated at the regional level.
4	Impact on the DCHC LRTP performance measures and targets.	Preserves TAC's expressed desire to have county level LRTP performance measures and targets.	Does not preserve LRTP county level budgets. Although LRTP performance measures could still be calculated at county level, air quality comparisons could not be made at the same geography.
5	Preservation of the benefits of the DCHC MPO's non-highway transportation investments. (VMTs and Speed are used in calculating emissions)	Benefits would be preserved under this option since VMT and speed resulting from such investments will be used in estimating county level emissions. Thus, benefits will more than likely be manifested in the county level emissions.	Benefits are masks under this option since VMTs are combined to estimate region emissions which are then compared to the region-wide budgets.

Motor Vehicle Emissions Budget (MVEB) : Sub-Area VS Regional Geography

Scenario 2: What if(one or more counties exceed budgets (for example Wake and Johnston counties) and the region does not exceed budgets (example illustrated in Table 2B).		
	Sub-Area (County-by-County)	Regional
1	What is the likelihood of a lapse?	Likelihood of a lapse under either option is slim. Compared to the region-wide option, there's relatively more likelihood of a lapse with county level budgets (see Table 2B). As Table 2C illustrates, the likelihood of a lapse under either could be the same.
2	What is the relative ease in locating where problem(s) occurred?	Likelihood of a lapse under either option is slim. There's less likelihood of a lapse under this option. (see Table 2B). However, as Table 2C illustrates, the likelihood of a lapse under either could be the same.
3	Where to apply mitigation or measures?	As illustrated in Table 2B, although 2 counties exceeded budgets, problem is mask because budget sharing. With this option, the origin or source of the problem is unknown.
4	Incentive for controlling growth.	Because the location(s) is/are known, it is easy to apply measures to the county or counties that exceeded the budgets. If it were transportation measures, it would be possible to tie the measures to that county (or counties) MPO or RPO LRTP.
5	Decision making authority	Measures would be applied region-wide. There is no relationship between cause-effect-solution. It could be difficult to agree on appropriate measures.
6	What is the degree of inter-agency coordination during air quality analysis?	As Table 2B shows one or more counties could have astronomical growth forecasts and exceed which in turn caused air quality problems but the problem is mask under the region-wide budget. Therefore, there's really no incentive to control growth or make the connection between growth forecasts and air quality problems.
7	Implications of a conformity lapse.	Assumes local land use decisions and MPO transportation decision making process. DCHC MPO approves SE forecasts and LRTP and has the authority to make any changes within the MPO planning area.
		Assumes Regional governance and regional land use & transportation decisions. The MPO could provide comments to CAMPO/RPO regarding LRTP matters in their respective boundaries but could not make any changes.
		Same as in sub-area option.
		Implication of conformity lapse generally the same for either option (i.e. , during the establishment of conformity). However, once conformity is established for the non-attainment area, if one MPO/RPO lapses non-exempt projects that that area can not proceed.
		Once conformity is established for the entire non-attainment area, if one MPO/RPO lapses, non-exempt projects cannot proceed in the region.

Motor Vehicle Emissions Budget (MVEB) : Sub-Area VS Regional Geography TAC 1-11-06 Attachment 6C

Scenario 3: What if one or more counties exceed budgets and the region exceeds budget as well. Example Table 2C.		
	Sub-Area (County-by-County)	Regional
1	What is the likelihood of a lapse?	Same under either option.
2	What is the relative ease in locating where problem(s) occurred?	Same as in sub-area option.
3	Where to apply mitigation or measures?	Difficult to determine location(s) of problem. As illustrated in Table 2C the origin or source of the problem is unknown. Although, the region exceeded budget because of the exceedance in two counties, with a region-wide budget, the source(s) is/are discernable.
4	Incentive for controlling growth.	Because the location(s) is/are known, it is easy to apply measures to the county or counties that exceeded the budgets. If it were transportation measures, it would be possible to tie the measures to that county (or counties) MPO or RPO LRTP.
5	Decision making authority	Measures would be applied region-wide. There is no relationship between cause-effect-solution. It could be difficult to agree on appropriate measures.
6	What is the degree of inter-agency coordination during air quality analysis?	As Table 2B shows one or more counties could have astronomical growth forecasts and exceed which in turn caused air quality problems but the problem is mask under the region-wide budget. Therefore, there's no incentive to control growth or make the connection between growth forecasts and air quality problems.
7	Implications of a conformity lapse.	Assumes local land use decisions and MPO transportation decision making process. DCHC MPO approves SE forecasts and LRTP and has the authority to make any changes within the MPO planning area.
8	Relative ease in making revisions at the early stages/when problem is found (before LRTP adoption).	Assumes Regional governance and regional land use & transportation decisions. The MPO could provide comments to CAMPO/RPO regarding LRTP matters in their respective boundaries but could not make any changes.
		Air quality conformity process and regional inter-agency cooperation/cordination will not change under any option.
		Same as in sub-area option.
		Implication of conformity lapse generally the same for either option (i.e. , during the establishment of conformity). However, once conformity is established for the non-attainment area, if one MPO/RPO lapses non-exempt projects in that area can not proceed.
		Once conformity is established for the entire non-attainment area, if one MPO/RPO lapses, non-exempt projects cannot proceed in the region.
		Revisions to socio-economic forecasts and/or transportation measures could be applied to the source of the problem - area(s) that exceeded the budget. Socio-economic (SE) projections and/or LRTP projects could be revisited and revised during the early stages of the conformity analysis as shown in the flow chart.
		Regional budget exceeded, however sources of problem (entity causing problem) unknown. Difficult to apply measures to the area(s) causing the problem. (Table 2C).

Table 1 : Emissions Budgets/Baselines Used in the 2030 LRTP

A - 2030 LRTP NOX Emissions							
No.	County	Budget	2030 LRTP	Difference	% under/over	Population	Employment
1	Durham	5,888	2,686	3,202	54.4%	374,117	337081
2	Orange	13,668	1,608	12,060	88.2%	177,950	108490
3	Granville TRM	562	295	267	47.5%	47,180	25590
4	Granville RPO	3,924	510	3,414	87.0%		
5	Chatham	729	142	587	80.5%	65,600	13870
6	Person	1,840	484	1,356	73.7%		
7	Wake	16,239	8,516	7,723	47.6%	1,419,880	858050
8	Johnson	17,136	2,688	14,448	84.3%	162,460	19040
9	Franklin	3,129	602	2,527	80.8%	63,830	12720
10	Regional	63,115	17,531	45,584	72.2%		

B - 2030 LRTP VOC Emissions					
No.	County	Budget	2030 LRTP	Difference	% under/over
1	Durham	4,772	2,686	2,086	43.7%
2	Orange	4,270	1,608	2,662	62.3%
3	Granville TRM	336	295	41	12.2%
4	Granville RPO	1,848	510	1,338	72.4%
5	Chatham	612	142	470	76.8%
6	Person	1,610	484	1,126	69.9%
7	Wake	13,018	8,516	4,502	34.6%
8	Johnson	7,955	2,688	5,267	66.2%
9	Franklin	2,403	602	1,801	74.9%
10	Regional	36,824	17,531	19,293	52.4%

Table 2 : Motor Vehicle Emissions Budget: Sub-area vs Area-wide

Table 2A - Scenario 1: No County/region does not exceed budget											
Sub-Area: County-by-County						Area-wide: Regional					
No.	County	Budget	L RTP	Difference	% under/over	No.	Region	Budget	L RTP	Difference	% under/over
1	Durham	5,888	2,686	3,202	54.4%						
2	Orange	3,049	1,608	1,441	47.3%						
3	Granville	1,279	805	474	37.1%						
4	Chatham	1,301	142	1,159	89.1%						
5	Person	939	484	455	48.5%						
6	Wake	16,239	8,516	7,723	47.6%						
7	Johnson	3,715	2,688	1,027	27.6%						
8	Franklin	1,246	602	644	51.7%						
						Regional		33,656	17,531	16,125	47.9%

Table 2B - Scenario 2: one or more counties exceed/region does not exceed budget

Sub-Area: County-by-County										Area-wide: Regional			
No.	County	Budget	L RTP	Difference	% under/over	No.	Region	Budget	L RTP	Difference	% under/over		
1	Durham	5,888	2,686	3,202	54.4%								
2	Orange	3,049	1,608	1,441	47.3%								
3	Granville	1,279	805		0.0%								
4	Chatham	1,301	1,360	-59	-4.5%								
5	Person	939	484	455	48.5%								
6	Wake	16,239	16,240	-1	0.0%								
7	Johnson	3,715	3,720	-5	-0.1%								
8	Franklin	1,246	602	644	51.7%								
						Regional		33,656	27,505	6,151	18.3%		

Table 2C - Scenario 3: one or more counties exceed/region exceeds budget

Sub-Area: County-by-County										Area-wide: Regional			
No.	County	Budget	L RTP	Difference	% under/over	No.	Region	Budget	L RTP	Difference	% under/over		
1	Durham	5,888	2,686	3,202	54.4%								
2	Orange	3,049	1,608	1,441	47.3%								
3	Granville	1,279	805		0.0%								
4	Chatham	1,301	5,440	-4,139	-318.1%								
5	Person	939	484	455	48.5%								
6	Wake	16,239	18,000	-1,761	-10.8%								
7	Johnson	3,715	4,100	-385	-10.4%								
8	Franklin	1,246	602	644	51.7%								
						Regional		33,656	33,725	-69	-0.2%		

Budget = Emissions limits for Nox (2030 L RTP for Wake and Durham Counties. Imputed for the rest of the counties)

L RTP = Nox Emission from the 2030 L RTP air quality conformity determination

Difference = comparison between limits and L RTP emissions (budget minus the L RTP emissions)

% under/over = percent difference (positive number indicates L RTP is under budget & negative number is over budget)

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 11, 2006

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

This memorandum provides a summary status of tasks for projects in the FY 2005-2006 Unified Planning Work Program.

