

Member Governments

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

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

AGENDA

**February 22, 2006
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of January 25, 2005 TCC Meeting Minutes
(Attachment 4)**

A copy of the January 25, 2005 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the January 25, 2005 TCC meeting.

**5. National Modeling Issues and Triangle Regional Model Update
(Attachment 5, 5A)**

**Felix Nwoko, LPA Staff
Jeremy Raw, LPA Staff**

The USDOT, in cooperation with the EPA and the Department of Energy, established a Travel Model Improvement Program (TMIP). The thrust of the program is essentially three fold: 1) To increase the ability of travel demand models to respond to emerging issues including environmental, growth management, land use, and lifestyle along with traditional transportation issues; 2) To redesign the travel forecasting process to reflect changes in behavior, to respond to greater information needs placed on the forecasting process and to take advantage of changes in data collection technology; and 3) To integrate the forecasting techniques into the decision making process, providing better understanding of the effects of transportation improvements and allowing decision makers in local governments, MPO's, environmental agencies, and transit operators the capability of making important transportation decisions.

The program has resulted in model improvements across the nation and in the Triangle. However, there is no consensus on what the state-of-art in travel demand should be. In view of this, the Transportation Research Board (TRB), with funding from USDOT, is conducting a

model state of the practice study. Preliminary results from the nation-wide survey of MPO modeling activities will be presented at the February 22 meeting. Also, the impact of proposed changes in the 2010 Census on model surveys will be presented as well. Attachment 5 is a table that illustrates model investment in the region. The FHWA model certification checklist is presented as Attachment 5A.

TCC Action: Receive information, discuss and provide comments as necessary.

6. 2006-2007 Unified Planning Work Program (UPWP)

(Attachment 6, 6A, 6B, 6C)

Felix Nwoko, LPA Staff

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description

A memo from staff which provides additional information regarding the FY 2006-2007 UPWP is presented in Attachment 6. A draft 2006-2007 UPWP, presented in Attachment 6A, is based on the information provided by the MPO agencies to the LPA before the agenda mail-out. Chapel Hill's request for funding of a Long Range Transit Master Plan is presented in Attachment 6B. TTA's request for additional funding of the regional TDM is presented in Attachment 6C.

TCC Action: Receive update, discuss and provide comments.

7. Southwest Durham/Southeast Chapel Hill Collector Street Plan Update

(Attachment 7)

Felix Nwoko, LPA Staff

Andy Henry, LPA Staff

The Collector Street Plan team conducted a second public workshop on January 10, 2006 to present three collector street network alternatives to the public and receive their input. There were 150 participants at the workshop and many others provided comments by e-mail. The project team has drafted a recommended collector street network and full report. However, a few issues with the Southwest Durham Drive alignment need to be resolved before a recommended network is presented to the public, e.g., part of the Southwest Durham Drive alignment bisects the Creekside Elementary School site.

Requested TCC Action: Receive project update, discuss and provide comments as necessary.

REPORTS FROM STAFF:

- 8. Reports from Staff**
(Attachment 8)
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

- 9. Report from the Chair**
Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

- 10. NCDOT Report**
(Attachment 10 & 10A)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work is provided as Attachment 10 and 10A.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

- 11. Recent Newspaper Articles/Legislative Update**
(Attachment 11)
- 12. FTA Proposed Rulemaking on Small Starts**
(Attachment 12)

PENDING ITEMS

MAB Boundary/MPO Expansion
MPO Functional Classification of Streets and Roadways
Regional Priority List Ranking Methodology

Adjourn

Next meeting: March 22, 2006

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TECHNICAL COORDINATING COMMITTEE

January 25, 2006

MINUTES OF MEETING

The Technical Coordinating Committee met on January 25, 2006 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *David Bonk Town of Chapel Hill/Planning (TCC Vice-Chair)
- *Wally Bowman NCDOT/Division 5 Engineer
- *Mike Cowan NCDOT/Division 7 Engineer
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle J Council of Governments (TJCOG)
- *Claire Kane UNC
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro/Planning
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei Owusu City of Durham/DATA
- *Tamra Shaw NCDOT/PTD
- *Scott Walston NCDOT/TPB
- *Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Bill Bussey Triangle Rails to Trails Conservancy
- Alison Carpenter City of Durham/Transportation
- Todd Horsley Triangle Transit Authority
- Harriet Lyons City of Durham/DATA
- Brian Rhodes City of Durham/Transportation
- John Tallmadge Triangle Transit Authority
- Deirdre Walker Triangle Transit Authority
- Chao Wang City of Durham/Transportation
- *Voting Members

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:07 a.m.

Preliminaries:

Adjustments to the Agenda

Felix Nwoko will provide an update on the Elizabeth Brady Road field visit.

37 Felix added information regarding the FHWA modeling and wants to put it on the agenda
38 for February.

39 **Public Comments**

40 There were no comments.

41 **Action Items:**

42 **Approval of December 21, 2005 TCC Meeting Minutes (Attachment 4)**

43 Mark Ahrendsen made an amendment to the December 21, 2005 TCC Meeting
44 Minutes on the Motor Vehicle Emissions Budget (MVEB). The substitute motion should
45 be listed first and the original motion listed second in the minutes. A motion was made
46 by Felix Nwoko and seconded by Mike Cowan to approve the December 21, 2005 TCC
47 Meeting Minutes with the amendment noted above. The motion carried unanimously.

48 **2005-2006 Unified Planning Work Program (UPWP) Amendment #1 (Attachments**
49 **5, 5A, 5B, and 5C)**

50
51 Mark Ahrendsen provided an introduction for the 2005-2006 Unified Planning
52 Work Program (UPWP) Amendment #1. The purpose of this item is to deobligate any
53 funds from the current year that are not expected to be expended and make them
54 available for 2006-2007.

55 Felix Nwoko stated the deobligation is mainly for special projects. On attachment
56 5, page 2 of 4 is a summary table that explains the complete deobligation. This
57 deobligation was discussed at length during the subcommittee meeting last Wednesday.
58 The attached memo is the recommendation from the subcommittee. David Bonk stated
59 there is a discrepancy; if you look at the table it suggests there is \$125,000 federal in the
60 UPWP which conflicts with attachment 5A. Table 1 should be amended such that the
61 column labeled federal should be labeled total. Scott Walston asked if the travel model

62 major update enhancement is connected to the share that goes to the entry for operations.
63 Felix stated no it is not. Pierre asked if we are still on board for the on board survey.
64 Felix stated yes, but it will be delayed to the fall of 2006. The land use model is ready to
65 go and the consultant has been selected. They will not begin work until July.

66 Alison stated the Walkable Communities Workshop is a workshop that is hosted
67 by the National Center for Biking and Walking, and it is geared towards pedestrian
68 education. David Bonk stated there are different needs based on the different areas.
69 David supported moving this item to the next fiscal year and Alison agreed. We will
70 defer the Walkable Communities Workshop to Fiscal Year 2006-2007 to allow for the
71 arrangement of the requirements and the funding.

72 Dale McKeel asked if the Hillandale and Carpenter Fletcher projects are actually
73 reflected in the UPWP table or if this is primarily a change. Felix stated these two
74 projects came from STP-DA projects 2006-2007. We are putting them in 2006-2007 so
75 they will be part of our UPWP for next year. Mark stated that typically project planning
76 is not in the UPWP; it is in the TIP. John Hodges-Copple believed that funding in the
77 TIP is preferred because it does not have to be deobligated in order for it to "roll" to the
78 next fiscal year as does the UPWP funding.

79 The funds for the on board survey will be identified in the 2006-2007 UPWP.

80 David Bonk stated his concern is that we keep going back to the STP-DA
81 program and we don't know any more today than we did six months ago about the status
82 of the funding of the federal allocation that we received. We had a brief discussion with
83 FHWA about the issue of whether the State can include the DA money in the obligation
84 ceiling process. There is a discrepancy between how much money we thought we were

85 getting and how much the State included. David asked if there is a 2006 STP-DA mark
86 yet. Felix stated he raised questions about PL and STP-DA funds at a meeting at the
87 TRB Conference. FHWA's position is the State has the numbers and implied that
88 NCDOT should provide the MPO with the numbers. Mark asked if anyone had resolved
89 the STP-DA funding discrepancy that Dale McKeel identified; the federal register shows
90 a \$4million/year allocation but NCDOT told us to assume \$2.9 million/year, plus a 3%
91 annual increase.

92 Pierre Osei-Owusu asked do we know where we stand on CMAQ funds. For
93 example, David says we must obligate the CMAQ funding by September 30, 2006, but
94 others say we have to spend it by June 30, 2006, or lose it. Eddie Dancausse needs to
95 clarify this issue. Felix stated as of today, we are working on the contracts. NCDOT is
96 behind on the contracts. Once the contracts are complete, they will send them to the
97 MPO. Felix stated a meeting should be set up with Eddie Dancausse.

98 Mark stated a meeting should be arranged with NCDOT and FHWA to discuss
99 the STP-DA, CMAQ, and PL issues, and the timing eligibility to get some clarification.
100 We can't move forward with the STP-DA funding table until we know for sure what the
101 bottom line is. David Bonk stated we need to be aware of everything when we are
102 spending money.

103 David Bonk believed that the \$2 million in the STP-DA for modeling is a lot of
104 money. Felix stated that the modeling challenges for the Triangle area is among the most
105 challenging in the nation because so many different travel modes are being modeled. A
106 "rule of thumb" is 1% of total transportation funding should be expended for modeling
107 and the \$2 million mark is below this rule. Mark Ahrendsen stated that we need to show

108 elected officials and others what we are getting for our money. We need to show the
109 project, amount and product. John Hodges-Copple agreed, saying that the project update
110 list has worked well, but for the model it needs to be shown how it fits together. Mike
111 Cowan asked if project management software was currently being used and Felix stated
112 we have software that is being used. Mark stated that the MPO is only one of four
113 stakeholders and thus the ITRE Service Bureau needs to develop and present this
114 information. Barbara Weigel suggested that Leta Huntsinger be invited to provide a
115 presentation so that we can provide feedback during a meeting.

116 A motion was made by David Bonk and seconded by Felix Nwoko to approve the
117 amendment as proposed with the change that was discussed moving the funds for the
118 Walkable Communities Workshop from FY 2005-06 to FY 2006-07. Dale McKeel
119 wants to double check that the funding for the Orange County ICLEI project it is still in
120 2006. Felix stated yes it is. As far as the memo goes, there are areas where there were
121 increases. David Bonk asked about the deobligation of STP-DA money from the TJCOG
122 for special studies. John Hodges-Copple stated this was a joint project that was done
123 with CAMPO where each of the MPO's was putting in money for purposes of air quality
124 conformity for the 2006-2012 TIP, the Motor Vehicle Emissions budget for the STIP, and
125 the SE data forecast that has been delayed. Felix stated the funds were only programmed
126 for GIS. John Hodges-Copple disagreed with Felix. The funding was always going for
127 the specific tasks as stated above. David Bonk stated that we allowed TJCOG to perform
128 the work; therefore we need to find the funds to pay for the services. Dale McKeel stated
129 for the record that the TJCOG issues was not discussed at the recent subcommittee
130 meeting. David Bonk amended his motion and Felix Nwoko seconded it such that the

131 amendment will include the movement of funds for the Walkable Communities
132 Workshop to fiscal year 2006-07 and all the funds except the \$50,000 shown for TJCOG
133 under III-D-3 be moved to fiscal year 2006-07. The motion carried unanimously.

134 **2006-2007 Unified Planning Work Program (UPWP) Areas of Emphasis**
135 **(Attachment 6)**

136
137 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning
138 Work Program (UPWP) Areas of Emphasis, along with the attachment.

139 Felix Nwoko stated that the attachment is the timeline that was promised to the
140 TAC. Our difficulties in the past have been the short deadline by NCDOT/PTD for
141 submitting the transit element of the UPWP. There was not enough time for the TCC to
142 review it before it went to the TAC in order to meet the deadline. The attachment is the
143 draft development schedule pending on the NCDOT/PTD package. We would like to
144 strongly request that NCDOT/PTD change the deadline if the package is received by the
145 TCC in February because it will be hard to meet the March 1, 2006 deadline.

146 Tamra Shaw stated staff should be receiving the notification soon. Tamra is not
147 aware of the deadline that has been set for completing the draft. Felix stated the other
148 requirement for agencies to be aware of is the consultant list.

149 **Distribution Formula for FTA Section 5307 Funds (Attachment 7)**

150
151 Mark Ahrendsen provided an introduction for the Distribution Formula for FTA
152 Section 5307 Funds, along with the attachment. The TAC requested that the three transit
153 operators reconsider the formula that we have historically used to distribute the 5307
154 Urbanized Area allocation among the three transit operators in the area. Representation
155 is here from DATA and TTA whom have been working on it. They will provide an
156 update as to where we stand on this funding item. Mark thinks that while there is some

157 difference of opinion among the transit operators on a way to go, it has been complicated
158 by the fact that there are still unknowns with the federal allocation itself. Mark's concern
159 is that we are seven to eight months into the year and we don't want this issue to linger in
160 order for the transit operators to be in a position to actually request the funds when they
161 become available. We have a recommendation to use the formula for this year and revisit
162 the formula when more is known about the Federal allocation beyond the traditional
163 5307.

164 Pierre Osei Owusu stated that the recommendation is to stay with the current
165 formula this year and revisit it when staff has more facts about the funding allocations.