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

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects

Collector Street Plan

- ✓ First public workshop, October 11, 5PM to 8PM.
- ✓ Draft current and future collector street network to be completed in November 2005.
- ✓ Evaluation of draft network to be completed in December 2005.
- Public workshop scheduled for January 10, 2006
- Development and Plan implementation strategies anticipated to be finished in January 2006.
- Draft Collector Street Plan likely to be completed in late January or early February 2006.
- Public input to occur during the months of January and February 2006.
- Final Plan likely to be ready in late February.
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC).

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- Execute contract and give consultant Notice-to-Proceed.
- Formation of Technical Committee to be finalized in October 2005.
- Formation of stakeholder committee (Advisory Committee) to be finalize in November 2005.
- Kick off meeting for the study scheduled in November 2005
- Establish Project Team List serve in November 2005

- Base Year data Collection and Information Gathering to be completed in January 2006.
- Data Analysis and Projection likely to be completed in January 2006.
- Stakeholders meeting scheduled in January 2006
- Determine and quantify historic and existing measures likely to be completed in February 2006.
- Identify new measures to be completed in February 2006.
- Identify GHG target and model reduction targets anticipated to be completed in March 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in March 2006.
- Formulate Action Plan anticipated to be completed in April 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by April 2006.
- Draft Report likely to be done in April 2006.
- Final Plan anticipated to be finalized in May 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of May and June 2006.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study to commence in early November. Temporary staffing hired for the data collection effort.
- Data Collection and field inventory to be completed by spring 2006.
- Level of Service analysis anticipated to be completed by April 2006.
- Development of CMS performance measures and guidelines likely to be completed in May 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by June 2006.
- Draft CMS State of System Report likely to be done in June 2006
- Public Comment and local review in months of June and July 2006
- Adoption anticipated in August 2006.

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

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is currently underway.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- Phase II TTA New Start model converted to TransCad in April 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.

Travel Behavior (household) Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Public involvement planning meeting on November 14, 2005
- Pilot and pre-test field data gathering completed.
- Pre-test statistical analysis and data summary to be finalized in December 2005.
- Survey on schedule to commence in spring of 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Pilot and pre-test expected to be done in spring of 2006.
- Survey to commence in spring of 2006.

Transit Boarding and Alighting Counts

- Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- Counts to be completed by December 2005
- Data analysis and tabulation expected to be completed in January 2006

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- Scoping and contract negotiations still on-going.
- Field reconnaissance and data collection has been delayed and now expected to commence in January 2006.
- Survey to be completed in Spring of 2006.

Data Automation and Integration

- LPA staff is developing work scope and Request for Proposal (RFP). RFP has been delayed in order to complete time-critical Boarding and Alighting survey
- Consultant's solicitation is expected in January 2006.
- Project delayed to complete Boarding and Alighting Survey which is time-critical

Land-use Model development

- LPA staff is developing work scope and Request for Proposal (RFP). RFP has been delayed in order to complete time-critical Boarding and Alighting survey
- Consultant's solicitation is expected in January 2006

Comprehensive Pedestrian Plan for Durham

- ✓ Comprehensive sidewalk inventory currently underway
- ✓ Five (5) public workshops held July 11-22.
- ✓ Website established for the study – www.durhamwalks.org
- ✓ Fifth stakeholder meeting held on December 8.
- ✓ First newsletter released
- Policy and program review underway for Plan development
- Feedback compiled for project prioritization process
- Pedestrian facility inventory about 75% complete
- Analysis of existing codes and standards about 80% complete.
- Focus group meetings scheduled held November 2005 – January 2006.
- Method of project prioritization anticipated to be completed in January 2006.
- Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- Funding analysis expected to be finalized by April 2006.
- Draft Comprehensive Pedestrian Plan anticipated to be done in April 2006.
- Final Plan, presentations and adoptions likely to occur in the months of May and June 2006.

Comprehensive Bicycle Plan for Durham County

- ✓ Consultant selected for the study
- ✓ Contract has been executed.
- ✓ Steering committee formation has been completed.
- ✓ Kick off meeting held on November 16, 2005.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop scheduled for January 31, 4-8pm, in Durham City Hall.
- Three Newsletters planned. First newsletter distributed in November.
- Review of existing data, including GIS base mapping anticipated to be completed by February 2006.
- Analysis and evaluation of existing codes and policies anticipated to be completed in March 2006.
- Bicycle facility guidelines expected to be done by April 2006.
- Bicycle route network plan anticipated to be completed in May 2006.
- Draft Comprehensive Bicycle Master Plan anticipated to be completed in June 2006.
- Final Plan, presentation and adoption likely to occur in the months of August and September 2006.

Old Durham-Chapel Hill road Bicycle and Pedestrian Feasibility Study

- ✓ Technical analysis and evaluation of alternatives are completed

- ✓ Draft report being reviewed by the technical team and TCC.
- ✓ Meeting held between NCDOT and LPA staff to discuss project recommendations.
- ✓ LPA staff working to gather comments on the draft Plan from NCDOT, local jurisdictions and policy committee.
- ✓ Draft report has been reviewed by local governments.
- ✓ TCC Bicycle and Pedestrian subcommittee refined project scope and details, referred to TIP subcommittee to make final funding recommendation for the TCC.
- TAC approval anticipated in February 2006.

ITS Deployment Plan

- LPA working on the project scope
- Triangle regional stakeholder meeting scheduled to review scope and next steps.

2005-06 Unified Planning Work Program (UPWP) – Routine and Other Special Projects

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

- Mandated by federal regulations
- Draft plan to be provided at the February 2006 TAC.

Update of the MPO Public Involvement Policy

- Suggested by the federal Certification Team
- To incorporate changes (public dissemination process) approved by the TAC at its January 12, 2005 meeting.
- Draft to be ready in January 2006 TAC.

MPO Expansion for the next LRTP Update

- Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro
- Scheduling meeting with governing bodies of these jurisdictions.
- MPO expansion and revision of MOU expected to be completed by spring 2006.

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 about 75% complete.
- Waiting for project schedule and time line from NCDOT.

Project proposed to be undertaken in the 2006-07 Work Program

Farrington Road/Stagecoach Road Corridor Study

This study would involve the following tasks:

1. Data collection and analysis
2. Traffic circulation plan (including a collector street system plan)
3. Sub-area modeling analysis and forecast of future demand
4. Alternative evaluation
5. Recommendation

NCDOT PROJECTS LOCATED IN DURHAM COUNTY - 1/3/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	MA-37652	CORNWALLIS RD	WIDENING AND RESURF OF CORNWALLIS RD FROM NC-55 TO MIAMI BLVD.	\$ 1,581,423.06	3 miles	Rea Contracting, LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	11/10/2005	100%	91.77%	12/12/2005
Durham, Chatham	B-2963	STAGECOACH RD	BRIDGE ON STAGECOACH RD OVER NEW HOPE CREEK	\$ 2,012,486.60	0.528 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	9/27/2005	100%	99.09%	11/17/2005
Durham	B-3451	ERWIN RD	BRIDGE ON ERWIN RD OVER PRONG OF MUD CREEK.	\$ 1,496,599.25	0.135 miles	C C Mangum Company LLC	Aaron V. Earwood, PE	(919) 560-6857	11/01/2005	100%	85.51%	12/15/2005
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	86.00%	75.70%	12/30/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	91.50%	92.53%	5/19/2006
Durham	I-306DC	I-85, US-70	WIDENING OF I-85 FROM WEST OF CAMDEN AVE TO NORTH OF MIDLAND TERRACE.	\$ 48,903,200.51	2.794 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/28/2003	100%	96.61%	12/31/2005
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.17%	08/24/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	57.00%	65.12%	08/01/2007
Durham	R-2904	NC-54	WIDENING OF NC-54 FROM DAVIS DR TO MIAMI BLVD.	\$ 3,579,727.08	0.786 miles	C C Mangum Company LLC	Robert J. Downes, III	(919) 562-7000	08/01/2006	7%	6.51%	08/01/2006
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	85.50%	66.70%	06/01/2006
Durham, Gran, Pers, Wake	R-4404	US-64	DIVISIONWIDE GUARDRAIL - US-15 / 501, US-64, US-70, US-158 & NC-147.	\$ 1,138,560.10	28.5 miles	Elderlee Inc	Phillip R. Johnson, PE, PLS	(919) 733-9499				
Durham	R-4752	RED MILL RD	WIDENING AND RESURF OF RED MILL RD FROM SOUTH OF I-85 TO TEKNIKA PKWY.	\$ 1,787,196.00	4.37 miles	Rea Contracting, LLC	Aaron V. Earwood, PE	(919) 560-6857	12/12/2005	100%	91.54%	12/22/2005
Durham	U-3309B	ALEXANDER DR	WIDENING AND RESURF OF ALEXANDER DR FROM EAST OF DURHAM FWY TO MIAMI BLVD.	\$ 3,065,281.82	0.78 miles	W. E. Garrison Co., Inc.	Bob Shultes	(919) 840-0914	10/15/2003	100%	96.90%	12/31/2005
Durham	U-4446	DURHAM FRWY	ITS WORK ON DURHAM FREEWAY FROM I-40 TO I-85.	\$ 1,245,283.29	22 miles	Viasys Services, Inc	Bob Shultes	(919) 840-0914	10/15/2005	99.99%	76.82%	10/15/2005

PROGRESS REPORTS MAY BE FOUND ONLINE AT
<http://apps.dot.state.nc.us/constructionunit/proglocreport/ProgLocSearch.aspx>

Published: Dec 15, 2005 12:30 AM
Modified: Dec 15, 2005 03:30 PM

Senators: Rail project probably dead

The Transit Authority says the \$810 million project is not dead yet
BRUCE SICELOFF, Staff Writer

North Carolina's U.S. senators said in a letter to the Triangle Transit Authority on Wednesday that the decade-old plan to build a regional commuter rail project is probably dead.