166 David Bonk stated that Chapel Hill Transit (CHT) agrees to use the current
167 formula for this year, although CHT continues to believe that there needs to be some
168 reflection of productivity in the formula.

169 Mark Ahrendsen restated the recommendation is to stay with the formula for the
170 current year with the understanding that when we know more about the 5307 allocation
171 Federal formula and the job access reverse commute element (5340) that the transit
172 operators reexamine the formula.

173 David Bonk stated that an additional attachment that was distributed at the
174 meeting is a copy of the different scenarios that staff put together that might reflect some
175 kind of a productivity element in the formula. Mark stated it would be nice to know what
176 the objective is, whether it is productivity, performance, or something else. We would
177 like to know what the group would like to achieve without looking at the numbers.
178 David stated the transit systems need to be working toward the goal of our regional 2030
179 plan.

180 John Tallmadge suggested that we explain the current formula to the TAC and
181 how the federal funds are passed through to the existing transit agencies because he does
182 not know if the TAC has a full understanding of what we are doing today in order for
183 them to give us guidance as to what changes they are interested in. Felix requested that
184 John Tallmadge prepare a one page memo of how the current formula works by next
185 Tuesday. David Bonk stated the four operators need to review the memo explaining how
186 the current formula works before it goes to the TAC.

187 A motion was made by David Bonk and seconded by Pierre Osei Owusu to
188 recommend to the TAC the formula for distribution of 5307 funds be followed as in past
189 years but that the formula be reviewed again prior to next year's allocation. The motion
190 carried unanimously.

191 **American Tobacco Trail – Phase E and F (Attachments 8, 8A, 8B, 8C, and 8D)**

192 Mark Ahrendsen provided an introduction for the American Tobacco Trail -
193 Phases E and F, along with the attachments. Alison Carpenter provided an update on the
194 American Tobacco Trail. The TIP subcommittee met a few weeks ago. The
195 subcommittee is still working on finding funding for the project, and is still looking at
196 Phases E and F as one project. The TIP subcommittee is going to provide a funding
197 scenario in April when the TIP process begins. David Bonk asked if staff has heard
198 anything from the Bike/Ped program. Alison stated no, but there was a suggestion during
199 subcommittee meeting that staff send a letter to Tom Norman and the NCDOT staff to let
200 them know where this project stands and request that the 2005 earmark be dedicated to
201 the whole project and not the split as indicated by the NCDOT. This needs to be
202 communicated to the NCDOT. Mark Ahrendsen stated staff needs to put our current
203

204 position in writing. Alison stated that a letter was sent to the Town Manager of Cary
205 informing them of the status of the American Tobacco Trail and provided them with
206 information on the discussions that staff has had up to this point and invited their
207 participation. Alison also stated that she received communication from Jason Sullivan
208 indicating he could not be here today, but just wanted to voice his opposition to
209 presenting cost estimates to the TAC at this point. The NCDOT is currently doing
210 surveying on the Chatham County portion, and he is concerned that the cost estimates
211 could spike considerably following their work on the bridge and the two existing railroad
212 trestles. Mark stated that he received the same e-mail which indicates there are a lot of
213 unresolved issues and those issues further make the case of not determining the split of
214 the earmark.

215 Mark had a concern on attachment 8D, page 3 of 3. On the table, it appears as
216 though the earmark is split between the Divisions. Alison stated that when this table was
217 created, it was to be able to look at the shortfall. It is more informational for technical
218 staff. Mark stated the table should not reflect the split.

219 Bill Bussey stated that NCDOT is in the design process as the surveying has been
220 completed. Dale McKeel asked what type of design they were planning. Bill stated he
221 was unsure, but believed NCDOT supported a paved trail with an equestrian side trail.
222 Mark stated that this issue should be part of our letter because it seems premature to
223 design a project that hasn't been scoped through the public process. David Bonk stated
224 that when there is an earmark in federal legislation to a specific project, the earmark has
225 the authority to make a decision about the funds. This was not an earmark to split
226 between Durham and Chatham; it was an earmark for the entire project. The NCDOT

227 has taken it upon themselves to decide, without much input from staff, how the money
228 will be split. That is only their opinion and it does not carry authority. This MPO has as
229 much authority because it is within our jurisdiction. Bill stated this needs to be
230 addressed in the letter. John Hodges-Copple stated that both the MPO and the State have
231 to agree through the TIP. John thought the one benefit to doing the design was to get a
232 better idea on the cost. Felix asked if the local officials support the trail in Chatham
233 County. Bill stated he believes they do. This project is listed on Chatham County's
234 priority list. Mark suggested following up with Jason Sullivan.

235 Dale McKeel stated that in the November 14, 2005 Bike/Ped Meeting Minutes
236 that the subcommittee recommended sending a letter to CAMPO and asked if it had been
237 sent. Alison stated the subcommittee decided not to send a letter to CAMPO because it is
238 not in their jurisdiction.

239 **Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility Study (Attachments 9,**
240 **9A, and 8D)**

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242 Mark Ahrendsen provided an introduction for the Old Durham-Chapel Hill Rd
243 Bicycle/Pedestrian Feasibility Study, along with the attachments. Alison provided an
244 update on this project. The subcommittee is looking at fully funding the project in
245 Divisions 5 and 7. Hopefully, the TIP subcommittee will come up with a
246 recommendation during the FY 2007-2013 TIP development process. We should have a
247 better idea of the funding in April 2006. The subcommittee has finalized the report and
248 will present it to the TAC for their final approval at the February 8, 2006 meeting and
249 move the plan forward.

250 A motion was made by Felix Nwoko and seconded by Karen Lincoln to bring the
251 report to the TAC for their review and approval, and provide an update on the financial

252 side of the project. Mark Ahrendsen believed project approval was the responsibility of
253 the TAC because it is an interlocal project. David Bonk agreed, but believes the TAC
254 should encourage local government approval, as well. John Hodges-Copple stated that
255 we need to express to the local jurisdictions and the State that we are trying to follow our
256 adopted long-range transportation plan and it includes a specific amount of funds for
257 these projects. The motion carried unanimously.

258 **Reports from Staff:**

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260 **Reports from Staff**

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262 Felix Nwoko stated there was a field visit at Elizabeth Brady Road. Felix did not
263 participate in the field visit. The purpose of the field visit was to look at options in the
264 field as they are getting ready to make a recommendation on the project. Felix requested
265 that PB send it to the MPO and the appropriate agencies, the Town of Hillsborough and
266 Orange County to apprise them of any changes they make because it is controversial.
267 There will be a summary sent from the field visit. Apparently, the Town and County were
268 not notified of the field visit.

269 Felix provided an update for the FHWA modeling. The FHWA has hired a
270 consultant to develop national modeling standards, and the consultant is still working on
271 the modeling standards. The consultant has just completed the first phase and they are
272 trying to decide where to go next. TMIP is saying that the standard four-step sequential
273 process is inaccurate. In 2010, the census long form will be gone. It will be replaced by
274 the American Community Survey (ACS). FHWA is soliciting interests from MPO's who
275 desire an add-on, which would fund the collection of additional ACS information that
276 would support modeling and other MPO data requirements. NCDOT is exploring a

277 statewide add-on. The MPO has two options: 1) pay for the MPO add-on; or 2) accept
278 the low national sample of the ACS and the subsequent lower level of data reliability.

279 **Report from the Chair**

280 Mark Ahrendsen stated there was a scoping meeting recently for the Triangle
281 Parkway. They have begun the environmental assessment process. Hopefully, it will be
282 complete in 6 to 8 months.

283 Mark stated there was a good article in the newspaper about the Triangle Parkway
284 and the preliminary financial study that was conducted. It projected that total revenues
285 would total about two-thirds of the construction cost for the project over a 40-year period.
286 The balance will compete for Division 5 equity funds.

287 John Hodges-Copple asked if they are wrong, what happens if the funds aren't
288 there. Who takes the risk for getting the revenue estimate wrong? Mark doesn't know
289 the answer. Mark stated maybe the bond holders have to pay. The Turnpike Authority
290 actually issues the bond. It would be revenue bonds, not general obligation bonds. The
291 Turnpike Authority knows that if there is funding beyond the tolls that have to be brought
292 to this project, it has to go through the MPO process.

293 Mark stated the MPO has requested to be involved in the projections, the
294 modeling work on traffic projections for this project, and the toll options they are
295 considering.

296 David Bonk stated we need to keep the TAC updated as this project and others
297 progress. Felix stated that the 2030 LRTP assumes that the total cost of the Triangle
298 Parkway would be funded by bonds, thus if the toll revenue forecast holds true, the next
299 LRTP will need to be adjusted.

300 Mark stated there is a scoping meeting for the Hopson Road grade separation
301 study scheduled for February 23, 2006 at the Rail Division. This is a project that is in the
302 TIP as a feasibility study. John Hodges-Copple asked if it is eligible for rail funding.
303 Mark stated it could be, and it actually involves relocating the rail line as well to take a
304 little bit of the curve out of the rail alignment.

305 David Bonk stated that there was an open house workshop for the Collector Street
306 Plan. It was very well attended, approximately 150 individuals. There were a lot of
307 comments from citizens about the collector road proposal, but the major point was the
308 status of Southwest Durham Drive/Meadowmont Lane. The individuals who live in
309 Meadowmont were simply shocked that this road would be extended to the northeast into
310 Durham County. The citizens can go to the Council and make a case that they do not
311 want it.

312 Mark stated that the other issue is the I-40 interchange with Farrington Road
313 which also needs to be addressed through the same process. John Hodges-Copple hopes
314 the plan will list these types of concerns that will be looked at in this next process and the
315 implications changes would have on the collector street plan.

316 **NCDOT Report (Attachment 12)**

317 Wally Bowman, NCDOT Division 5 Engineer provided an update. The schedules
318 for projects R-2904 and R2906 A/C will need to be adjusted. Alison Carpenter will
319 forward an email to Wally regarding the locations of the Verizon manholes on NC 55 that
320 are too high.

321 Felix Nwoko requested a monthly report for NCDOT projects in Orange County
322 from NCDOT Division 7. Also, a request was made for a copy of the 12 or 36 month let

323 lists for Durham County and Orange County from NCDOT Division 5 and 7 offices.

324 Mike Cowan, NCDOT Division 7 Engineer provided an update. They are still

325 working on the right-of-way concerns with the Homestead project.

326 **Informational Items:**

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328 **Recent Newspaper Articles/Legislative Update (Attachment 13)**

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331 **Adjournment**

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333 There being no further business before the Technical Coordinating Committee,

334 the committee adjourned at 12:02 p.m.

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Triangle Regional Model (TRM) & Other Model Related Investments

No.	Model tasks	Comments		DCHC	CAMPO	NCDOT	TTA	Total
1	Support for the Model Service Bureau (cost per year)		on-going	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
2	.5 FTE (50% staff contribution)	staff hours	on-going					
3	TRM model update and enhancement	\$12,500/yr	4 years	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
4	Household survey	funded	one-time cost	\$175,000	\$225,000	\$150,000	\$150,000	\$700,000
5	Onboard transit survey	unfunded	one-time cost	\$85,500	\$58,500		\$19,500	\$163,500
6	Transit ridership counts	funded	one-time cost	\$60,000	\$60,000		\$9,000	\$129,000
7	Traffic counts	funded	one-time cost			\$67,500		\$67,500
8	External Station	unfunded	one-time cost	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
9	Commercial vehicle	unfunded	one-time cost	\$43,000	\$43,000	\$43,000	\$43,000	\$172,000
10	Special Generator	unfunded	one-time cost	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
11	Travel Time Speed survey*	partially funded	one-time cost	\$150,000	\$90,000			\$240,000
	Total Regional			\$763,500	\$726,500	\$510,500	\$471,500	\$2,472,000
12	Land use Model		one-time cost	\$250,000				
13			one-time cost					
14	Non-motorized triop modeling		one-time cost	\$250,000				
15	DCHC enhancements (sub-area. Select-link, LRTP and mobile 6 interface)		one-time cost	\$75,000				
	Total DCHC model emphasis			\$575,000				
	Total DCHC (regional contribution + emphasis projects)			\$1,338,500				
	LRTP Investments			\$6,130,000,000	\$12,000,000,000			\$18,130,000,000
	Percentage for modeling			0.0218%	0.0000%			0.0000%
				0.0125%				

* highway/transit: depends on sample size

Certification Checklist for Travel Forecasting Methods

Introduction

Federal transportation planning legislation requires each metropolitan planning organization (MPO) to develop a transportation plan as part of its planning process [23 U.S.C. 134 (g) and 49 U.S.C. 5303 (f)]. This transportation plan must cover at least a 20-year planning horizon, and "shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods" [23 CFR 450.322].

A transportation plan requires valid forecasts of future demand for transportation services. These forecasts are frequently made using **travel demand models**, which allocate estimates of regional population, employment and land use to person-trips and vehicle-trips by travel mode, route, and time period. The outputs of travel demand models are used to estimate regional vehicle activity for use in motor vehicle emissions models for transportation conformity determinations in non-attainment and maintenance areas, and to evaluate the impacts of alternative transportation investments being considered in the transportation plan.

The Transportation Conformity Rule established a regulatory requirement that includes minimum specifications for travel models used to forecast vehicle activity for regional emission analyses in conformity determinations in certain non-attainment and maintenance areas [40 CFR 93.122 (b) and (c)]. However, these minimum specifications apply only to metropolitan planning areas with an urbanized area population over 200,000 that are also serious, severe or extreme ozone or serious carbon monoxide non-attainment areas. All other non-attainment or maintenance areas must continue to meet the minimum specifications for travel models established in the Conformity Rule to the extent that those procedures have been the previous practice of the MPO.

Although there are no other requirements that travel demand models must be used in the metropolitan transportation planning process, the travel forecasting methods used by an MPO should be addressed in the certification review to ensure that they adequately support the applications for which they are being used. These applications can vary considerably from one MPO to another, depending on such factors as non-attainment status, regional population and economic growth, and the types of strategies/investments being considered in the transportation plan.

The questions included in this checklist are designed to provide the certification review team with an overview of the travel forecasting methods being used by an MPO, the suitability of those methods for intended applications, and the technical capabilities of the planning staff in applying the methods. In those cases where responses to the checklist questions raise serious concerns on the adequacy of the forecasting methods, the certification review team should request a more in-depth review by FHWA Resource Center or FHWA/FTA Headquarters travel model experts.

Key Indicators of Risk

Determining the adequacy of an MPO's travel forecasting methods begins with an understanding of how the forecasts will be used. Where forecasts are used to estimate motor vehicle emissions for transportation conformity determinations, or where they are used to evaluate major transportation investment alternatives such as new highways or transit lines, the forecasting methods are more likely to be scrutinized. Federal findings (e.g., Conformity Determinations or Records of Decision) based on weak or poorly documented travel forecasting methods may be susceptible to legal challenges. Such challenges can, at a minimum, lead to time consuming legal proceedings and delays in project implementation. In some cases, courts have even overturned federal findings because of inadequate forecasts, resulting in costly supplemental analyses and

additional project delays. Adverse court decisions also establish legal precedent, which can be used by plaintiffs in subsequent challenges against other transportation agencies.

The following questions probe whether an MPO's forecasting methods are more likely to receive close scrutiny from other agencies or outside advocacy groups.

- ***Is the metropolitan area a designated serious, severe or extreme ozone or serious carbon monoxide non-attainment area?*** Metropolitan planning areas with an urbanized area population over 200,000 that are designated as serious, severe or extreme ozone or serious carbon monoxide non-attainment areas must meet certain minimum travel modeling requirements as specified in the Transportation Conformity Rule [40 CFR 93.122 (b)]. Failure to meet these requirements may result in a delay in conformity determination, or even a conformity lapse and the restriction of federal highway and transit funds to the metropolitan area.
- ***Is the metropolitan area a designated non-attainment or maintenance area, and has the MPO used travel demand models previously?*** Pursuant to 40 CFR 93-122 9(c), if an MPO in a non-attainment or maintenance area currently uses or has used a travel demand model, then they must continue to use a model with similar or greater sophistication for regional emissions analysis in transportation conformity determinations. If the non-attainment or maintenance area does not have a history of travel demand model use, there are other prescribed minimum requirements for reasonable estimation of VMT growth.
- ***Does the metropolitan area plan to apply for an FTA transit new start grant?*** The FTA New Starts Program is a discretionary grant program with its own requirements for assessing the costs and benefits of proposed alternatives. MPOs that apply for a new start grant must use travel forecasting methods that meet FTA requirements.
- ***Does the transportation plan include any major projects that will significantly increase highway capacity?*** Regionally significant highway projects (e.g., new highways or additional lanes on existing highways) have been consistently targeted by national environmental advocacy groups as contributing to "urban sprawl" and "induced demand." These projects are particularly susceptible to legal challenges in which the plaintiffs hire their own travel model experts to dissect the forecasting methods used to derive forecasts of future traffic.
- ***Is the metropolitan area proposing any transportation projects where there is strong and coordinated opposition by local advocacy groups?*** Local groups with sufficient resources, or in coordination with national organizations, may also hire their own travel model experts to challenge controversial projects on methodological grounds.
- ***Has the MPO been a defendant in, or threatened with, legal action in which the adequacy of their travel forecasting methods was challenged?*** If so, what was outcome of this action? MPOs whose travel forecasting methods have been challenged in the past may be vulnerable to future challenges. However, if the challenge was summarily dismissed, or if the travel forecasting methods were upgraded in response to identified deficiencies, the MPO may actually be immunized against future challenges.

Affirmative answers to any of the above questions indicate that the travel forecasting methods used by the MPO are likely to be scrutinized by travel modeling specialists working on behalf of agencies or organizations other than the MPO.

Key Indicators of Agency Technical Capabilities

The certification review team can obtain a general overall assessment of the technical capabilities of the staff responsible for developing and applying the travel forecasting tools used by an MPO by looking at a few key indicators. These indicators are covered in the following questions.

- **Who is responsible for travel forecasting at the MPO?** Technical staff with expertise and experience in travel demand models is needed to develop, maintain and interpret the output from travel forecasting methods used in metropolitan transportation planning applications. This expertise may be provided by MPO in-house staff, by technical staff from another agency (e.g., another MPO or the state DOT), or by outside contractors.

If another governmental agency provides required modeling technical expertise:

- **Is there a formal memorandum of agreement between the agencies to delineate technical responsibilities, lines of communication and review, authorized expenditures and reimbursement procedures?** Without a formal agreement, the MPO must rely entirely on the generosity of other agencies to provide the appropriate expertise and tools.

If contractors perform all travel model development:

- **Who, if anyone, on the MPO staff is responsible for evaluating the technical work of the contractor?** Even if contractors develop the travel demand forecasts, some in-house expertise is still needed in order to independently evaluate the reasonableness of the travel forecasts produced, to defend the methodology in public forums, and to provide institutional memory of what changes were made to the methodology or why they were made.

If in-house staff actively participate in model development and application:

- **What formal training has the MPO technical staff received in travel demand forecasting?** Formal training may include coursework taken as part of an academic degree program, or completion of one or more professional training courses offered by FHWA or FTA.
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- **Does the MPO technical staff require training in specific technical areas?** If no one on the MPO technical staff (where technical staff may be provided by another MPO or State DOT) has formal training or experience in the use of travel forecasting methods, the MPO cannot assess the adequacy or validity of its long range travel demand forecasts. These MPOs may be unable to adequately defend their forecasts against technical challenges to the models or planning assumptions.
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- **Does the MPO organizational structure include a technical committee to review planning assumptions and forecasting methods?** Many MPOs establish technical committees comprised of state and local transportation planning professionals, private consultants, and other individuals having interest in the forecasting process. Such technical committees can help mitigate potential challenges by providing an early opportunity for public participation in the technical process, by de-mystifying the forecasting methodology, and by encouraging broad consensus in developing key planning assumptions.
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- **Does the MPO have a strategic plan and a guaranteed minimum level of funding in its Unified Planning Work Program (UPWP) for maintenance and improvements to its travel forecasting methods?** MPOs that have a well-defined and adequately funded program for data collection, and for travel model maintenance and enhancement, are more likely to have a technically sound forecasting process. By contrast, MPOs with no specific improvement plan or regular source of funding are more likely to base their forecasts on outdated data and methods that are not consistent with current state-of-the-practice.

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- ***Has the MPO convened a peer review or other independent assessment of their travel forecasting methods?*** A peer review can effectively diagnose deficiencies in an MPO's travel forecasting methods, and can inoculate the MPO against frivolous legal challenges, if improvements recommended by the peer review are actually implemented. Alternatively, unimplemented recommendations provide an obvious target for legal challenges. In general, peer reviews provide good indicators of the MPOs' commitment to its travel forecasting technical process.

If a peer review was convened, the following information should also be obtained:

- The date of the most recent peer review
- The stated purpose of the peer review
- A list of participants
- Recommendations arising from the peer review
- The MPO's plan and/or schedule to address the peer review recommendations

Documentation

Most of the questions raised with respect to travel forecasts can be addressed by adequate technical documentation of the input assumptions and the methods used to develop the forecasts. In addition, federal transportation planning regulations require such documentation [23 CFR 450.316 (d)].

The Certification Review Team should request and obtain readily available written, technical documentation from the MPO covering the following subject areas:

1. An inventory of the current state of transportation in the metropolitan area.
2. Key planning assumptions used in developing the forecasts.
3. Descriptions of the methods used to develop forecasts of future travel demand.

Each of these subject areas is described more fully below.

1. Inventory of Current Conditions

The foundation for any forecast is a comprehensive and objective inventory of current conditions with respect to both transportation supply and demand.

The inventory documentation should include the following summary measures for the metropolitan planning area:

- Highway system - total centerline and lane-miles of roadway by functional class
- Transit system - total route miles of transit service by mode (e.g., bus vs. light rail)
- Other transport modes (as appropriate) - pedestrian and bike paths, ferry service, etc.
- Population - total population and households, and their geographic distribution within the study area
- Employment - total number of jobs, and their geographic distribution within the study area
- Vehicle miles of travel - average daily and annual VMT by highway functional class
- Transit use - systemwide transit ridership and share of regional trips made on transit (average daily and peak)
- Congestion - description and duration of peak period (i.e., what criteria distinguish peak vs. off-peak travel (e.g., highway level of service?))

- Land use - amount and geographic distribution of total land area that is currently developed, available for development, or not developable.
- Special conditions - any unusual characteristics of the study area that significantly impact overall travel volumes or patterns (e.g., high tourist area, major intermodal port, heavy truck through traffic, state capital)

The data sources for summary measures should be identified, including descriptions of their currency and frequency of updates. Data sources that are significantly out-of-date should be identified as candidates for updating in future UPWPs.

Data on highway VMT and congestion summary measures should be consistent with, and/or derived from traffic monitoring data used in the TMA's Congestion Management System (CMS).

2. Planning Assumptions

The principal determinants of any long-range travel demand forecast are the planning assumptions about the growth and distribution of population, developed land, and individual travel preferences. If these assumptions are not consistent with statewide or regional controls or with past trends for the study area, they need to be explained and justified.

In non-attainment and maintenance areas, planning assumptions should be consistent with the joint *FHWA/FTA/EPA Guidance on the Use of Latest Planning Assumptions in Conformity Determinations* (January 18, 2001).

The documentation of planning assumptions should, at a minimum, address the following expected changes in the study area:

- Population change - expected change in regional population over the duration of the Transportation Plan. Population assumptions should be compared to past trends, and to statewide demographic control totals, where available.
- Employment change - expected change in regional employment over the duration of the Transportation Plan. Employment assumptions should be compared to past trends, and to statewide economic growth control totals, where available.
- Regional distribution of future population, employment and land use - the procedures used to allocate future population, employment and other activity generators within the metropolitan area. Are the land use forecasts consistent with local jurisdictions' Master Plans? If land use models were employed, these should also be documented under forecasting methods.
- Demographic changes - changes in the demographic characteristics of the study area population that would significantly impact aggregate tripmaking behavior and/or travel patterns. Demographic changes might include, auto ownership, household income, household size, multi-worker households, minority households, etc.
- Travel behavior changes - changes in the tripmaking behavior of travelers and households that would significantly impact aggregate tripmaking behavior and/or travel patterns. Travel behavior changes might include telecommuting, Internet shopping, trip chaining, etc.

Updates to the transportation plan should compare current population, employment and demographic characteristics with forecasts made in previous plan updates. Significant differences between previous forecasts and current conditions should be documented and explained, and assumptions should be revised, accordingly.

3. Forecasting Methods

The complexity of a study area's forecasting methods can vary considerably, depending on current transportation conditions, and on the future transportation investments and policies being evaluated. For example, an MPO with limited public transportation service and few or no choice riders may be able to use a simplified, off-model approach to estimate transit mode share, unless it plans to evaluate major public transit investments as part of its transportation plan. Alternatively, an MPO that plans to make significant investments in operational technology (e.g., areawide signal synchronization, ramp metering, etc.) may need to add a traffic micro simulation model to its model set.

The technical documentation of the travel forecasting methods or models should include the following information:

- Last model revision - when (what year) was the current set of travel models last revised (e.g., new variables, new model algorithms, recalibrated using new data)?
- Model specification - description of models used (e.g., gravity vs. destination choice) and interactions between models, specification of key model coefficients, calibration results (e.g., goodness-of-fit measures).
- Calibration data - what data was used to calibrate the model set (e.g., local home interview survey, national surveys (e.g., NHTS, CTPP), models "borrowed" from another urban area)? How current is the data source?
- Local survey - if a local home interview survey was used to calibrate the model, when (what year) was the survey conducted, how many valid household records were collected?
- Model validation - what year and data source was the model validated against?
- Size of network - how many links are in the model highway network; what highway functional classes are included as network links; has a compatible transit network been developed?
- Number of zones - How many transportation analysis zones (TAZs) are included in the model?
- Non-home based travel - How is non-home based travel modeled (e.g., freight, commercial services, through traffic, tourists)?

The technical documentation should be readily available to all interested parties, consistent with the public involvement provisions in the planning regulations [23 CFR 450.316 (b)(1)]. Technical documentation should be updated on a periodic basis to reflect changes in the models or the key planning assumptions used to develop the transportation plan.

MPOs that cannot provide written technical documentation, or whose documentation does not adequately cover the above subject areas, are vulnerable to legal challenges even if their planning assumptions and forecasting methods are otherwise satisfactory.