The \$810 million project, proposed to relieve the congested Interstate 40 corridor, is not likely to be approved by federal officials, Sens. Elizabeth Dole and Richard Burr wrote in a letter to M. Carter Worthy, chairwoman of the TTA trustees.

Federal transit officials believe that problems with the project cannot be resolved, Dole and Burr wrote. "[T]he rail project is likely not an option for the region; we therefore believe it is time for TTA to explore other possibilities," the senators wrote.

TTA officials reacted with a late-night news conference where TTA's lawyer, Wib Gulley of Durham, acknowledged difficulties the agency has had in the review process. He maintained, however, that the federal agency had not made a final judgment. Federal Transit Administration officials told John Claffin, TTA's general manager, Wednesday that they were still considering the project, Gulley said. TTA continues to submit new information to Washington, he said.

"John said he had been assured by FTA today that they were going to re-rate the project when our submittals were complete," Gulley said.

When TTA filed its annual project update in October, its costs had risen while projections for train riders and estimated cost-effectiveness had fallen sharply since last year.

The new estimates were based on an overhaul of TTA's travel forecast model, ordered a year ago by the federal agency. Since October, the two agencies have discussed revisions to the forecast.

TTA discovered in November that its computer model consultant, Parsons Brinckerhoff, had left out more than 132,000 Triangle university, mall and hospital workers when it calculated commuter travel patterns.

TTA expects in coming weeks to produce new forecasts it hopes will include larger numbers of train riders and a better cost-effectiveness rating, which would improve chances for federal funding.



Read the letter from North Carolina Sens. Elizabeth Dole and Richard Burr to the Triangle Transit Authority

[MORE PHOTOS](#)

Dole said recently that she would ask the federal agency to waive strict new "medium" cost-effectiveness standards implemented this year, as soon as it certifies that TTA is capable of meeting less strict "medium-low" standards it had applied during the 10 years the project was being designed.

But Wednesday's letter stated that TTA would not meet the old standard, either.

Gulley said he thinks the senators had received a negative report when they checked in with the federal agency on the status of the TTA project.

"Some members of Congress contacted them and asked where does the project stand now, and they said now the project is low," Gulley said. But he said the federal agency applies a "low" rating until it receives all the information needed for consideration of a higher rating.

Triangle reaction

Triangle leaders said the Dole-Burr letter appeared to signal a serious blow to TTA.

Cary Mayor Ernie McAlister said the rail -- which had two proposed stops in Cary -- was one part of the city's approach to easing congestion. Work continues on opening other major thoroughfares, he said.

He said the news means that there will probably be even more focus on finishing I-540 through the southern part of Wake County.

He cited a News & Observer series published in October as bringing a focus on the project and outlining how its cost has grown from the early vision of about \$100 million to now more than \$800 million.

"We'll just have to search for other solutions that are out there," McAlister said.

Raleigh City Council member Philip Isley said three things hurt the project:

- * Its location on an existing rail corridor through the heart of the Triangle as opposed to touching more suburban areas where people live and begin their commutes.

- * The tax structure supporting TTA, which required the agency to seek the maximum amount it could from federal officials -- 60 percent of the project's cost.

- * A lack of density in the region and a lack of predicted ridership. An analysis by The N&O of federal data showed that the Triangle would be the least dense region in the nation to build a local rail project.

"Any one of those is a tremendous issue they had to deal with," Isley said. "But the combination of all three, well, that's a lot."

(Staff writer J. Andrew Curliss contributed to this story.)

Staff writer Bruce Siceloff can be reached at 829-4527 or bruce.siceloff@newsobserver.com.

© Copyright 2005, The News & Observer Publishing Company
A subsidiary of [The McClatchy Company](#) 

Published: Dec 16, 2005 12:30 AM

Modified: Dec 16, 2005 06:01 AM

TTA not giving up on rail

Will strive to regain favor of Dole, Burr



Nancy Johnson, left, and John Quick board the TTA's Chapel Hill Express in downtown Raleigh. Both live in Hillsborough and work in Raleigh and say they would like a rail system. Quick says it would shorten his commute.

Staff Photo by Ted Richardson

[MORE PHOTOS](#)

J. ANDREW CURLISS AND BRUCE SICELOFF, Staff Writers

Advocates for the Triangle Transit Authority's proposed commuter trains were not ready Thursday to quit their decade-long fight for federal funding, but their confidence was shaken as they weighed the increased odds stacked against their success.

U.S. Sens. Elizabeth Dole and Richard Burr warned in a letter Wednesday that the project probably would fall far short of federal requirements.

They recommended that TTA explore other options.

"It's a sobering letter," said Ellen Reckhow, chairwoman of the Durham County commissioners and a TTA trustee. "I hope that the jury is out. But this is a big setback for us, and I'm not taking it lightly." Dole no longer looked like the political champion TTA would need to win a crucial waiver of a strict new cost-effectiveness standard applied to the rail project this year. In November, she had criticized the new rule as unfair.

But in their letter Wednesday, she and Burr said the TTA project appeared unlikely to qualify even under the less stringent standard that had governed its design over the past decade.

John Clafin, TTA general manager, said the Dole-Burr letter left him wondering how the project could find the backing it would need in Washington.

He said the Federal Transit Administration this week gave TTA until Sept. 30, 2006, to answer a number of lingering questions about the project and to provide new estimates of train ridership and cost-effectiveness.

"It's our intent to provide cost-effectiveness that meets the old guidelines, and then we'll have to see if we can talk Dole into supporting the waiver to use the old guidelines, like she had said she would," Clafin said.

Dole's office declined to comment. "The letter speaks for itself," spokeswoman Lindsay Mabry said.

FTA officials did not return calls seeking comment.

Burr's spokesman, Doug Heye, said some TTA supporters had overreacted to the letter. He said it was a snapshot of the rail project status as outlined this week by FTA officials.

A misinterpretation?

"Nothing in the letter opposes TTA," Heye said. "Nowhere does it say 'never.' It says the rail project is 'likely not an option.' It does not say it is not an option."

U.S. Rep. David Price, a Chapel Hill Democrat, said the Republican senators had misinterpreted the federal agency's evaluation.

Price and Claflin said the FTA applied an overall "low" rating to the TTA project as a temporary label until it receives all the information it needs to make a complete evaluation.

"Now it was also said that TTA has considerable work to do there, and there are some important unresolved issues," Price said.

He said he would help TTA pursue the rail project rather than explore alternatives as suggested by Dole and Burr.

'A plan for success'

"We're focused right now on developing a plan for success," Price said. "If other options need to be considered down the road, we'll do that when the time comes."

Crucial analysis

The News & Observer reported in a series of reports in October that TTA rail project costs had soared in the past 10 years from \$100 million to \$810 million, and that its local funding sources were weak.

An analysis of ridership forecasts showed that the Triangle would be the least-dense region in the nation to build a commuter train system.

Some local observers rebuked Dole in November for supporting a transit project they criticized as wasteful.

Nick Tennyson, a Republican former Durham mayor, said he hoped TTA would find the backing it needed in Washington. Charlotte's transit project had political clout, he said, because local residents approved a sales tax increase to help pay for it.

"Absent some tangible popular support like that, I don't see any politician on the planet who's going to go too far out on the limb for this," Tennyson said.

Staff writer Bruce Siceloff can be reached at 829-4527 or bruce.siceloff@newsobserver.com.

© Copyright 2005, The News & Observer Publishing Company
A subsidiary of The McClatchy Company 

Published: Dec 16, 2005 12:30 AM

Modified: Dec 16, 2005 04:17 AM

Plan was one solution

Rail supporters say varied projects are needed to relieve traffic congestion



Joseph Herrin, a state Department of Transportation attorney, regularly commutes via the TTA Express between Chapel Hill and Raleigh. He says this choice saves him gas money.

Staff Photo by Ted Richardson

[MORE PHOTOS](#)

J. ANDREW CURLISS AND BRUCE SICELOFF, Staff Writers

The Triangle's plan for rail has been expected to attract roughly 14,000 riders per day if the trains start running.

That is equal to less than one lane of traffic on the busy parts of Interstate 40 today.

The small dent in traffic illustrates a big point: Rail supporters backed the \$810 million regional commuter train plan as a way to only begin solving traffic concerns and guiding growth in the region.

They say multiple efforts are necessary to truly take on traffic congestion, especially with the Triangle's growth expected to keep up its boom for the next 30 years. Finding the money to pay for possible solutions has been the biggest issue.

Still, some other ideas are sure to get more attention if the current version of the regional rail system doesn't get moving, among them:

Shrink the rail plan

Triangle Transit Authority officials suggest that before they throw in the towel, they would look to cut as much cost as possible from the existing plan, then renew efforts to get federal money.

The latest plan would send the trains back and forth on 28 miles of side-by-side tracks with stops at 12 stations between Ninth Street in Durham and the state government complex in Raleigh. That has been scaled back from a 35-mile route, cut in an earlier effort to save money and meet federal standards.

TTA could look at cutting stations and limiting the route to one track, with passing areas.

Triangle leaders bandy about a tax for rail

Leaders in Charlotte secured a piece of the county sales tax in order to pay for a planned light rail system now under construction.

That steady, ample source of money was a big factor in federal approval of the Charlotte rail plan.

The Triangle doesn't have that, and only recently have officials begun publicly talking about new

government can't come up with that money for you."

Getting the tax could be daunting: It would require overwhelming, if not unanimous, approval of state legislators representing Wake, Durham and Orange counties.

Add high-occupancy lanes to I-40

An often-discussed alternative to rail involves car-pool lanes or even special bus-only lanes, called "bus rapid transit." Bus lanes, for example, are already being considered for connecting the rail to other areas, including Raleigh-Durham International Airport.

But the price tag is enormous, with no ready source for the money. The latest estimate for adding HOV lanes to I-40 was \$1.2 billion for a 27-mile stretch through much of the Triangle.

Accelerate plans for toll roads

The N.C. Turnpike Authority says the western portion of I-540 could be extended 12 miles south from Research Triangle Park to Holly Springs by 2011 with toll funding -- instead of waiting until 2022 by relying on traditional funds.

"Ideally, we would like for gas taxes to be paying for it," said Joe Bryan of Knightdale, chairman of the Wake County commissioners. "That's the ideal world, but that's not what's happening. This is the alternative that we've at least got to explore."

On Thursday, Ellen Reckhow, chairwoman of the Durham County commissioners and a TTA board member, suggested that portions of I-40 could be examined for tolls, too.

She said that if high-occupancy lanes are built, the special lanes would be for car pools, buses -- and might also be opened to people willing to pay.

It's a practice started recently in some other states.

Bare bones rail plan

TTA might return to its roots and explore a rail plan that would not require building any new tracks, as is the plan now. The earliest notions for commuter rail service here mostly centered on doing it cheap and easy by adding cars to tracks already running through the heart of the region.

Putting new passenger cars on tracks now used by freight railroads and Amtrak could get a new study, officials said.

But it is also a knotty subject because making it happen requires agreement from rail companies that have, so far, been reluctant to make such deals.

Ed Johnson, executive director of a regional transportation planning group, said Thursday that the idea is worth exploring.

Officials in Nashville, Tenn., are trying something similar, and say they hope to use the bare bones approach to build public momentum for financing of a larger system.

All rights reserved. This copyrighted material may not be published, broadcast or redistributed in any manner.

Published: Dec 19, 2005 05:57 AM

Modified: Dec 19, 2005 05:57 AM

Rail hub plans jump the tracks

TTA setback likely to stall development

DUDLEY PRICE AND JACK HAGEL, Staff Writers

Shopping centers, housing subdivisions and office parks sprouting along the Triangle's proposed commuter rail system won't be jeopardized by funding problems that are threatening to halt the trains.

But about 200 acres owned by the Triangle Transit Authority will be affected, leaving in doubt other potential high-density projects. Among the potential casualties: Raleigh's warehouse district, seen as a key piece of downtown redevelopment.

"You've got all this property in limbo along the corridor," said John Bruckel, who is developing a \$40 million condominium project overlooking the warehouse district station site. "These are prime pieces of property that have been held hostage while the TTA figures out what it's going to do."

The TTA bought the land for stations it had planned along the 28-mile corridor between Raleigh and Durham. But support for the project appears to be eroding. U.S. Sens. Elizabeth Dole and Richard Burr warned last week that the project probably would not meet requirements for federal funding.

Paul Vespermann, TTA manager of transit corridor planning and development, said the agency still plans to develop the station sites beginning in 2007.

"We don't think funding has ended," Vespermann said. "We're not ready to say the project has ended. We believe this is a hiccup."

But Raleigh Mayor Charles Meeker said development of the land around the stations will get pushed back.

"It will slow down around the stations because people will be uncertain how much to invest or whether to invest," Meeker said. "They will likely not be able to do their development until they know they can proceed with the train system."

Site in limbo

The TTA bought about 3 acres for each station, but some sites are larger, such as the 6.14-acre former Dillon Supply in the warehouse district. Developers have long salivated over the property, which could be converted into hundreds of condos and have thousands of square feet of retail space.

Because the tract is so large, it has been seen as the key to further development in the district. Now, development of the property is on hold, indefinitely. So is building on some surrounding tracts.

Developer Greg Hatem owns 1 acre -- enough for about 60 condos -- on Hargett Street near the Dillon warehouse, but he is waiting to see what the TTA will do before making his plans.

The former Dillon property "is the largest chunk of land to be redeveloped in the warehouse district," Hatem said. "It wouldn't be in our best interest to redevelop our property until we have a clear understanding what TTA plans."

Still, many who invested in properties along the rail lines say they aren't concerned about the TTA's

funding predicament. Many made bets on properties they thought had value even without rail.

"Urban redevelopment has more to do with people's interest in being located nearby the things they're interested in," said Ron Gibson, part owner in a warehouse near a proposed stop in North Raleigh.

Bruckel, for example, is building a 94-unit condo project off Boylan Avenue to meet demand for housing in downtown Raleigh.

Raleigh developer Jim Anthony also said he thinks the TTA's future won't affect many sites along the corridor. "In some cases, there won't be any stopping high density development," Anthony said.

But projects surrounding the proposed rail stations will be scaled back until something happens with the TTA, Anthony said.

A plus, but not crucial

It might be a different story for developers near suburban stops.

"Is high-density going to work in a suburban area where there's no rail stop? I think the answer is no," Anthony said.

That would probably include property that Anthony recently bought. He and a partner paid \$1.75 million for a warehouse in Durham near a rail site. The sale was a bargain, and Anthony said he would have bought the building even had the TTA not planned a rail station nearby. But the prospect of rail made the property more enticing.

"There's no question that we were looking into the future, say 15, 20 years, asking: 'What's the neighborhood going to look like if TTA is running?' " Anthony said. "I think that site would have had higher and better use being adjacent to the stop.

"If these hub sites don't develop because of TTA, then that definitely will slow development at these hub sites," Anthony said. "I don't think there's any reason to be building high-density in a green field."

But some are doing just that.

Cary developer Craig Davis and his partners have begun building 75 condominiums and town houses on land next to the proposed Triangle Metro Center stop in Research Triangle Park.

On one 175-acre parcel, Davis and his partners plan to build up to 2,500 homes and 395,000 square feet of shops and offices. Davis plans to build up to 1.4 million square feet of offices and shops on a 25-acre tract next to it.

"We've always said that it would be nice to have it there, but the real demand and need is there for residential and mixed-use communities inside the park," Davis said. "The TTA was a terrific positive, and if it didn't happen, it wasn't earth-shattering. It was never built around that. It was just an asset to it."

Davis is optimistic that the rail will still come. "Everybody's been so worried about TTA more than they should be," he said. "Eventually, it's going to happen. In what form? Nobody knows as of right now. But we as a city have to have some form of mass transit."

Staff writer Dudley Price can be reached at 829-4525 or dprice@newsobserver.com.

N.C. conservative group presents petitions on gas tax

The Associated Press
January 4, 2006 7:09 pm

RALEIGH, N.C. -- On the eve of a legislative committee meeting, the head of a conservative group asked legislators to roll back the gasoline tax increase that took effect last weekend and find a better way to generate road-building money.

Bill Graham, a Salisbury attorney who represents North Carolina Conservatives United, showed binders containing the names of more than 22,000 people who want eliminated the nearly 3-cent-per-gallon increase in the gas tax that occurred Jan. 1.

"Good government depends on people getting involved," Graham told reporters Wednesday at the Legislative Building. "Over 22,000 North Carolinians have gotten involved by speaking out and letting (legislators) hear that they want to repeal this latest gas tax hike."

The state motor fuel excise tax rose by 2.8 cents per gallon to 29.9 cents, largely due to higher gas prices after hurricanes Katrina and Rita. The tax is recalculated twice annually based on the average wholesale cost of fuel. The tax, which generates money for road improvements and construction, is among the highest in the nation.

"This hurts people in their pocketbooks," said Graham, adding that he would present the petition binders to legislative leaders.

Any tax freeze, reduction or recalculation would require a special legislative session. Senate leader Marc Basnight, D-Dare, House Speaker Jim Black, D-Mecklenburg, and Gov. Mike Easley have been cool to that idea.

Easley has said rolling back the gasoline tax would widen the gap between transportation dollars and road-building needs while providing little tax relief to motorists.

The General Assembly scheduled a special legislative committee Thursday to discuss the gas tax and rising home heating fuel costs. The panel also is set to look at the impact of the higher gas prices on North Carolina business and road-building expenses.

The legislative panel was formed after several House Democrats asked Easley two weeks ago to call a special session.

The Legislature also should consider reducing or eliminating the transfer of money from the Highway Trust Fund to the state's general operating fund, Graham said. The state budget called for a \$252 million transfer this fiscal year.

Every penny of the gasoline tax generates \$53 million annually.

Links related to this article:

N.C. Conservatives United gas tax site: www.stopthegastaxhike.com/

URL for this article: <http://www.herald-sun.com/state/6-685950.html>

© Copyright 2006. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

Published: Jan 05, 2006 12:30 AM

Modified: Jan 05, 2006 04:18 AM

Lawyer drives gas-tax fight

A Salisbury man's campaign aims to void the increase that took effect Sunday



Salisbury lawyer Bill Graham has gathered names of 22,000 opponents of the gas-tax increase.