Suggested Actions by the Certification Review Team

MPOs that are able to provide adequate documentation of their forecasting methods and assumptions, and that have generally positive indicators of technical capabilities and low indicators of risk, require no further action by the certification review team.

The absence of any technical documentation, or documentation that does not adequately address key subject areas should be discussed as a recommended area for improvement during the certification review.

Indications of weak technical capabilities with respect to travel forecasting methods should also be discussed as a recommended area for improvement during the certification review. MPO's that have not had their travel forecasting methods recently peer reviewed should be encouraged to

convene a peer review. FHWA provides financial support to MPOs for technical peer reviews through its Travel Model Improvement Program (TMIP).

MPOs engaged in high-risk applications (e.g., conformity determinations or controversial highway projects), and with indications of weak technical capabilities should have their forecasting methods reviewed by FHWA/FTA travel model experts.

This page last modified on May 27, 2004

MEMORANDUM

**TO: Technical Coordinating Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: February 22, 2006

SUBJECT: 2006-07 Unified Planning Work Program (UPWP)

This memo presents the Draft 2006-07 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO).

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit Authority, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation - Transportation Planning Branch on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the Congestion Management Systems, Collector Street Plan, Land Use Model, GIS/Data Integration and Automation, Regional Model Update and Enhancement,

Travel Behavior Surveys and Update of the ITS Deployment Plan and Regional Architecture, Support of the Regional Model Service Bureau, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and the Triangle Transit Authority (TTA), is the Federal Transit Administration’s Section 5303 (formerly Section 8) funds. These funds are allocated by NCDOT’s Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 (formerly Section 9) capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2006-07 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds represent 80% of transportation planning activities in the urban area and require a 20% match by the local areas. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funds are based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on the following formula: All MPOs get equal share of \$130,000 (hold harmless) and the rest of the funds are distributed based on the MPO urbanized area population. The DCHC MPO PL fund allocation for FY 2006-07 is \$373,549, and the unobligated balance is \$133,388. The total PL funds for the 2006-07 UPWP as shown below, includes funds de-obligated through Amendment 1 of the 2005-06 UPWP.

Federal (PL funds)	\$616,541
Local	<u>\$154,135</u>
Total	\$770,676

STP-DA – These funds are the Direct Attributable Allocation portion of the Surface Transportation Program (STP) funds created by ISTEA and provided to Transportation Management Areas (TMAs are MPO over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are flexed for MPO transportation planning. A total of \$1,665,750 of STP-DA is programmed in FY 2004-2005 UPWP.

Federal (STP-DA)	\$1,332,600
Local	<u>\$ 333,150</u>
Total	\$1,665,750

State Planning and Research Funds (SPR Funds) – These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non federal matching funds. SPR funds programmed in the 2006-2007 UPWP are as follows:

Federal	\$00,000
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NCDOT-TPB	<u>\$00,000</u>
Total SPR funds	\$00,000

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9, Capital) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

	CHT	DATA	TTA	MPO Total
Federal	\$92,759	\$98,312		\$191,071
State	\$11,595	\$12,289		\$ 23,884
Local	\$11,595	\$12,289		\$ 23,884
Total	\$115,495	\$122,890		\$238,839

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the FTA on the basis of the transit operator’s service area population. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which are provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TTA	MPO Total
Federal	\$120,000	\$351,445	\$1,225,000	\$1,696,445
State	\$15,000	\$ 43,931	\$153,125	\$ 212,056
Local	\$15,000	\$ 43,931	\$153,125	\$ 212,056
Total	\$150,000	\$439,306	\$1,531,250	\$2,120,556

DCHC MPO – UPWP Funding Sources

Funding Type	Federal	State	Local	Total
Section 104(f)	\$616,541	\$0	\$154,135	\$770,676
STP-DA	\$1,332,560	\$0	\$333,150	\$1,665,750
FTA 5303	\$191,071	\$23,8849	\$23,884	\$238,839
FTA 5307	\$1,696,445	\$212,056	\$212,056	\$2,120,556

Unified Planning Work Program (UPWP) Development Process

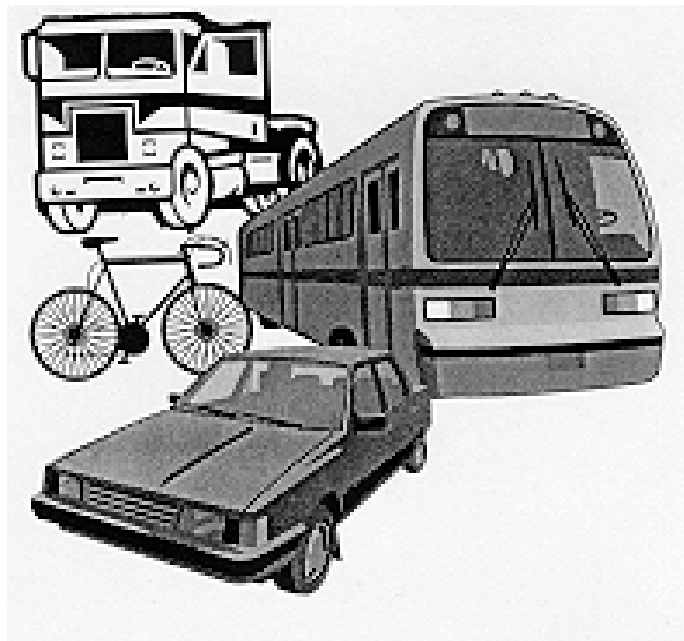
The development process for the 2006-07 UPWP is presented below. This process differs from the previous process in that a public involvement component has been incorporated in this process. Also, the TAC is involved early in the process during the formulation of major emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. The draft 2006-07 UPWP schedule is illustrated in the below development schedule.

	Date	Task Descriptions
1	Jan-06	NCDOT transmits FHWA Section 104(f) planning funds to the MPO.
2	Jan-06	NCDOT -PTD transmits Transit UPWP materials and schedule to transit operators
3	25-Jan-06	TCC initiates the development of the 2006-2007 UPWP
4	8-Feb-06	TAC receives schedule for the development of the 2006-2007 UPWP. TAC receives update on Section 5307 distribution between TTA, DATA and CHT
5	22-Feb-06	TCC receives draft 2006-2007 UPWP
6	Feb-March	Development of Draft 2006-07 UPWP
7	Feb-March	TCC coordinates with member jurisdictions budget process for local matching funds
8	8-Mar-06	TAC receives Draft 2006-2007 UPWP and provides comments to the TCC. Draft UPWP released for public comment period.
9	22-Mar-06	TCC recommends final 2006-2007 UPWP for TAC approval
10	12-Apr-06	TAC adopts 2006-2007 UPWP and self-certifies MPO planning process
11	24-Apr-06	Deadline for submitting TAC approved 2006-07 UPWP to NCDOR-PTD
12	Jun-06	NCDOT/FHWA approves 2006-2007 UPWP

Unfunded/Partially Funded Special Emphasis Projects

1. External station survey
2. Onboard survey
3. Special generator survey
4. Commercial vehicle survey
5. Travel time/speed
6. MPO model enhancements (subarea, select link, LRTP & Mobile 6 interface)
7. Environmental Justice /LEP – committee, translator, website design and update, bilingual MPO materials.
8. Transit vision plan (transit master plan)
9. MPO collector street plan/Farrington Road-Stagecoach Road corridor study.
10. Update of the ITS Deployment Plan

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



DRAFT

2006-2007
Unified Planning Work Program (UPWP)

February 25, 2006

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Town of Chapel Hill 2/16/2006 10:04			
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	10 Mapping	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000			3,125	3,125	25,000	31,250	
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Forecast of Data to Horizon year	0	0	1,250	5,000	625	625	5,000	0	0	0	0	0	1,875	625	10,000	12,500	
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	8 Capacity Deficiency Analysis	0	0	1,250	5,000	382	382	3,056	0	0	0	0	0	1,632	382	8,056	10,070	
	9 Highway Element of th LRTP	0	0	1,250	5,000	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250	
	10 Transit Element of the LRTP	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	2,500	2,500	20,000	25,000	
	11 Bicycle & Ped. Element of the LRTP	0	0	2,500	10,000	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500	
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	16 Financial Planning	0	0	2,500	10,000	625	625	5,000	0	0	0	0	0	3,125	625	15,000	18,750	
	17 Congestion Management Strategies	0	0	0	0	0	0	0	382	382	3,056			382	382	3,056	3,820	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	125	125	1,000	0	0	0	0	0	125	125	1,000	1,250	
III-A	Planning Work Program																	
III-A	1 Planning Work Program	0	0	250	1,000	375	375	3,000	375	375	3,000			1,000	750	7,000	8,750	
III-B	Transp. Improvement Plan																	
III-B	1 Transp. Improvement Plan	0	0	500	2,000	0	0	0	250	250	2,000			750	250	4,000	5,000	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	0	0	0	375	375	3,000			375	375	3,000	3,750	
	2 Environmental Justice	0	0	0	0	0	0	0	375	375	3,000			375	375	3,000	3,750	
	3 Minority Business Enterprise	0	0	0	0	0	0	0	1,250	1,250	10,000			1,250	1,250	10,000	12,500	

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Town of Chapel Hill 2/16/2006 10:04			
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	1,250	1,250	10,000				1,250	1,250	10,000	12,500
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	625	625	5,000				625	625	5,000	6,250	
6 Public Involvement	0	0	0	0	0	0	0	750	750	6,000				750	750	6,000	7,500	
7 Private Sector Participation	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750	
III-D	Incidental Png./Project Dev.																	
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
3 Special Studies	0	0	1,250	5,000	0	0	0	6,875	6,875	55,000				8,125	6,875	60,000	75,000	
4 Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000				1,250	1,250	10,000	12,500	
III-E	Management & Operations																	
1 Management & Operations	0	0	5,749	22,996	4,750	4,750	38,000	5,243	5,243	41,944	0	0	0	15,742	9,993	102,940	128,675	
Totals	\$0	\$0	\$16,499	\$65,996	\$11,882	\$11,882	\$95,056	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$48,381	\$31,882	\$321,052	\$401,315	

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Orange County 2/16/2006 10:04			
		SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts			0	0										-	-	-	-
	2 Vehicle Miles of Travel													-	-	-	-	
	3 Street System Changes													-	-	-	-	
	4 Traffic Accidents													-	-	-	-	
	5 Transit System Data			0	0									-	-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change													-	-	-	-	
	7 Air Travel													-	-	-	-	
	8 Vehicle Occupancy Rates													-	-	-	-	
	9 Travel Time Studies			0	0									-	-	-	-	
	10 Mapping			0	0									-	-	-	-	
	11 Central Area Parking Inventory													-	-	-	-	
	12 Bike & Ped. Facilities Inventory													-	-	-	-	
	13 Bike & Ped. Counts			0	0									-	-	-	-	
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data			0	0									-	-	-	-	
	2 Collection of Network Data			0	0									-	-	-	-	
	3 Travel Model Updates													-	-	-	-	
	4 Travel Surveys													-	-	-	-	
	5 Forecast of Data to Horizon year			0	0									-	-	-	-	
	6 Community Goals & Objectives													-	-	-	-	
	7 Forecast of Future Travel Patterns													-	-	-	-	
	8 Capacity Deficiency Analysis													-	-	-	-	
	9 Highway Element of the LRTP													-	-	-	-	
	10 Transit Element of the LRTP													-	-	-	-	
	11 Bicycle & Ped. Element of the LRTP													-	-	-	-	
	12 Airport/Air Travel Element of LRTP													-	-	-	-	
	13 Collector Street Element of LRTP													-	-	-	-	
	14 Rail, Water or other mode of LRTP													-	-	-	-	
	15 Freight Movement/Mobility Planning													-	-	-	-	
	16 Financial Planning													-	-	-	-	
	17 Congestion Management Strategies			0	0									-	-	-	-	
	18 Air Qual. Planning/Conformity Anal.			1,410	5,640									1,410	-	5,640	7,050	
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning													-	-	-	-	
III-A	Planning Work Program			0	0									-	-	-	-	
III-B	Transp. Improvement Plan			0	0									-	-	-	-	
III-C	Cvl Rgts. Cmp./Otr .Reg. Rqs.																	
	1 Title VI													-	-	-	-	
	2 Environmental Justice			0	0									-	-	-	-	

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Orange County 2/16/2006 10:04			
Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
3	Minority Business Enterprise																	
4	Planning for the Elderly & Disabled																	
5	Safety/Drug Control Planning																	
6	Public Involvement			0	0													
7	Private Sector Participation																	
III-D Incidental Plng./Project Dev.																		
1	Transportation Enhancement Plng.																	
2	Enviro. Analysis & Pre-TIP Plng.																	
3	Special Studies			0	0													
4	Regional or Statewide Planning																	
III-E Management & Operations																		
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		\$0	\$0	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,410	\$0	\$5,640	\$7,050