Staff Photo by Robert Willett

[MORE PHOTOS](#)

ROB CHRISTENSEN, Staff Writer

Bill Graham's crusade against the state gas tax has hit a nerve across North Carolina.

The 45-year-old Salisbury lawyer has spent about \$200,000 out of his own pocket to finance a three-week radio advertising campaign calling on state officials to roll back an increase in the state gas tax that went into effect Sunday. He has hit the radio talk show circuit. And, on Wednesday, he submitted 22,000 names of people opposed to the gas-tax hike that he collected at his Web site.

"In just three weeks, we have mobilized a groundswell of opposition to the gas tax increase," Graham said Wednesday at a news conference at the Legislative Building.

Graham and others have applied enough political heat on the issue that House Speaker Jim Black and Senate leader Marc Basnight, both Democrats, have created a joint legislative committee to consider whether to roll back the 2.8-cent-per-gallon increase that went into effect at the beginning of the year. The committee will meet today. Graham may turn out

to be more than an anti-tax crusader. His name is increasingly being circulated in Republican circles as a possible gubernatorial candidate in 2008. And Graham -- while calling such talk premature -- does not discourage the speculation.

After all, Graham has the boyish good looks of former U.S. Sen. John Edwards. Like Edwards, Graham is the son of a textile-mill worker. Graham grew up in the Harnett County town of Erwin, where his father was a chemist in the local denim plant and his mother was a registered nurse.

Unlike Edwards, a Democrat, Graham is a Republican who once worked on the staff of former U.S. Sen. Jesse Helms and has been an active fundraiser for numerous GOP candidates, including U.S. Sens. Elizabeth Dole and Richard Burr and U.S. Rep. Robin Hayes.

Graham's law practice now centers on representing injured workers in workers' compensation cases.

Graham, with the help of political consultant and former Raleigh Mayor Tom Fetzer, set up a group, called North Carolina Conservatives United, to mobilize support for capping the gas tax.

"When he believes in something, he steps up to the plate and figures out how to make a difference," said Margaret Kluttz, a former Salisbury mayor. "He and his wife have been very active in Salisbury. They are givers and not takers. They have proven themselves time and time again in this community in helping get hard things done."

The tax hike is the indirect result of Hurricane Katrina, which led to rapid increases at the gas pump. North Carolina has a flat tax on gasoline of 17.5 cents per gallon plus a variable rate of 7 percent of the average wholesale price and a 0.25-cent inspection fee. The variable portion is adjusted every six months based on changes in the wholesale prices. The variable rate increased 2.8 cents, bringing the tax to 29.9 cents Sunday.

A number of Republican legislators have pushed for a freeze on gas taxes. But Gov. Mike Easley, a Democrat, has expressed skepticism about rolling back the gas tax.

Supporting Easley is NC Go, a coalition of 130 organizations representing chambers of commerce, highway contractors and such corporations as Wachovia, the Charlotte-based banking giant.

"If you are driving around town, there are maybe 20 cents' difference from gas station to gas station," said Larry Goode, a former state highway administrator and co-chairman of NC Go. "The gas tax is a small part of the

price."

Goode said the increase would cost the average driver \$15 per year. And he said the gas tax will likely come down in July, when it is once again adjusted for wholesale prices.

"If you take away the money from DOT, you could easily be paying more for maintenance and congestion you have to deal with," Goode said. "The potholes impact your vehicle."

But Graham said the increase has hit "a raw nerve."

"We have one of the highest gas taxes in the country," Graham said. "If wholesale prices go up, it [the gas tax] will go up again. I'm trying to ring the alarm bell to say: 'Is this where we want to go? Is this the vision of North Carolina we all want to embrace?'"

"The visceral reaction I get ... on talk shows -- they can't believe it. They are besides themselves that the governor and the legislature will not at least freeze what we have. Since Katrina, prices have gone up so much that people are really hurting."

Staff writer Rob Christensen can be reached at 829-4532 or rob@newsobserver.com.

© Copyright 2006, The News & Observer Publishing Company
A subsidiary of [The McClatchy Company](#) 

Point of View

Published: Jan 05, 2006 12:30 AM

Modified: Jan 05, 2006 04:16 AM

N.C.'s roads need all the gas tax they get

JOSEPH FREDDOSO

Many calls have been made recently to weaken North Carolina's state tax on gasoline. Critics demand its reduction, temporary suspension, capping or even elimination.

These are understandable reactions to a real concern about rising prices. However, every one of these proposals would irreparably harm

transportation in North Carolina.

The stark bottom line: crucial highway projects are multiplying, and so are the associated costs. At the same time, revenue for funding those projects is failing to keep pace with expenses.

The state gas tax is a vital part of that revenue. It is the primary source of funds for maintenance of existing roads and for public transportation. Simply put, to keep our roads and public transit in working order, the gas tax is a necessity. And there's no reason to believe that the transportation crisis will let up anytime soon. The state Department of Transportation has identified \$30 billion in needs over the next 25 years that will not be met by current revenue sources. In the Triangle alone we are facing a shortfall estimated to be \$8 billion over the next 25 years. Under these circumstances, reducing revenue is not a good idea.

• • •

It is true that we have higher state gas taxes than other Southern states. However, in North Carolina the vast majority of roads are maintained and built by the state. In Georgia the gas tax is relatively low at 7.5 cents per gallon (plus a 4 percent sales tax), but construction and maintenance of all county roads are the responsibility of county governments, which in turn pass the cost onto taxpayers. When all state highway funding is divided by the total mileage of the state system, Georgia invests four times the amount per mile of state road as North Carolina does.

In Florida, the state gas tax is less than half of North Carolina's -- but when local option taxes and environmental inspections are included, the average Floridian will pay more to the state than the average North Carolinian will, even with our 2.8 cent increase that began Jan. 1.

Businesses and individuals are clearly being impacted by the rising cost of fuel -- whether to move trucks and vehicles or heat our homes. But a reduction in the gasoline tax of less than 3 cents is probably the worst kind of "savings" possible, because it will lower current investment in our financially challenged transportation system.

Construction costs for highways have increased at a far faster rate than gas tax revenues -- around 30 percent over the last two years. Given this, the state would be wise to invest today's dollars at a greater rate, not cut them. This month's 2.8 cent increase in gas taxes will cost a consumer who drives a 20 mpg vehicle 15,000 miles a year \$21. However, it costs the state millions of today's dollars to properly maintain and scale existing road and transit systems.

High gas prices are being felt across the nation and are primarily the result of natural disasters, inflation and international politics -- not taxes. A number of factors affect gas prices, and North Carolinians traveling north would still be well-served to fill up here, rather than in states with higher prices such as West Virginia and Pennsylvania.

•••

I do agree with those who object to transportation taxes and fees being used for purposes other than transportation. Statewide advocacy groups such as NC Go! have noted that more than \$3 billion in transportation taxes and fees have been used for non-transportation purposes in the past 15 years. Ongoing diversions from the state Highway Trust Fund are hurting transportation, damaging the economy and undermining the public trust.

Missouri recently passed a constitutional amendment to end such diversions in order to speed \$800 million worth of needed transportation projects. A proposal by the legislature and the governor to preserve transportation tax revenue solely for highway and transportation investments would provide needed assurances for potential creators of new jobs in North Carolina, and such a call would receive the full support of the Regional Transportation Alliance.

There's no doubt North Carolinians have endured their share of pain at the pump. However, we must face the reality that saving three cents on a gallon of gas now isn't worth adding to a \$3 billion underinvestment in mobility. If there is a call for a special session of the legislature, let it be on an issue that can make a true difference in both the short- and long-term: preserving transportation taxes solely for transportation and mobility improvements. Don't suspend the gas tax increase -- end the diversions of the public's transportation tax and fee investments.

(Joseph Freddoso is chairman of the Regional Transportation Alliance, a Triangle advocacy group of business executives.)

All rights reserved. This copyrighted material may not be published, broadcast or redistributed in any manner.

© Copyright 2006, The News & Observer Publishing Company
A subsidiary of [The McClatchy Company](#) 

Posted on Sun, Jan. 01, 2006

Diverted road funds, not gas tax, real issue

Drivers should be mad legislators have taken money from highways
DIANNE WHITACRE

I'm amazed to hear the recent whining about a 2.8-cents-a-gallon increase in the N.C. gas tax that goes into effect today.

The tax, costing drivers \$15 to \$20 a year, comes from a portion of the gas tax that is adjusted on Jan. 1 and again on July 1 as wholesale prices fluctuate.

Some legislators are calling for a special session to repeal the increase. They're annoyed the state will now have the sixth highest gas tax in the country.

Let me ask you. Is it outrageous to have the sixth highest gas tax if you have to maintain the second largest network of roads in the country? North Carolina maintains more than 78,000 miles of roadway, second to Texas.

Here's something drivers *really* should be annoyed about. Not all of the gas taxes you're paying go to roads. The state regularly takes millions in gas taxes for the general fund, diverting them from highway needs to help balance the budget.

Since 1990, we drivers have lost \$3.2 billion in gas taxes from this maneuver. That's enough to build at least TWO Charlotte outerbelts.

This year's diversion, \$242.5 million, is roughly what the state spent to widen Interstate 77, I-85 and Independence Boulevard this year -- with \$50 million left over.

We can't afford these diversions from a highway system that will have a \$30 billion shortfall over the next 25 years.

You drive on the same roads I do. You see the 4-inch deep potholes, the cracked asphalt and the clogged lanes. Charlotte is the second-most congested midsize city in the country, yet the state is taking 27 years to build the outerbelt and a generation to widen Independence Boulevard.

Meanwhile, Raleigh is begging the state to build the rest of its I-540 loop as a toll road. Otherwise it won't be finished until after 2030.