City of Durham/LPA

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Durham
2/16/2006 12:42

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A 1	Traffic Volume Counts	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
2	Vehicle Miles of Travel	0	0	250	1,000	0	0	0	0	0	0				250	-	1,000	1,250
3	Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Traffic Accidents	0	0	250	1,000	0	0	0	0	0	0				250	-	1,000	1,250
5	Transit System Data	0	0	0	0	7,289	7,289	58,312	0	0	0				7,289	7,289	58,312	72,890
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Mapping	0	0	0	0	0	0	0	0	0	0				-	-	-	-
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Bike & Ped. Counts	1,250	5,000	0	0	0	0	0	0	0	0				1,250	-	5,000	6,250
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	10,000	40,000	0	0	0	0	0	0	0	0				10,000	-	40,000	50,000
2	Collection of Network Data	10,000	40,000	0	0	0	0	0	0	0	0				10,000	-	40,000	50,000
3	Travel Model Updates	157,500	630,000	7,500	30,000	0	0	0	0	0	0				165,000	-	660,000	825,000
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Forecast of Data to Horizon year	7,500	30,000	0	0	0	0	0	0	0	0				7,500	-	30,000	37,500
6	Community Goals & Objectives	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
11	Bicycle & Ped. Element of the LRTP	24,150	96,600	0	0	0	0	0	0	0	0				24,150	-	96,600	120,750
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
16	Financial Planning	0	0	750	3,000	0	0	0	0	0	0				750	-	3,000	3,750
17	Congestion Management Strategies	25,000	100,000	16,696	66,785	0	0	0	0	0	0				41,696	-	166,785	208,481
18	Air Qual. Planning/Conformity Anal.	0	0	2,000	8,000	0	0	0	0	0	0				2,000	-	8,000	10,000
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-A	Planning Work Program																	
III-A	Planning Work Program	0	0	4,625	18,500	0	0	0	0	0	0				4,625	-	18,500	23,125
III-B	Transp. Improvement Plan																	
III-B	Transp. Improvement Plan	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Environmental Justice	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled	0	0	0	0	5,000	5,000	40,000	0	0	0				5,000	5,000	40,000	50,000
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	0	0	5,000	20,000	0	0	0	0	0	0				5,000	-	20,000	25,000
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	250	1,000	0	0	0	0	0	0				250	-	1,000	1,250
2	Enviro. Analysis & Pre-TIP Plng.	0	0	1,250	5,000	0	0	0	0	0	0				1,250	-	5,000	6,250

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		3	Special Studies	49,000	196,000	1,250	5,000	0	0	0	0	0	0	0	0	50,250	-	201,000
4	Regional or Statewide Planning	2,500	10,000	500	2,000	0	0	0	0	0	0	0	0	3,000	-	12,000	15,000	
III- E Management & Operations																		
1	Management & Operations	25,000	100,000	17,726	70,904	0	0	0	43,931	43,931	351,445	0	0	0	86,657	43,931	522,349	652,936
Totals		\$311,900	\$1,247,599	\$70,547	\$282,189	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$438,667	\$56,220	\$1,979,545	\$2,474,432

\$382,447 \$1,529,788
\$1,912,235

Triangle Transit Authority (TTA)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													TTA 2/16/2006 10:04			
		SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
NCDOT 20%	FHWA 80%	Local 10%	NCDOT 10%			FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%						
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts			0	0				0	0	0				-	-	-	-
	2 Vehicle Miles of Travel			0	0				0	0	0				-	-	-	-
	3 Street System Changes			0	0				0	0	0				-	-	-	-
	4 Traffic Accidents			0	0				0	0	0				-	-	-	-
	5 Transit System Data			0	0				0	0	0				-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0				-	-	-	-
	7 Air Travel			0	0				0	0	0				-	-	-	-
	8 Vehicle Occupancy Rates			0	0				0	0	0				-	-	-	-
	9 Travel Time Studies			0	0				0	0	0				-	-	-	-
	10 Mapping			0	0				0	0	0				-	-	-	-
	11 Central Area Parking Inventory			0	0				0	0	0				-	-	-	-
	12 Bike & Ped. Facilities Inventory			0	0				0	0	0				-	-	-	-
	13 Bike & Ped. Counts			0	0				0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data			0	0				0	0	0				-	-	-	-
	2 Collection of Network Data			0	0				0	0	0				-	-	-	-
	3 Travel Model Updates			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
	4 Travel Surveys			0	0				1,250	1,250	10,000				1,250	1,250	10,000	12,500
	5 Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
	6 Community Goals & Objectives			0	0				0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns			0	0				0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
	9 Highway Element of the LRTP			0	0				0	0	0				-	-	-	-
	10 Transit Element of the LRTP			0	0				0	0	0				-	-	-	-
	11 Bicycle & Ped. Element of the LRTP			0	0				0	0	0				-	-	-	-
	12 Airport/Air Travel Element of LRTP			0	0				0	0	0				-	-	-	-
	13 Collector Street Element of LRTP			0	0				0	0	0				-	-	-	-
	14 Rail, Water or other mode of LRTP			0	0				0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning			0	0				0	0	0				-	-	-	-
	16 Financial Planning			0	0				0	0	0				-	-	-	-
	17 Congestion Management Strategies			21,250	85,000				0	0	0				21,250	-	85,000	106,250
	18 Air Qual. Planning/Conformity Anal.			0	0				0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning			0	0				121,250	121,250	970,000				121,250	121,250	970,000	1,212,500
III-A	Planning Work Program			0	0				0	0	0				-	-	-	-
III-B	Transp. Improvement Plan			0	0				0	0	0				-	-	-	-
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
1	Title VI			0	0				0	0	0				-	-	-	-
2	Environmental Justice			0	0				0	0	0				-	-	-	-
3	Minority Business Enterprise			0	0				0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled			0	0				0	0	0				-	-	-	-
5	Safety/Drug Control Planning			0	0				0	0	0				-	-	-	-
6	Public Involvement			0	0				0	0	0				-	-	-	-
7	Private Sector Participation			0	0				0	0	0				-	-	-	-

Triangle Transit Authority (TTA)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													TTA 2/16/2006 10:04			
		SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Task Description	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
III-D	Incidental Plng./Project Dev.														-	-	-	-
1	Transportation Enhancement Plng.			0	0				0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
4	Regional or Statewide Planning			0	0				5,625	5,625	45,000				5,625	5,625	45,000	56,250
III-E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
Totals		\$0	\$0	\$21,250	\$85,000	\$0	\$0	\$0	\$153,125	\$153,125	\$1,225,000	\$0	\$0	\$0	\$174,375	\$153,125	\$1,310,000	\$1,637,500

LPA/MPO Special Projects		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program STP-DA Worksheet					
		LPA Base/other STP-DA		MPO Sp Projects STP-DA		TOTAL STP-DA	
		133(b)(3)(7)		Emphasis 133(b)(3)(7)		133(b)(3)(7)	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
Task Description							
II A	Surveillance of Change						
II A 1	Traffic Volume Counts	0	0	0	0	0	0
2	Vehicle Miles of Travel	0	0	0	0	0	0
3	Street System Changes	0	0	0	0	0	0
4	Traffic Accidents	0	0	0	0	0	0
5	Transit System Data	0	0	0	0	0	0
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0
7	Air Travel		0	0	0	0	0
8	Vehicle Occupancy Rates	0	0	0	0	0	0
9	Travel Time Studies	0	0	0	0	0	0
10	Mapping	0	0	0	0	0	0
11	Central Area Parking Inventory	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0
13	Bike & Ped. Counts	1,250	5,000	0	0	1,250	5,000
II B	Long Range Transp. Plan						
B 1	Collection of Base Year Data	0	0	10,000	40,000	10,000	40,000
2	Collection of Network Data	0	0	10,000	40,000	10,000	40,000
3	Travel Model Updates	20,000	80,000	137,500	550,000	157,500	630,000
4	Travel Surveys	0	0	0	0	0	0
5	Forecast of Data to Horizon year	7,500	30,000	0	0	7,500	30,000
6	Community Goals & Objectives	0	0	0	0	0	0
7	Forecast of Future Travel Patterns	0	0	0	0	0	0
8	Capacity Deficiency Analysis	0	0	0	0	0	0
9	Highway Element of th LRTP	0	0	0	0	0	0
10	Transit Element of the LRTP	0	0	0	0	0	0
11	Bicycle & Ped. Element of the LRTP	24,150	96,600	0	0	24,150	96,600
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0
13	Collector Street Element of LRTP	0	0	0	0	0	0
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	0	0	0
16	Financial Planning	0	0	0	0	0	0
17	Congestion Management Strategies	25,000	100,000	0	0	25,000	100,000
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0
II C	Short Range Transit Planning						
1	Short Range Transit Planning		0	0	0	0	0
III-A	Planning Work Program	0	0	0	0	0	0
III-B	Transp. Improvement Plan	0	0	0	0	0	0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.						
1	Title VI	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0
3	Minority Business Enterprise	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	0	0	0
5	Safety/Drug Control Planning	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0

LPA/MPO Special Projects		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program STP-DA Worksheet					
		LPA Base/other STP-DA		MPO Sp Projects STP-DA		TOTAL STP-DA	
Task Description		133(b)(3)(7)		Emphasis 133(b)(3)(7)		133(b)(3)(7)	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
7	Private Sector Participation	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.						
1	Transportation Enhancement Png.	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0
3	Special Studies	5,000	20,000	44,000	176,000	49,000	196,000
4	Regional or Statewide Planning	2,500	10,000	0	0	2,500	10,000
III-E	Management & Operations						
1	Management & Operations	25,000	100,000	0	0	25,000	100,000
Totals		\$110,400	\$441,600	\$201,500	\$805,999	\$311,900	\$1,247,599

\$552,000

\$1,007,499

\$1,559,499

Date: February 7, 2006

To: Ed Harrison

From: Kevin Foy

Re: Issues on the DCHC MPO meeting agenda - February 8, 2006

Item #6: UPWP Amendment

We support the amendment; however, we have a couple questions we would like to refer to TCC (make a motion to refer):

- 1) Can we get a tally of all the money being spent from DA funds on planning activities related to the model update?
- 2) How much money are we and CAMPO spending to update the model?
- 3) How much of whatever we get from the model update is going to be useable for the 2035 Plan?

Item #7: UPWP Funds

Chapel Hill would like to request funding for a Long Range Transit Master Plan; we plan to work on this with Carrboro, UNC, and the Department of Transportation. Move to refer this request to TCC.

Item #8: Regional Model

What information will be available to us this summer when we have to begin the 2035 plan? This is the same question as we asked under Item #6 and referred to TCC

Item #10: Bike/Ped Feasibility Study

Ask TCC to be sure we know the allocation of cost between governments (for example, right-of-way purchase, etc.), so that we know what our local match cost will be and can prepare to allocate it; and ask TCC as they work on this to keep open the option of separate bid packages

DRAFT 7-Year TDM Plan Development Proposal

Purpose: To develop a seven (7) year regional work program with estimated outcomes, costs, and revenue sources defined for each year

Goal: There are several goals that we would like to achieve through this Long-Range TDM Plan. These include:

1. documenting existing policies, ordinances, and activities that support or undermine TDM objectives; and documenting their outcomes, budgets, and revenue sources;
2. educating key stakeholders on the opportunities for TDM to be an important part of the region's mobility solution;
3. providing a process for the input of key stakeholders into our TDM work plans toward matching our work with their needs and expectations;
4. identifying policies and ordinances that local governments could adopt in support of public transportation and ridesharing services; and
5. identifying future investment levels needed to achieve desired outcomes.

Funding Partners: MPOs (80%)
NCDOT (10%)
Current and potential NCDOT TDM grant funding recipients
(TJCOG, TTA, UNC, NCSU, and SmartCommute@RTP (2% each))

Key Stakeholders: local governments, transit agencies, universities, chambers of commerce, TMAs/TCAs, transportation advocates, environmental advocates

Structure: TTA serves as Project Manager. A Consultant is hired to convene the partners and provide technical support in the development and analysis of scenarios. An Advisory Group of stakeholders provides input, reviews deliverables, and makes recommendations to the Policy Group. A Policy Group of funding partners oversees the study and makes final approvals of deliverables.

<i>Timeline:</i>	July 2006	Issue RFP
	September 2006	Award contract
	October 2006	Study Commences
	March 2007	Final report
	Spring 2007	Submit FY2008 workplans and budgets
	July 2008	Begin implementation of Year 1 of the 7-year plan

Cost: ~\$100,000 to be shared by the funding partners.

FY2007 Request for funds from CAMPO and DCHC*50% match to be provided by NCDOT for Congestion Management Activities**20% match to be provided for 7-Year TDM Plan Development*

Activity	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
Congestion Management Activities (CAMPO)	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Congestion Management Activities (DCHC)	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000
7-Year TDM Plan Development (CAMPO)	\$40,000						
7-Year TDM Plan Development (DCHC)	\$40,000						

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: February 22, 2006

RE: Collector Street Plan Update

Completed Public Workshops

The Collector Street Plan team has conducted two public workshops:

- The 1st Public Workshop was held October 11, 2005. The Workshop discussed the need for a collector street plan and gathered input from the public. There were about 30 participants.
- The 2nd Public Workshop was held Tuesday, January 10, 2006. Participants viewed maps and information on three collector street network alternatives and provided their comments to staff. Addresses in the study area received a “hold-the-date” notice for this workshop, and a subsequent set of maps of the alternatives. The mailings were effective – there were 150 participants.

Next Steps – Final Public Workshop

The final public workshop will present the recommended collector street network and full plan report. Before the network and plan can move forward for public review, a few issues with the Southwest Durham Drive alignment need to be resolved. For example, part of the Southwest Durham Drive alignment bisects the Creekside Elementary School site and the Durham Public School system might engage public officials to conduct the needed review process to move the corridor.

Final Product

The final product for this project will be the *SW Durham County/SE Chapel Hill Collector Street Plan* that contains a map of the collector street network, design considerations and an implementation plan.