Congested cities like Charlotte and Raleigh go lacking because of the legislature's out-of-date rules that attempt to spend road-building money equitably in rural and urban areas. Everyone wants their share.

Legislators in the lightly populated eastern part of the state want four-lane freeways in hopes new jobs will move in. And we city dwellers fear our jobs will move away

because of our jammed highways.

David Parsons, president of AAA Carolinas, says he wouldn't begrudge the recent gas tax hike if all that money went to highways. The state needs to get serious about a long-range funding plan to once again become the "Good Roads State," Parsons said.

The state legislature has spent the past year studying how to do that, appointing a blue-ribbon commission to study the transportation needs of urban areas.

Here are some of its recommendations, released Dec. 6:

- Stop raiding the Highway Trust Fund.
- Consider a toll lane on freeways. He who pays goes fast.
- Allow cities, counties and groups of counties to tax themselves to improve roads.

The 2.8-cents gas tax hike that has some people so angry is only temporary. It will surely disappear on July 1 because gas prices now are \$1.04-a-gallon below their record highs of the last hurricane season.

With wholesale gas prices dropping, that little slice of the gas tax will fall, too.

Will that make drivers happy? In the short term, you bet. But our highway problems are far more complicated than that little 2.8-cents tax could ever solve.

Transfers from Highway Fund to General Fund

1990 to 2000	\$1.926 billion
2001	\$170 million
2002	\$251.7 million
2003	\$377.4 million
2004	\$252.4 million
2005	\$242.5 million

SOURCE: N.C. Department of Transportation

© 2006 Charlotte Observer and wire service sources. All Rights Reserved.
<http://www.charlotte.com>

TTA-tied rezonings derailed for now

By Ray Gronberg, The Herald-Sun
January 4, 2006 11:09 pm

DURHAM -- The prospective failure of the Triangle Transit Authority's plans to establish a commuter-rail link between Raleigh and Durham may prompt Durham officials to rethink the idea of encouraging high-density development along the corridor.

Elected officials agreed Wednesday to delay for nine months any reconsideration of the so-called "compact neighborhood" policy they enacted only last year, as they still hold out some hope that TTA can secure federal subsidies for the \$810 million rail line.

But they hinted that they won't be quick to approve any rezoning to support high-density construction near five potential TTA stations in Durham and RTP.

"I would hope we look carefully before we do any rezonings in a compact-neighborhood area so we're putting [60] units on an acre and not having a train passing by there," County Commissioner Becky Heron said during Wednesday's meeting of the Joint City/County Planning Committee.

Administrators agreed that the commissioners and the City Council have the authority to turn down rezoning requests if they don't think the road network by itself would support the added traffic.

"You would have the ability to say you think it's premature," City/County Planning Director Frank Duke said.

Wednesday's discussion occurred only weeks after local officials learned that the Federal Transit Administration regulators had said they don't think TTA's project can meet their cost-effectiveness guidelines.

Local leaders haven't given up hope because they think the agency was only trying to say it still has questions about the project that TTA officials are now busy trying to answer.

"The issue of whether TTA will obtain FTA funding is still not decided," County Commissioner Ellen Reckhow said in urging a postponement of any reconsideration of the compact neighborhood policy. "There may be further news in February, or at the least in September."

The discussion, however, confirmed that officials have begun thinking about what they'll do if the project falls through.

In a memo to the committee, Duke said the council and the commissioners might have to start by eliminating the compact-neighborhood nodes they established last year.

"If the rail project is not built, the densities and intensities permitted under the existing regulations may be much too intense for the surrounding areas, encouraging patterns of development that may be disruptive to surrounding communities," he said.

The five nodes in Durham County are in the Ninth Street area, downtown, the Alston Avenue area, northern RTP and near the planned Triangle Metro Center near the south end of RTP.

By creating the nodes, officials hoped to encourage the kind of construction of homes and businesses close to the stations that would generate more riders for the rail line.

But Reckhow and other officials have long fretted about what might happen if the added density preceded the opening of high-volume inter-city transit service. Their fears focus mainly on the possibility of clogging local road networks as people turn to their cars in the absence of transit.

City officials have already modified the Alston Avenue node in response to complaints from a citizens' group that said the policy would encourage developers to buy up and bulldoze existing single-family homes in a predominantly black neighborhood.

The change, still in progress, is supposed to end a set of rules for the portion of the node south of the Durham Freeway that would encourage development at densities similar to what's in place there now.

The City Council's decision on that didn't cost TTA any prospective customers that its ridership estimates were counting on, but the authority's problem is that federal regulators believe the rail line won't attract anywhere near enough riders to justify the cost of building it.

© Copyright 2006. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.



STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

DAVID W. JOYNER
EXECUTIVE DIRECTOR

December 16, 2005

Mr. Mark Ahrendsen
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, NC 27701

**RE: Start of Study and Formal Scoping Meeting Notification
Triangle Parkway – From I-40 to I-540
Durham and Wake Counties
TIP Project Number: U-4763**

Dear Mr. Ahrendsen:

The North Carolina Turnpike Authority (NCTA) has started the project development, engineering, and environmental studies for the proposed Triangle Parkway in Durham and Wake Counties (see Figure 1). The Triangle Parkway was first proposed in 1958, before the Research Triangle Park (RTP) opened for business, as an additional north-south commuter route for RTP employees. The Triangle Parkway was shown on the original master plan for the Park developed in the early 1960s. As it is currently defined, the Triangle Parkway will extend from I-40 (in Durham County) to I-540 (in Wake County). The candidate toll road project is programmed for planning and environmental study only in the 2006-2012 North Carolina Department of Transportation (NCDOT) Transportation Improvement Program.

Based on a preliminary natural systems screening assessment conducted in August, 2005, there are several stream crossings within the project study area, but little or no wetlands were observed. The project study area contains suitable habitat for three (3) federally listed species: bald eagle, smooth coneflower, and Michaux's sumac. However, none of these species is documented to occur within two (2) miles of the project study area. Additionally, based on a July 25, 2005 review of existing records at the North Carolina Department of Cultural Resources, Office of State Archaeology, and the State Historic Preservation Office, Survey and Planning Branch, there are several historical archaeological sites noted in the project study area. However, these sites were noted as "not significant" or with "little likelihood of significant deposits". Several of these sites are located on the U.S. government complex in Durham County and have been developed. The study also concluded that no historic architectural sites occur within the project study area.

The NCTA anticipates preparing an Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the proposed project in accordance with the National Environmental Policy Act. We would appreciate any information you might have that would be helpful in establishing the project study area, identifying preliminary corridors, and evaluating the potential

environmental impacts of those corridors. Also, please identify any permits or approvals which may be required by your agency.

A formal scoping meeting will be held on January 13, 2006 in the Board Room (Room 150) of the NCDOT Transportation Building (Address: 1 South Wilmington Street, Raleigh, NC 27601). The meeting will begin at 10:00 a.m. The purpose of this meeting will be to identify important issues related to the proposed action that should be considered during the study process and to provide stakeholders an opportunity to discuss these issues with the study team. Therefore, it is desirable that your agency respond by January 12, 2005. Your response should be mailed to the following:

Ms. Gail Grimes, PE
North Carolina Turnpike Authority
1501 Mail Service Center
Raleigh, North Carolina 27699-1501

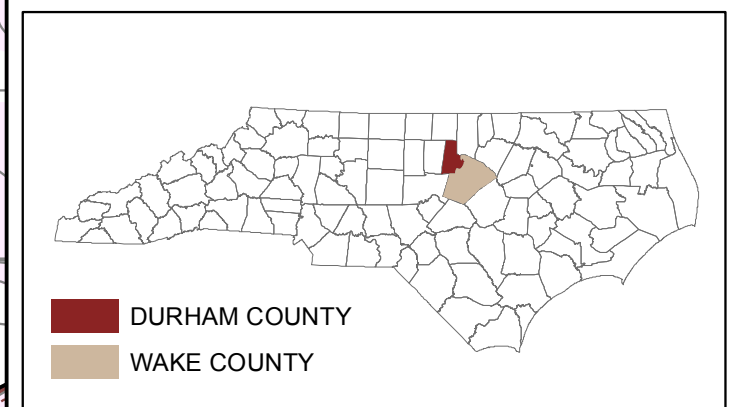
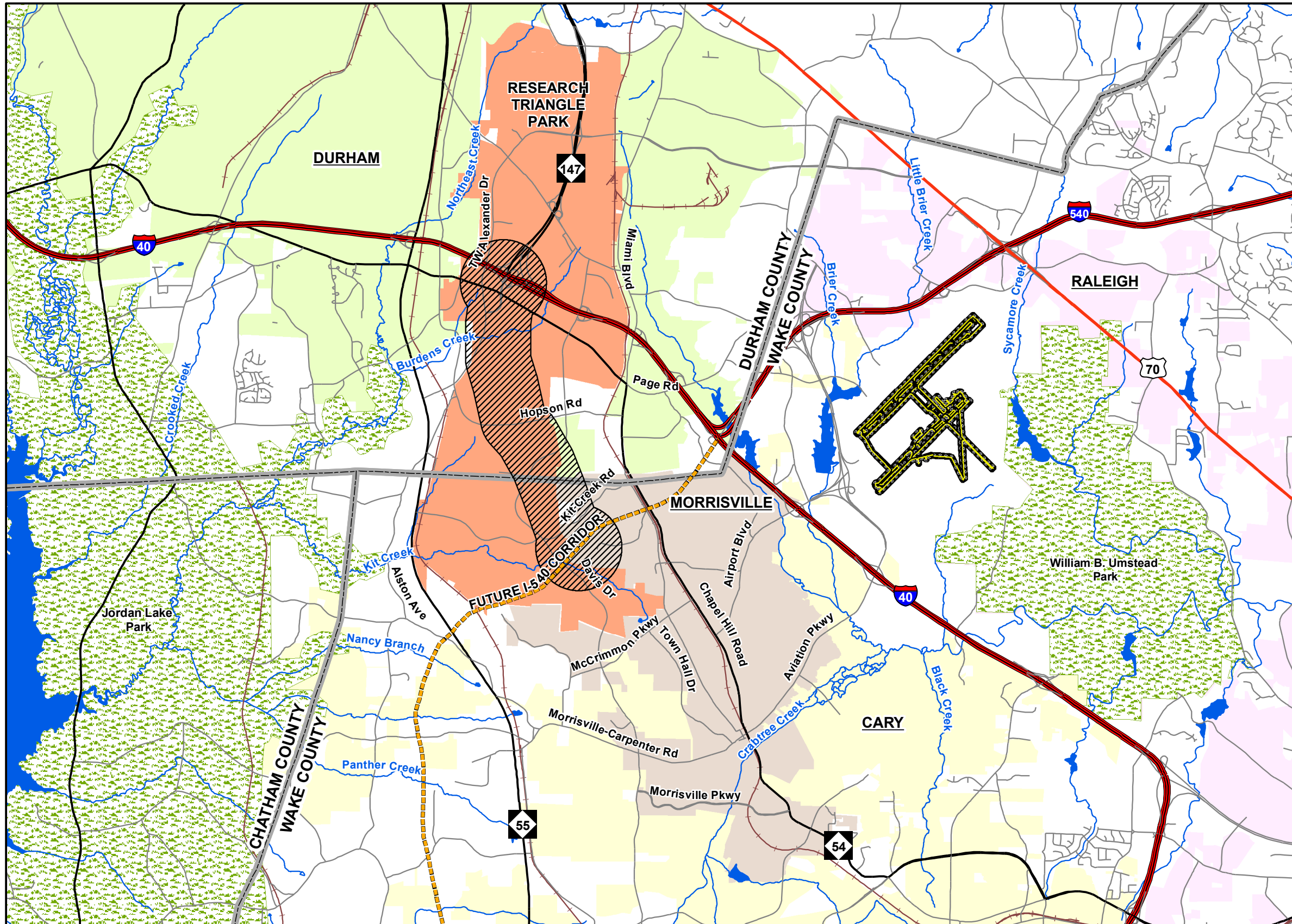
Should you have any questions concerning the proposed project, please contact Ms. Grimes (919) 733-4438. Please include the TIP Project Number in all correspondence and comments.

Sincerely,

A handwritten signature in black ink, appearing to read "David W. Loyner". The signature is written in a cursive style and is positioned to the left of the printed name.

David W. Loyner
Executive Director
North Carolina Turnpike Authority

cc: Mr. Gail Grimes, PE, NCTA
Mr. Robert McDowell, PE, HNTB
Ms. Anne Lenart-Redmond, EI, HNTB
Mr. Adin McCann, PE, HNTB



T.I.P. U-0071 East End Connector, Durham, NC
Revised Project Schedule
As of 12/13/05 (replaces 10/6/05 version)

Project Tasks**2005**

Notice to Proceed	September 2005
Project Initiation Meeting	September 2005
Evaluate Prior Environmental Studies (1978,1982,1998)	Oct-Nov 2005
Prepare Environmental Review Assessment Report	Oct-Nov 2005
Request Traffic Data	December 2005
Prepare Mailing List	December 2005

Project Tasks**2006**

Conduct Existing Conditions Traffic Analysis	January 2006
Prepare Newsletter #1	January 2006
Review Preliminary Design Plans	January 2006
Review Hydraulics Requirements	January 2006
Merger Team Co-Chair Meeting	February 2006
Issue Newsletter #1	February 2006
Public Meeting	March 2006
Develop Public Involvement Plan	March 2006
Request Final Surveys (TLOC)	April 2006
Receive Traffic Data	June 2006
Initiate Supplemental EIS Process	June 2006
Prepare Purpose and Need Statement	June 2006
Complete Draft Traffic Capacity Analysis Report	June 2006

Merger Team Meeting (Concurrence Point 3?)	July 2006
SEIS Data Collection and Field Review	June – Aug 2006
Update Socioeconomic, Land Use, Natural Resources Inventory	June – Aug 2006
Prepare Preliminary Design Plans	June-August 2006
Prepare Hydraulics Report	June-August 2006
Assessment of Existing Conditions	August 2006
Conduct Impacts Analyses for SEIS	June -Dec 2006
NCDOT completes review of Traffic Capacity Analysis Report	August 2006
Complete Final Traffic Capacity Analysis Report	September 2006
Prelim Design for LEDPA Completed	October 2006
Concurrence Point 4A	October 2006
Prepare Preliminary Cost Estimates	November 2006
Concurrence Point 4B	December 2006
Complete Preliminary Engr Report	December 2006
Complete Hydraulics Design	December 2006

Project Tasks

2007

NCDOT Relocation Report	January 2007
Complete CIA/ICI Reports	January 2007
Concurrence Point 4C	February 2007
Final Surveys Complete (FLOC)	March 2007
Complete Draft SEIS	March 2007
NCDOT Review of Draft SEIS	April 2007

Revise and Issue Draft SEIS	May 2007
Conduct SEIS Public Hearing	July 2007
Prepare Responses to Public and Agency Comment	Aug-Oct 2007
Issue Final SEIS	November 2007
<u>Project Tasks</u>	<u>2008 and beyond</u>
ROD	January 2008
Distribute Preliminary Plans (THYD)	July 2008
Hydraulic Design Complete (FHYD)	July 2009
Obtain Right of Way Authorization (R/W)	March 2010
Review Bids at Contract Letting (LET)	March 2012

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

December 14, 2005

Secretary Lyndo Tippett
North Carolina Department of Transportation
Attention: Calvin Leggett, Programming and TIP Branch
1501 Mail Service Center
Raleigh, North Carolina 27699-1501

Subject: FY 2006-2012 Metropolitan Transportation Improvement Program
(MTIP) Regional Priority List for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization (DCHC MPO)

Dear Secretary Tippett,

On November 9, 2005, the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) approved the enclosed *FY 2007-2013 Metropolitan Transportation Improvement Program (MTIP) Regional Priority List*.

The DCHC MPO expended considerable resources to develop the enclosed report. The TAC held a public hearing, reviewed public input, requested and received extensive comments from the local jurisdictions within the MPO, and addressed the prioritization of these projects at several TAC meetings. The report lists the most important unfunded and partially-funded transportation projects in the MPO planning area. For the upcoming FY 2007-2013 Transportation Improvement Program (TIP), the TAC urges the NCDOT to fully fund the partially-funded projects in the FY 2006-2012 TIP and fund the DCHC MPO priority projects before funding other new projects.

There are several challenges associated with the FY 2007-2013 TIP development process. First, we understand that funding for the FY 2007-2013 TIP is limited when compared to the fast growing demand for additional transportation infrastructure, services and projects. As a result, there will be many difficult tradeoffs and decisions for various stakeholders to ensure that these limited financial resources are directed to the MPO's highest priority projects. Second, the traditional timeframe for implementing the TIP development process has been compressed – the standard one-year period between publishing the draft and adopting the final TIP has been shortened to approximately four months for this TIP cycle. This compressed schedule leaves little time for the staff and public to adequately evaluate and comment on a draft TIP and develop a Metropolitan TIP.

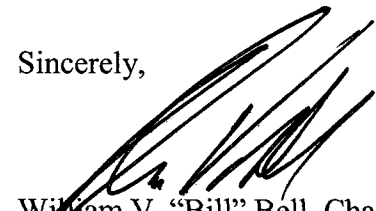
As a result of the aforementioned challenges, timely and effective communication between the MPO and the NCDOT is absolutely imperative. As you are aware, such timely communication was absent in the last TIP development cycle, resulting in a federal transportation funding lapse in the Triangle region. We want to avoid such a funding lapse in this upcoming TIP development cycle.

We are confident that the MPO and NCDOT staff can improve interagency communication and meet the extraordinary challenges in developing a draft and final FY 2007-2013 TIP. Accordingly, I am requesting that our agencies begin communicating as soon as possible on a level that will allow us to effectively discuss the priorities and tradeoffs needed for developing the TIP. We want to clearly understand the financial constraints associated with the development of the FY 2007-2013 TIP and we want the NCDOT to clearly understand where the MPO wants these limited financial resources directed. We are available and eager to begin working with the NCDOT to develop a TIP that is acceptable for all parties.

Please contact Mark Ahrendsen, Technical Coordinating Committee Chair, to initiate dialogue on the development of the FY 2007-2013 TIP. If you should have any questions regarding this matter, please contact me at (919) 560-4333, or Mark Ahrendsen at (919) 560-4366.

Thank you for your attention to this matter.