Schedule

Assuming no delays in developing the recommended network and plan, here is the expected schedule:

- March 2006 – Conduct final public workshop;
- April 2006 – TCC review and forward plan to TAC;
- May 2006 – TAC review and adopt plan; and,
- June 2006 – City of Durham, Durham County and Town of Chapel Hill adopt plan.

Given the summer recess for the TAC (July), Durham City Council (July), and Town of Chapel Hill (July and August), any delay will carry full adoption by the TAC and all local elected bodies into September.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 8, 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 conducted on January 10, 2006
- Development and Plan implementation strategies anticipated to be finished in early February 2006.
- Draft Collector Street Plan to be completed in early February 2006.
- Final public workshop to occur last week of February 2006.
- Final Plan likely to be ready in early March.
- 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 – anticipated in February 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee to be finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) to be finalize in February 2006.
- Kick off meeting for the study scheduled in March 2006
- Establish Project Team List serve in March 2006

- Base Year data Collection and Information Gathering to be completed in March 2006.
- Data Analysis and Projection likely to be completed in March 2006.
- Stakeholders meeting scheduled in March 2006
- Determine and quantify historic and existing measures likely to be completed in April 2006.
- Identify new measures to be completed in April 2006.
- Identify GHG target and model reduction targets anticipated to be completed in April 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in April 2006.
- Formulate Action Plan anticipated to be completed in May 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by May 2006.
- Draft Report likely to be done in May 2006.
- Final Plan anticipated to be finalized in June 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of June and July 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 I (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. This project has been postponed to fall 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. This project is delayed due to regional coordination and safety issues on buses.
- Data analysis and tabulation expected to be completed in May 2006

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection has been delayed and now expected to commence in February 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 July 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 March 8, 2006 meeting.
- Draft to be ready for May10, 2006 TAC meeting.

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.

Development of a Regional Transit Vision Plan

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 UNDER CONSTRUCTION IN DURHAM COUNTY - 2/1/2006

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%	91.80%	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%	3/31/2006
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%	90.56%	1/15/2006
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	89%	76.59%	12/31/2006
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	92.25%	93.49%	12/31/2006
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	60.40%	66.61%	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	6.51%	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	86%	68.33%	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%	93.13%	1/23/2006
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%	98.50%	3/30/2006
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%	4/15/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,200,000.00	0.152 miles	C. HOUSER	(919) 250-4016	4/18/2006
DURHAM / WAKE	U-4026A / B	DAVIS DRIVE	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54	\$ 29,100,000.00	5.6 miles	D. TAYLOR	(919) 250-4016	7/18/2006
	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 2,700,000.00	0.369 miles	J. MOORE	(919) 250-4016	11/21/2006

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

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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - 1/30/06

TCC 2/22/06 Attachment 10A

County	TIP #	Route	Location Description	Contract Amount	Length	Resident Engineer	RE Phone	Completion Date	Scheduled	Actual Progress	Estimated Completion Date
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	\$ 3,235,518.45	9.79 miles	Donald R. Huffines	(336) 570-6830	11/15/2006	48.7%	89.22%	11/15/2006
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	\$ 1,321,891.11	16.424 miles	Donald R. Huffines	(336) 570-6830	09/15/2006			Work to Begin April 2006
NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTNG LIST											
County	TIP #	Route	Location Description	TIP Estimate	Length	Resident Engineer	RE Phone	Est. Let Date			
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	\$ 4,450,000.00	0.392 miles	Donald R. Huffines	(336) 570-6830	16-May-06			

Working on the railbed

Trail takes shape along rail corridor

SAMIHA KHANNA, Staff Writer

From the rusty stoves and piles of used shingles amid the trees, it was hard to imagine that a South Durham dumping ground could become a serene nature trail.

But nearly every Saturday for the past several years, members of the Triangle Rails-to-Trails Conservancy have turned neglected patches of woods into walking trails. Their work eventually will become part of the American Tobacco Trail, a historic 22-mile path winding over a former Norfolk Southern railroad bed through Wake, Chatham and Durham counties. And they are always looking for more volunteers.

Creating a trail is not just about filling holes and clearing fallen trees, said Bill Bussey, president of Rails-to-Trails.

"It's a project larger than ourselves, and it will help [future] generations," he said. "They're going to use it for transportation, recreation, fitness and general well-being."

A clear path

The group formed in 1989 to push plans for the American Tobacco Trail.

The idea was inspired by communities in other states that were turning abandoned railroad corridors into trails for walking and cycling.

It made sense, said Curt Devereux, a member of the Rails-to-Trails board.

The land already had been cleared and graded, and the rails already marked a path from town to town.

With some of the infrastructure already in place, the opportunity was just waiting to be snatched up. Governments had to act fast, before the pathways were lost to private developers, he said.

The process started on paper, with annexation, rights-of-way and other red tape, Bussey said. But with such a large project, there were some pieces of the trail that would take longer to complete than others.

That's where the Rails-to-Trails Conservancy stepped in to help, adopting some sections, Devereux said.

In Durham, the group adopted a three-mile section from about Massey Chapel Road south to the Chatham County line, Devereux said. In Chatham County, the group adopted a 3.5-mile stretch from Northeast Creek south to New Hope Church Road, he said.

More than a thousand people already use the three-mile Durham path each month, Devereux said.

Once the paths are finished and connected to the larger American Tobacco Trail, the possibilities are endless, Bussey said.

"It goes where people want to go," Bussey said. "It goes from business districts to offices and shops. Parents could send their kids to the movies on their bikes. ... That's the real gem of it."

Staff writer Samiha Khanna can be reached at 956-2468 or skhanna@newsobserver.com.

Published: Feb 04, 2006 12:30 AM
 Modified: Feb 04, 2006 04:00 AM

An eyesore no more: New plans unveiled for pedestrian bridge that will cross freeway and replace existing walkway

JIM WISE, Staff Writer

This week, citizens got a first view of what the Durham Freeway's new pedestrian bridge will look like. Stewart Engineering Inc. of Morrisville displayed artists' renderings of the proposed span at a public meeting earlier this week.

The renderings depict an arched, 200-foot, single-span structure with open framework allowing clear visibility into and all along the bridge, with security lighting and improved access at either end. Construction is expected to begin this fall, with completion scheduled for 2007.

Crossing the freeway just east of Alston Avenue and connecting segments of Lakeland Street separated by freeway construction, the new bridge will replace the present, rusting enclosed bridge built in 1972. By the 1990s, the bridge had structurally deteriorated and had become a hangout for drug dealers and thieves. The city closed it in 1995.

Designs for the new bridge address concerns about safety and access raised at a public meeting in September.

What: Pedestrian-cyclist bridge, crossing the Durham Freeway connecting Lakeland Street, near Burton Elementary School on the south, with Gillette Avenue and a future greenway connector, on the north.

Design: Single-span, open-frame with brick abutments for visual coordination with downtown warehouse districts. To serve both as functional bridge and as symbolic gateway to the city. Proposal includes blue lights outlining archway at night.

Why: Only one safe pedestrian/cyclist route across the freeway presently exists, the Bacon Street underpass.

Safety: Design affords high visibility from the freeway and from either end of the bridge. Overhead security lighting throughout bridge interior, security lighting at access areas on either end. Clear sightlines from access areas through bridge. Wooded area cleared at northside access. Patrol by police assigned to parks and greenways. Possible emergency callboxes and video monitoring. Security landscaping at approach areas.

Access: Meets federal Americans With Disabilities Act requirements. Northside, pedestrian/bicycle trail to Gillette Avenue and a future greenway connector through landscaped park. Southside, ramp from Lakeland Street dead-end; proposal includes a vehicle connector between Sowell and Lakeland streets to create an access loop from Harrell Avenue at Burton Elementary School.

Cost: \$2 million, including design, removal of present bridge and construction. Funding by federal appropriation channeled through N.C. Department of Transportation.

Timetable: Feb. 15, presentation to Durham Appearance Commission, followed by presentation for approval by City Council. Bidding anticipated late May, construction commencing fall 2006. Completion in approximately 12 months.

Construction detours: Expected night closings of the freeway, 11 p.m.-5:30 a.m., during some project phases. Closures scheduled to avoid conflict with evening events. Southbound traffic detoured Alston Avenue-Lawson Street-Briggs Avenue; northbound, Briggs-Pettigrew Street-Alston.

Neighborhood effect: City has targeted areas at both ends for economic-development incentives.

Comment: "This is a little jewel of a project" -- Iona Hauser, senior planner, Stewart Engineering.

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Triangle needs to factor in pedestrians

JESSICA ROCHA, Staff Writer

PEDESTRIANS KILLED



1. Jan. 23, 7 p.m.
 Arthur McClean, 54, was crossing U.S. 15-501 near a traffic signal when he was struck by a vehicle. Chapel Hill police determined the driver was not at fault. He was not charged.



2. Jan. 24, 6:28 p.m.
 Harry Weldon Alston, 39, was riding a bicycle on N.C. 54 toward Chapel Hill when he was hit by a charter bus carrying the Boston College men's basketball team. Police are still investigating the incident.



3. Jan. 25, 8:20 p.m.
 David Galinsky, 71, was killed crossing Fordham Boulevard at Manning Drive while walking to a UNC basketball game. Police are still investigating the incident.

The News & Observer

Three people died on Chapel Hill's roads this week after they were hit by vehicles while they were walking or biking.

That number would be high for any North Carolina city, but this university town takes its walkability and bikeability very seriously.

Chapel Hill hadn't had a pedestrian die from being hit by a car since 2002. No cyclist had been killed by a vehicle since before 1997, according to state Department of Transportation figures.

As the Triangle grapples with increasing traffic and wider highways, it also needs to figure out how pedestrians and bicyclists fit in.

"It usually takes engineering, education and enforcement ... to have a comprehensive safety program," said Vance Barham, the DOT division traffic engineer for the area that includes Chapel Hill.

All three accidents happened in the dark on state-maintained busy highways unwelcoming to pedestrians or bicyclists. The two pedestrians were crossing busy four-lane highways at intersections that had traffic signals but no crosswalks.

"If you don't have a [pedestrian] signal, you have to watch for the traffic and then you have to walk [while watching for traffic]," said Kumar Neppalli, Chapel Hill's traffic engineer.

An accident killed a man in Raleigh this past October when he was trying to cross Interstate 440 (the Beltline) near New Bern Avenue. And a Durham high school student was killed in the early-morning darkness in September when she was hit by an SUV while walking to school.

Bicyclists also have been killed. In Durham last January, a Hillside High School student died after a collision with a bus in the school parking lot.

This week, before the charter bus carrying Boston College's men's basketball team knocked him off his bike and threw him into the grass, Harry Alston was trying to share a pothole-ridden section of shoulderless highway lane with vehicles that should have been traveling the 45-mph speed limit.

Traffic engineers from the state and the town plan to investigate where each accident happened and figure out what, if anything, can be done to make those stretches of road safer.

The town is responsible for making sure traffic signals are working properly, Neppalli said, while the state maintains the roads and crosswalks.

Neppalli said Chapel Hill has previously asked the DOT to install a crosswalk and walk signals at Manning Drive and Fordham Boulevard, the scene of Wednesday's accident.

About 8:20 p.m. that night, David Galinsky, 71, died crossing those four lanes of traffic near that intersection on his way to see the Tar Heels play at the Smith Center.

Installing a crosswalk and walk signal on one side of the intersection would cost about \$15,000, Barham estimated.

But Barham said Chapel Hill has never asked to have them installed at Manning Drive.

"I know we've added some additional devices along [U.S.] 15-501 in several locations at the town's request, but I don't remember that being one of them," he said.

Staff writer Jessica Rocha can be reached at 932-2008 or jessica.rocha@newsobserver.com.

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Town baffled as 3rd person is struck, killed by vehicle

By BETH VELLIQUETTE, The Herald-Sun

January 26, 2006 8:52 pm

CHAPEL HILL -- For three nights in a row, a pedestrian or bicyclist was killed on the streets of Chapel Hill.

For a town that has few if any fatal accidents in a year, having three in three days has police officials asking themselves what is going on -- and crossing their fingers that there won't be more.

The most recent accident occurred about 8:20 p.m. Wednesday on Fordham Boulevard at the intersection of Manning Drive.

Morton David Galinsky, 71, professor emeritus of psychology at UNC, was killed when a car hit him as he crossed Fordham Boulevard on his way to watch the UNC's men's basketball team play Boston College at the Dean Smith Center, police said.

The driver has been identified as Eugene Arnold Bober of Chapel Hill. He works as a management engineer for medicine administration at UNC, according to the UNC directory.

Police still are investigating the accident and did not release any other information Thursday.

"Obviously this is alarming to us," said Jane Cousins of the Chapel Hill Police Department. "Whenever we have any fatal collisions, we always look at what the causes were and what changes can be made, including environmental design."

In Chapel Hill since the beginning of 2004, no one has been killed in a bicycle or pedestrian accident until this week. Carrboro also reported no pedestrian or bicycle fatalities for the same period. UNC police did not provide statistics about pedestrian or bicycle fatalities.

Although Chapel Hill police have not concluded their investigations, the one common factor for all three accidents was that it was dark when they occurred, Cousins said. On the night of the first accident, which occurred Monday on U.S. 15-501 near the entrance of Southern Village, it also was raining, Cousins said.

The victim of that accident, Arthur McClean, 54, was hit as he crossed the road.

There was no crosswalk where he was hit, and police believe alcohol may have been a factor in the accident, Cousins said. The driver of the vehicle that hit McClean was not charged.

The second accident happened Tuesday night on N.C. 54 when a bus carrying the Boston College men's basketball team to the Smith Center for a practice session hit a bicyclist as he rode along the side of the road. Police identified him as Harry Weldon Alston, 39, of Carrboro.

Police have not completed their investigation of that accident. They identified the driver of the bus as David Harder, who is employed by Southern Coach Lines.

Ed Harrison, a member of the Chapel Hill Town Council, often rides a bicycle and once rode through the area where Alston was hit.

"That was enough," he said. "It's such an unpleasant place to be on a bicycle."

The problem is that there are few east-west routes between Chapel Hill and Durham, and none are very safe for bicyclists, he said.

"I was amazed at how fast those cars were going," Harrison said of his ride along N.C. 54.

The shoulders along that section of road aren't very wide, so there's not much room for bicyclists, he said.

"It's one of those we have to figure out what to do with," he said. "It's going to be hard to do. It's a big complicated project."

Kumar Neppalli, program manager for the Chapel Hill traffic engineering department, already has started an investigation into each of the three fatal accidents -- along with a fourth pedestrian accident on West Franklin Street on Monday night in which a man was seriously injured.

Already he's tested the traffic signal at the corner of Manning and Fordham, the site of the third fatality.

"I didn't find any problem with the signal operation," Neppalli said.

The roads where the accidents occurred are all state-maintained, and it is the state's responsibility to make changes if there is a problem that contributed to the accident, he said.

Neppalli said he plans to meet with state officials next week to discuss the accidents and any problems he may discover during his investigation.

UNC police have started a safety program for pedestrians that involves educating both drivers and pedestrians, said spokesman Randy Young. They're focusing on pedestrians who cross streets outside of crosswalks or against the light and impede traffic.

Last Wednesday, police began issuing verbal warnings. Next Wednesday, the officers will begin giving written warnings. Two weeks after that, they'll begin issuing citations that will cost the pedestrian \$135 in fines and court costs.

"We hope we don't have to issue a single citation," Young said.

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Roads safety measures urged

BY ROB SHAPARD, The Herald-Sun
February 13, 2006 10:28 pm

CHAPEL HILL -- Maeda Galinsky lost her husband in late January when he was struck by a car while trying to cross Fordham Boulevard on foot, and she's now calling on officials to improve safety on local roads.

Galinsky urged the Town Council on Monday to look into a number of safety measures. Council members Sally Greene and Jim Ward joined her in a news conference before the council meeting, and Mayor Kevin Foy said that town officials had met with several N.C. Department of Transportation representatives earlier in the day, including state Transportation Board Chairman Doug Galyon.

In separate business on Monday, the council nominated Cam Hill and Bill Strom to serve on UNC's new Carolina North planning committee. The council agreed it will nominate two citizens later this month for the committee, from the town's Planning Board and Horace Williams Citizens' Committee.

The increasing focus on road safety was prompted in part by three fatal accidents in late January. Retired UNC professor David Galinsky was hit and killed by a car as he tried to walk from his neighborhood in Kings Mill/Morgan Creek to a UNC basketball game.

Another man died after being struck by a car on U.S. 15-501 South, and a bicyclist died the day before that after being hit by a bus while he rode along N.C. 54.

"We should start thinking about it now," Maeda Galinsky said in the crowded news conference, when asked if the string of accidents could be an aberration. "Maybe this is a warning sign to us, and we can learn from it."

Ward and Foy both mentioned the increasing ridership on Chapel Hill Transit, which has surpassed 5 million riders per year, and said more and more people have to cross roads to get to and from bus stops.

"The fact that they don't get killed doesn't mean there's not a problem," Ward said, about UNC students and others crossing busy roads such as Martin Luther King Jr. Boulevard. "It means they're quick, they're young and they're lucky."

Galinsky called for measures such as installing more sidewalks, crosswalks and bicycle lanes, considering speed-limit changes where appropriate and ways to make sure walkers have sufficient time to get across roads.

In the meeting with DOT officials, Foy said the town's message to them was that "Chapel Hill is consciously urbanizing and becoming more dense, and our roadway system still looks like highways, even though people use them for other purposes.

"We told the [DOT] we don't want to study this," he said. "We already have studied it and we already know what the [issues] are and what we want to do."

Asked by Ward to speak at the conference, resident Joe Capowski argued it wasn't just a local issue.

"The parents of every student who comes here [from] all over the state should be very concerned about the bicycle and pedestrian safety of their kids here in Chapel Hill," Capowski said. "We need statewide support."

The council also agreed to a request from Councilwoman Greene to pulling together a new group that would work on pursuing both short-term solutions and longer-term ideas, such as some form of pedestrian bridge or underpass on Fordham Boulevard. Entities such as the Ronald McDonald House and the N.C. Botanical Garden on Old Mason Farm Road are expressing concerns as well and urging steps by the council.

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Pedestrians, bicyclists on DOT radar

BY ROB SHAPARD, The Herald-Sun

February 14, 2006 6:28 pm

CHAPEL HILL -- The N.C. Department of Transportation is committed to working with town officials to find ways to make state roads in Chapel Hill safer for pedestrians and bicyclists, state engineer Mike Mills said Tuesday.

Mills, the top engineer in the DOT division that includes Orange County, said his department also sees UNC as a key player and expects university officials to be part of the ongoing discussion.

At the same time, the details could be bedeviling.

The spotlight on the safety of local pedestrians and cyclists has grown more intense in recent weeks, following three fatal accidents on consecutive nights in late January.

A man died when he was hit by a bus while bicycling on N.C. 54, another was struck by a car and killed while walking along U.S. 15-501 South and a third man died trying to cross Fordham Boulevard at Manning Drive on foot when he was hit by a car.

Chapel Hill officials have pointed out the town previously asked the DOT to fund a crosswalk and pedestrian signal for the west side of Fordham Boulevard and Manning Drive, but that the state didn't recommend the work, because the amount of pedestrian usage didn't meet state standards.

Mills mentioned the agency still needs to analyze any intersections in question to see if improvements would be "warranted" by factors such as the number of people crossing the intersections on foot.

Whether improvements are warranted often leaves advocates of measures such as a new traffic light on a particular road frustrated. In their minds, their daily driving experiences tell them a new light is needed, but the hard numbers the DOT collects sometimes say otherwise.

"Once we get notified, we try to do the correct things," Mills said. "We try to be proactive whether it's vehicle improvements or pedestrian and bicycle safety improvements. We do have to do an investigation and make sure it does meet the warrants, and that we're not creating a more unsafe situation."

Mills was part of a meeting on Monday that included Mayor Kevin Foy, locals state Reps. Joe Hackney and Verla Insko, along with Doug Galyon, chairman of the state Board of Transportation. Galyon is the board member for the division that includes Orange.

Foy said Monday night town officials stressed safety concerns along state-controlled roads such as Fordham Boulevard, Martin Luther King Jr. Boulevard and East and West Franklin Street. He said the town wasn't interested in more studies but wanted the DOT to act promptly to provide the funding and permission needed to do safety improvements on state roads.

"This is Chapel Hill, the home of the people's university," Sally Greene said in a press conference Monday, in which resident Maeda Galinsky also called for action.

Galinsky's husband David, a retired UNC professor, was the man killed crossing Fordham Boulevard.

"People come here for all kinds of reasons, to go to school, to work, to live, to visit," Greene said. "We want to encourage them to get out of their cars and enjoy our town, but above all, we want them to be safe. We have got to enlist the DOT's support to help achieve our goals for a walkable community we all can live with."

The notion of some form of pedestrian bridge over Fordham Boulevard or tunnel beneath it came up at the council's Monday meeting. Woodbine Drive resident Betsy Malpass argued that, if utility lines and pipes can be run under the boulevard, then surely there's a way to build a tunnel for people.

Mills said it was possible something like a pedestrian bridge could get some discussion, at least as a long-term solution.

He said the DOT's first step is to investigate the three fatal accidents over the next few weeks. The department also expects the town to submit a list of road areas where the town sees the most critical safety concerns, he said.

"We need to get that list from the town and review it with them," Mills said.

For an intersection such as Fordham and Manning, he said, "It may be that the answer is a pedestrian bridge, [but] that's going to cost some money. I think we probably need to look at the things we can address pretty quickly, like pedestrian signals and crosswalks or improving the radius, things we can do in the short term," he said.

"If it's in the \$100,000 range, we could probably get that pretty quickly."

To build a bridge for walkers over a multilane road like Fordham Boulevard, the cost likely would be \$1 million or higher, he said.

Mills mentioned potential sources of money for Chapel Hill including the "spot safety" funds DOT allocates to the 14 divisions across the state each year.

Another source would be the pool of "small construction" money Galyon recommends for projects around his division. For the current fiscal year, each division was allocated about \$1.5 million in small construction money, Mills said.

Of the total for this division, roughly \$750,000 still is available, although there are requests pending, Mills said. He also noted the division includes Guilford, Alamance, Caswell and Rockingham counties.

Since the three fatalities last month, Chapel Hill officials pulled together a list of 13 requests the town has made for pedestrian amenities at state intersections in recent years. The list contrasts the town's requests with DOT's decision to not recommend 10 of the 13 projects, since the department ruled they weren't warranted by the numbers.

On the other hand, Mills pointed out DOT had funded roughly \$1.3 million worth of pedestrian improvements in Chapel Hill since 2000, mainly with small-construction and spot-safety funds.

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\$1.9M needed for bike lanes

BY GREGORY PHILLIPS, The Herald-Sun

February 11, 2006 8:14 pm

DURHAM -- A plan 15 years in the making to build a 2.7-mile bicycle and pedestrian corridor linking Durham and Chapel Hill still needs half of the \$3.8 million it will take to make the project happen.

The corridor on Old Durham/Chapel Hill Road would extend from Garrett Road in Durham to Sage Road in Chapel Hill.

Chapel Hill Councilman Ed Harrison first raised the issue in 1990 and has been pushing it ever since. He says cyclists have been using the route for years, but it's not safe.

"People are not having a good time doing it, but they're using it," he said.

The corridor was the number one project highlighted in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's comprehensive bicycle plan -- in 1993. A \$62,000 feasibility study conducted in 2005 resulted in the planning organization's Transportation Advisory Committee recommending that the organization seek to build bicycle lanes along the full route.

Mike Rutkowski of Kimley-Horn and Associates of Cary, which conducted the study, said public meetings yielded "renewed interest" and concerns about safety and mobility while riding on the road and its shoulders, which don't even extend all the way along the corridor route.

"There's no amenities out there," Rutkowski said.

The plan calls for 5-foot-wide bicycle lanes throughout the corridor, plus multi-use paths for both cyclists and pedestrians, to link with existing sidewalks and the New Hope Greenway.

The cycle lanes would be striped and painted darker than the rest of the road, "to provide a sense of enclosure so the vehicle will stay away from there," Rutkowski said. He said that technique had "a wonderful traffic-calming effect" in other areas. Other traffic-calming features proposed include prominent crosswalks and better pedestrian-level lighting.

When he first mentioned it in 1990, the need for bicycle accommodations was already acute, Harrison said. Commercial development since then means it now makes sense to include walking areas for pedestrians too, he said.

There's already \$1.9 million set aside for the project: \$1.2 million in federal funds, \$400,000 from the state and \$300,000 in local contributions. Alison Carpenter, bicycle and pedestrian coordinator with the city transportation department, said if the remaining funds can be found, the schedule calls for completion of the design -- about 20 percent of which was completed during the feasibility study -- in 2007. Land acquisition would take place in 2008 and construction in 2009.

Carpenter will present funding options to the transportation committee for the planning organization in April. With Githens Middle School on the route, one option could be a just-passed \$50 million federal transportation bill to provide safe routes to schools. North Carolina will get at least \$1 million of that.

It's also possible Durham and Chapel Hill will seek funds separately for their halves of the route. Harrison said he'd be happy to see Chapel Hill bond money put toward the project "in quite some quantities."

The project is generating excitement among Bull City cyclists. Alan Dippy, who commutes 10 miles a day on two wheels to Duke University, also serves on Durham's Bicycle and Pedestrian Advisory Commission. He said the bicycling community in both towns had long needed "a good viable route from one community to the other."

"Just to have a thoroughfare from Durham to Chapel Hill like that would be a real achievement," Dippy said. "It's an exciting project. I hope it comes about."

If the corridor is realized, no one will be happier than Harrison, who pointed out to the transportation committee last week that he first raised the issue "in the last century."

"I know how long this goes back," he said.

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Budget blow likely for TTA rail plan

BRUCE SICELOFF, Staff Writer

The Triangle's proposed 28-mile commuter train service will suffer another setback this week when the Bush administration sidelines the project for a second straight year.

Federal transit officials are still wrestling with doubts about whether the \$810 million project would serve enough riders to justify building it. They will give the TTA proposal a "low" rating, squelching any hope for full federal funding this year.

TTA leaders have been briefed about the gloomy news, expected Tuesday in a Federal Transit Administration report. It follows a bleak prognosis from U.S. Sens. Elizabeth Dole and Richard Burr that surprised TTA and shook its supporters.

The North Carolina senators said in a Dec. 14 letter to TTA that the rail project appeared unlikely to win federal approval. They urged TTA to "explore other opportunities."