Sincerely,



William V. "Bill" Bell, Chair
Transportation Advisory Committee

cc: TAC members

Mark Ahrendsen, Chair, Technical Coordinating Committee
Ken Spaulding, Board of Transportation, Division 5
Doug Galyon, Board of Transportation, Division 7
G. R. Kindley, Board of Transportation, Division 8
Jon Nance, P.E., NCDOT Division 5 Engineer
Mike Mills, P.E., NCDOT Division 7 Engineer
Tim Johnson, P.E., NCDOT Division 8 Engineer
Calvin Leggett, P.E., Program Development Branch, NCDOT
Mike Stanley, P.E., TIP Development Unit, NCDOT
Miriam Perry, Public Transportation Division, NCDOT
Tom Norman, Bicycle and Pedestrian Division, NCDOT
Mike Bruff, P.E., Transportation Planning Branch, NCDOT
Scott Walston, P.E., Transportation Planning Branch, NCDOT

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

January 3, 2006

Secretary Lyndo Tippett
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-150

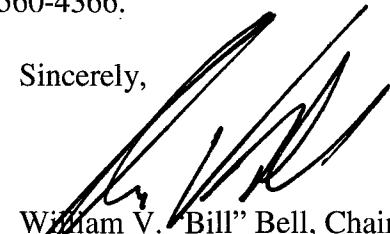
Dear Secretary Tippett:

I am writing to express support for the Resolution (dated December 12, 2005) from the Town of Hillsborough to the North Carolina Department of Transportation (NCDOT) concerning the consideration of the Town's Amended Master Parks and Recreation Plan in the design of the I-85 widening project (TIP # I-305) and the Elizabeth Brady Road Extension (TIP # U-3808).

At their meeting on December 14, 2005, the Transportation Advisory Committee voted to endorse the Town of Hillsborough "Resolution of the Hillsborough Town Board of Commissioners requesting the Consideration of the Master Parks and Recreation Plan in the Design of Projects I-305 and U-3808" (dated December 12, 2005). Please see the enclosed copy of this Resolution. In 1994, the NCDOT adopted administrative guidelines to consider greenways and greenway crossings during the highway planning process. This policy guideline was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction. We believe that the Town of Hillsborough has met the local responsibilities that are detailed in the NCDOT greenway policy guidelines, and therefore trust that the Town's greenways will receive the greatest consideration during the highway project planning and design activities.

If you should have any questions regarding this matter, please contact me at (919) 560-4333, or Mark Ahrendsen at (919) 560-4366.

Sincerely,


William V. "Bill" Bell, Chair
Transportation Advisory Committee

Enclosure: Town of Hillsborough Resolution

cc: DCHC MPO TAC Members
Mark Ahrendsen, Chair, Transportation Coordinating Committee
Doug Galyon, NC Board of Transportation Member, Division 7
Mike Mills, PE, NCDOT Division 7 Engineer



©1994 Town of Hillsborough

RESOLUTION OF THE HILLSBOROUGH TOWN BOARD OF COMMISSIONERS
REQUESTING THE CONSIDERATION OF
THE MASTER PARKS AND RECREATION PLAN
IN THE DESIGN OF PROJECTS I-305 and U-3808

WHEREAS, NCDOT solicited scoping comments from its staff and affected jurisdictions along the route of I-305, widening of Interstate 85 in September 2004 and previously solicited comments on project U-3808; and

WHEREAS, Hillsborough submitted the attached comments as part of that process for project I-305; and

WHEREAS, Hillsborough amended its Parks and Recreation Master Plan in May 2005 to include the two greenways which had not previously been included; and

WHEREAS, The greenway known as Cates Creek flows through the area impacted by projects I-305 and U-3808; and

WHEREAS, Greenways provide a non-motorized transportation alternative that is both healthy for individuals and non-detrimental to air quality; and

WHEREAS, The widening of an interstate highway is rarely occurring and costly public improvement; and

WHEREAS, NCDOT administrative guidelines adopted in 1994 provide guidance for consideration of greenways in the highway planning process,

NOW, THEREFORE BE IT RESOLVED, by the Hillsborough Town Board of Commissioners, that the Board formally requests the North Carolina Department of Transportation consider the amended Hillsborough Parks and Recreation Plan in the design of Project I-305 and U-3808 consistent with their administrative policies.

This the 12th day of December 2005.



Tom Stevens, Mayor
Town of Hillsborough

Donna F. Armbrister
Town Clerk

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

January 3, 2006

Secretary Lyndo Tippet
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-150

RE: NCDOT Strategic Highway Corridors

Dear Secretary Tippet:

I am writing to provide comments on the contents and development process of the North Carolina Strategic Highway Corridor Vision Plan (SHC), as adopted by the North Carolina Board of Transportation on September 2, 2004. The North Carolina Department of Transportation (NCDOT) staff provided a presentation to our Transportation Advisory Commission (TAC) on the SHC Plan at the December TAC meeting. We understand that the SHC Plan is an important tool for achieving mobility and connectivity in North Carolina and commend the NCDOT for initiating this important planning process. However, we do have a few concerns with the SHC Plan that we want to bring to your attention.

We want to first note an inconsistency between the SHC Plan and the 2030 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The SHC Plan designates the segment of the Northern Durham Parkway (NDP) planned between US 70 and I-85 as a Planned Freeway. The principal design characteristics of a Freeway, as identified in the SHC Plan, include: a 55 mph or greater speed limit; interchange access only; grade-separated cross streets; and, no traffic signals. These high speed and limited access characteristics are inconsistent with the desires of the local community and the MPO. The 2030 LRTP designates this same section as a Parkway, which has design characteristics similar to those of the SHC Boulevard definition, including: a 30 mph to 55 mph speed limit; at-grade access at major and minor cross streets; traffic signals allowed; and, limited driveways with some access limited to right-in/right-out movements.

We are requesting that the NCDOT modify the SHC Plan to correct this inconsistency by designating the referenced NDP segment as a Recommended Boulevard.

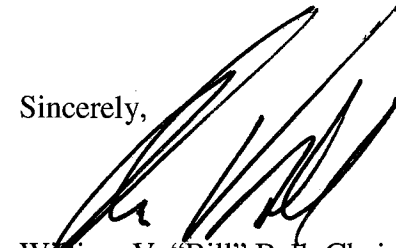
We also want to recommend two changes to the SHC Plan process. First, the SHC development process should include close coordination with and review by the MPOs to ensure that appropriate strategic highway corridors located within the MPO are included in the SHC Plan and that the SHC Plan and adopted LRTP are consistent

with one another. In addition, a process should be developed and implemented to resolve any inconsistencies that may exist or develop between the MPO's long-range transportation plan and the SHC Plan. This process would likely include a means for amending the SHC Plan, if deemed appropriate.

Finally, we want to clarify that the DCHC MPO views the SHC Plan as a planning process and document. We do not see the SHC Plan as a funding tool that is used to allocate limited financial resources that are available for building our transportation infrastructure and services. Accordingly, the transportation facilities identified in the SHC Plan should be considered for funding through the TIP process along with other transportation needs and should not automatically receive funding priority.

If you should have any questions regarding this matter, please contact me at (919) 560-4333, or Mark Ahrendsen, Technical Coordinating Committee Chair, at (919) 560-4366.

Sincerely,



William V. "Bill" Bell, Chair
Transportation Advisory Committee

cc: DCHC MPO TAC Members
Mark Ahrendsen, Chair, Transportation Coordinating Committee
Ken Spaulding, NC Board of Transportation Member, Division 5
Doug Galyon, NC Board of Transportation Member, Division 7
Mike Bruff, Manager, NCDOT Transportation Planning Branch
Felix Nwoko, Manager, DCHC Lead Planning Agency

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

January 3, 2006

Joe Bryan
TAC Chairman
Capital Area MPO
Professional Building – Suite 406
127 West Hargett St.
Raleigh, NC 27601

SUBJECT: Joint DCHC MPO/CAMPO Task Force to address
transportation funding initiatives

Dear Mr. Bryan:

The purpose of this letter is to transmit to you the Transportation Advisory Committee (TAC) members from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) who will participate on the Joint DCHC MPO/CAMPO Transportation Funding Task Force. In addition, we want to encourage this Task Force to begin work as soon as possible to develop a joint legislative agenda.

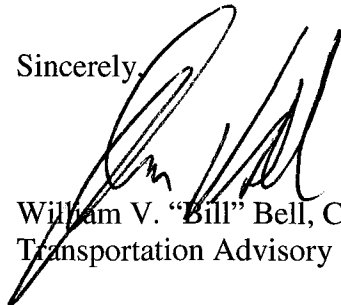
As you might recall, at the November 30 joint meeting the TACs from the DCHC MPO and CAMPO agreed to establish a task force with representation from both TACs to develop a joint legislative agenda for the year 2006. In addition to developing this agenda, we want to encourage the Task Force to discuss even broader funding issues that will likely involve both State level solutions and local actions. Consideration of the recently published Report of the Blue Ribbon Commission to Study Solutions to North Carolina's Urban Transportation Needs might be a good starting point for Task Force discussion.

In support of these objectives, the DCHC MPO has appointed the following TAC members to serve on the Task Force:

- Mayor William V. "Bill" Bell;
- Commissioner Alice Gordon;
- Commissioner Becky Heron;
- Commissioner Ellen Reckhow; and,
- Alderman Alex Zaffron;

The new legislative year will soon be upon us. As a result, we want to encourage the Task Force to begin their work as soon as possible, perhaps in January 2006. Please contact Mark Ahrendsen at (919) 560-4366, Technical Coordinating Committee Chair, to initiate the assistance of our staff in coordinating the meeting and efforts of the Task Force.

If you should have any questions regarding this matter, please contact me at (919) 560-4333.

Sincerely,

William V. "Bill" Bell, Chair
Transportation Advisory Committee

cc: DCHC MPO TAC Members
Mark Ahrendsen, Chair, DCHC MPO Transportation Coordinating Committee
Chip Russell, Chair, CAMPO Transportation Coordinating Committee
Ed Johnson, Director, CAMPO Lead Planning Agency
Felix Nwoko, Manager, DCHC Lead Planning Agency