Whether the project is doomed or not, TTA leaders are chugging forward. They want \$485 million in federal funds to cover 60 percent of the rail project costs.

Some Triangle residents read the senators' letter as a declaration that TTA's train plans are dead or should be allowed to die.

Developers and employers who have been counting on the rail project are adjusting to the possibility that it won't be built.

Construction began last year on Davis Park, 153 acres planned for high-rise homes and businesses near the proposed Triangle Metro Center TTA rail stop. A big part of the draw for Davis Park is its location on the southern edge of Research Triangle Park.

"The rail was always a good thing, but not an absolute necessity for these developments to occur," said Cary developer Craig Davis, lead player in Davis Park. "But it would be very beneficial to people if, in fact, the rail would go through."

Davis Park's first flats and townhouses have just gone on sale, and their buyers will move in by late summer, Davis said. Plans call for up to 2,500 housing units and 300,000 square feet of commercial space in buildings four to six stories tall.

Davis and other builders are already benefiting from the TTA rail plan. They are taking advantage of higher density limits allowed by local planners to promote more compact, urban growth along the rail corridor.

If the rail plans are canceled, local officials might consider rolling back the compact zoning designations that allow 60 or more condos per acre in some spots. With no trains to ride, all those condo-dwellers could clog the streets.

"If these areas fully develop at the intensity that is laid out in our comprehensive plan, it would probably overwhelm the street system," said Frank M. Duke, Durham's city-county planning director.

Scaling back

Some developers say they will slow down or scale back their plans until the rail project's fate is decided. But TTA is moving ahead, buying or condemning land for rail stops it might never build.

And, after years of negotiations about how it will lay tracks and operate trains alongside Norfolk Southern's freights, TTA is about to sign agreements that will complete its control over the 28-mile corridor from west Durham through Research Triangle Park and Cary to downtown Raleigh.

TTA leaders say they face stiff odds in their effort to meet cost-effectiveness standards that were toughened last year. But they say Federal Transit Administration officials reassured them at a January meeting that they hope to resolve issues that have stalled TTA's plans for the past year.

"When the FTA indicates they're open to talking, and there's \$485 million at stake, and we've spent 10 years pursuing it, we're still duty-bound to follow it through," said Wib Gulley, TTA's counsel.

The FTA called the plan "meritorious" in 2004, and Bush's budget included money for TTA trains. But cost estimates have soared, and the FTA has adopted a stricter approach to evaluating transit projects.

The agency rejected TTA's ridership forecast in late 2004. Scoffing at a predicted four-hour bus trip between Raleigh and Durham, the FTA said TTA had forecast unreasonably heavy road congestion. Since then, it has directed an overhaul of a regional computer model used to produce the forecast. That work continues.

FTA officials say they could not evaluate the project this year because they were still requesting revisions of TTA's financial plan, ridership forecasts, cost-benefit estimates and other information.

As he did last year, Bush will exclude the TTA project from his spending recommendations in the budget to be released this week.

The uncertainty about federal funding is testing the depth of TTA's local support.

Tony Gurley, chairman of the Wake County commissioners, said a study group might be asked to consider new uses for two revenue sources -- a 5 percent rental car tax and a \$5 vehicle registration fee -- now dedicated to TTA.

"If they say use it for developing a bus system instead, maybe we'll reallocate it for the best use for transportation," Gurley said.

FTA officials say they want to work things out with TTA by Sept. 30.

"The good news is, while we have a low rating at this point, they want to continue working with us," said Ellen Reckhow, chairman of the Durham County commissioners and a TTA trustee.

"We're just going to have to keep on plugging and see how it plays out."

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

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Feds demand reality of rail: TTA must outline project's feasibility

BRUCE SICELOFF, Staff Writer

TTA RAIL MONEY

No ground has been broken for the proposed 28-mile regional rail project, but the Triangle Transit Authority has spent \$136.4 million over the past decade to buy land and make plans.

Congress has appropriated money for TTA trains every fiscal year since 1997, for a total of \$104.2 million. The appropriation for 2006 has not yet been converted into a grant, so TTA's federal grant total so far is \$84.6 million.

The grant money from Washington has been matched so far with \$30.3 million from the state and \$30.4 million from local revenues, for combined taxpayer funding of \$145.3 million.

TTA's local funds come from a 5 percent tax on vehicle rentals and a \$5 annual vehicle registration fee approved in the 1990s by county commissioners in Wake, Durham and Orange counties.

As of the end of 2005, TTA had spent \$136.4 million on the rail project. Major expenditures include:

* Engineering and design consultants: \$80.9 million. The biggest recipient is Parsons Brinckerhoff, which produced TTA's environmental impact statement and serves as lead engineering consultant.

Parsons Brinckerhoff has been paid \$53 million. TTA officials estimate that about 53 percent of this was redistributed among 19 firms hired as PB's subcontractors.

* Railroad right of way: \$25.3 million (including \$24.5 million paid to CSX Railroad).

* Real estate expenses: \$18.9 million (including appraisals, environmental assessments, and \$17.8 million in direct land purchases).

Federal officials say they will give the Triangle Transit Authority until Sept. 30 to resolve doubts about the benefits of an \$810 million commuter rail project -- and TTA's ability to pay for it.

The 28-mile train service would be more costly to operate than TTA expects, and passenger revenue probably would grow more slowly, the Federal Transit Administration said Tuesday.

Some transit advocates in Raleigh said TTA should not wait until September to decide whether its push for federal money has any hope of success. The authority and other Triangle leaders should start considering other solutions for the region's mobility needs, they said.

"A very realistic assessment needs to be made about their chances for getting federal money -- sooner rather than later," said David King, a deputy state transportation secretary who helped create TTA in the late 1980s.

TTA officials said they were working to provide the information federal officials need to evaluate the project.

The FTA said Tuesday in a report to Congress that it had delayed approval of the Triangle rail project for a second straight year while it waited for TTA to satisfy concerns the two agencies began discussing in the fall of 2004. The project got a "low" rating, and the FTA said it would not get full federal funding this year.

Federal doubts

After declining over the past year to discuss TTA's problems publicly, FTA officials provided new details Tuesday in the report and in interviews.

They still have problems with TTA's forecast for how many people would ride its trains in the future. They expressed doubts about whether TTA could cover the cost of building and operating the rail system while continuing to provide bus service.

"They [TTA officials] assume that the growth in [operating] costs will be less than inflation, and the growth of revenues will be more than inflation," said Sean Libberton, who oversees an FTA analysis office. "History does not bear that out."

If train operating costs were as low and passenger farebox revenue as high as TTA predicts, TTA would need less local tax money to help cover the difference. Any local funds not needed for train operations would be available to help pay construction costs.

The FTA report blamed "optimistic assumptions" in TTA's operating plan. As a result, it said, the construction funding plan depended on more local tax money than was likely to be available.

The FTA criticized the Triangle authority's plan for relying on a "speculative" estimate of \$65 million in revenue from joint economic development projects planned with private partners near rail stations. Cherokee Investment Partners of Raleigh, chosen as "master developer" for the station sites, has said that TTA could count on that much money to defray construction costs.

"There's no signed agreement that would support that commitment of funding to the project," Libberton said by telephone.

Sandy Bushue, the deputy FTA administrator, told reporters that TTA officials would have to pull together a lot of information to resolve the agency's questions.

"They're just not there, I believe," Bushue said.

Joe Bryan of Knightdale, a Wake County commissioner, said Triangle taxpayers were not likely to come up with more money for the project. Its outlook is growing dim, he said.

"It's hard to be very optimistic," said Bryan, who leads a Wake transportation planning agency.

"There are unbelievable challenges in the region now for other things, like the number of schools we need to build in Wake County," he said. "I don't see additional funding coming from the local level. In fact, the level of funding we have now will probably be looked at."

The Triangle will need better transit service soon, and trains probably will be part of daily life eventually, he said.

"We need to be planning and preserving rail corridors -- and maybe working more on the rubber-tire side at this time," Bryan said.

John Claflin, TTA's general manager, told reporters Monday that the authority was doing all it could to satisfy the federal questions. "We will carefully explore and review ways to keep the project competitive," he said.

FTA officials said the Triangle project would be taken out of the federal pipeline if the issues were not resolved by Sept. 30, with sufficient information to earn a passing grade. They said they would not prejudge TTA's prospects until the evidence was in.

"They [TTA officials] have been talking to us about looking at some other options," said Brigid Hynes-Cherin, an associate administrator. "And we have encouraged them to do that."

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Issued on: January 24, 2006.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 06–827 Filed 1–27–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 611

[Docket No. FTA–2005–22841]

RIN 2132–AA81

Major Capital Investment Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Advance Notice of Proposed Rulemaking.

SUMMARY: This advance notice of proposed rulemaking provides interested parties with the opportunity to comment on the characteristics and requirements proposed by the Federal Transit Administration (FTA) for a new capital investment program. This new program, “Small Starts”, is a discretionary grant program for public transportation capital projects that run along a dedicated corridor or a fixed guideway, have a total project cost of less than \$250 million, and are seeking less than \$75 million in Small Starts program funding.

This Small Starts program is a component of the existing New Starts program, but will offer project sponsors an expedited and streamlined application and review process.

Consistent with the intent and provisions of the new public transit statute, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA–LU), FTA hopes to simplify the planning and project development process for proposed Small Starts projects in a number of ways. In addition to the reduced number of evaluation measures specified in SAFETEA–LU, the process may be further simplified by allowing small projects to conduct alternatives analysis with a reduced set of alternatives, allowing evaluation measures for mobility and cost-effectiveness to be developed without having to rely on complicated travel demand modeling procedures in some cases, and possibly defining some classes of low-cost improvements that are pre-approved as effective and cost-effective in certain contexts.

DATES: Comments must be received by March 10, 2006.

ADDRESSES: *Written Comments:* Submit written comments to the Dockets Management System, U.S. Department of Transportation, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590–0001.

Comments. You may submit comments identified by the docket number (FTA–2005–22841) by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Web Site:* <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1–202–493–2478.

- *Mail:* Docket Management System; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.

- *Hand Delivery:* To the Docket Management System; Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: All submissions must include the agency name and docket number or Regulatory Identification Number (RIN) for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading under

SUPPLEMENTARY INFORMATION.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the Docket Management System (see **ADDRESSES**).

FOR FURTHER INFORMATION CONTACT: Ron Fisher, Office of Planning and Environment, telephone (202) 366–4033, Federal Transit Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001. Office hours are from 9 a.m. to 5:30 p.m. for FTA, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

I. Background

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA–LU). Section 3011 of SAFETEA–LU made a number of changes to 49 U.S.C.

5309, which authorizes the Federal Transit Administration’s (FTA’s) fixed guideway capital investment program known as “New Starts”. In addition to the changes made to the New Starts program, for which FTA intends to issue separate policy guidance and a revised regulation, section 5309 has been amended to add a new subsection (3) containing a new capital investment program category for projects requesting federal funding of less than \$75,000,000 with a total project cost of less than \$250,000,000. That new capital investment program, which will be referred to as the “Small Starts” program, is the subject of this ANPRM. FTA plans to issue a Notice of Proposed Rulemaking (NPRM) in the near future that will address changes to the existing New Starts program made by section 3011 of SAFETEA–LU, as well as a proposal for the Small Starts program based on comments received in response to this ANPRM.

SAFETEA–LU created the new Small Starts program category by amending section 5309(e) of Chapter 53 of Title 49, United States Code. At the same time, the current process for larger new fixed guideway and extension (“New Starts”) projects was continued (with some modifications) under section 5309(d). The conference report accompanying SAFETEA–LU indicates the expectation that projects in this new “Small Starts” category would be “advanced through an expedited and streamlined evaluation and rating process.”

The New Starts process now required under section 5309(d) for larger new fixed guideway and extension projects has been in place for some time and we believe represents the point of departure from which the new Small Starts category should be developed. The New Starts process was first outlined by a Statement of Policy in 1976 and was refined in subsequent Statements of Policy in 1978, 1980, and 1984. In the Surface Transportation and Uniform Relocation Assistance Act of 1987, the process called for in the Statements of Policy was enacted into law, and was subsequently modified by the Intermodal Surface Transportation Efficiency Act of 1991. A Statement of Policy in 1997 and further amendments in the Transportation Equity Act for the 21st Century, enacted in 1998, culminated in the current Final rule on Major Capital Investments (Title 49; Vol. 6 CFR611.1), issued in December 2000 and went into effect in April 2001.

Under the process laid out in statute and in the December 2000 Final Rule, New Starts projects, like all transportation investments in metropolitan areas, must emerge from a

regional, multi-modal transportation planning process. Under the process, local project sponsors are required to perform an alternatives analysis that evaluates the mode and alignment options in the community. Once local and regional decision makers select a locally preferred alternative, and it is adopted by the Metropolitan Planning Organization (MPO) into its long-range transportation plan, this phase is complete and the project is ready to be approved by FTA to enter the next phase—Preliminary Engineering (PE). During PE, local project sponsors consider their design options to refine the locally preferred alternative and complete the National Environmental Policy Act (NEPA) process. Upon approval by FTA, the project may undertake Final Design, which includes the preparation of final construction plans, detailed specifications, construction cost estimates, and bid documents. A project which meets the statutory criteria for funding is constructed using a “full funding grant agreement” which defines the scope of the project to be constructed, the schedule and costs, the source and commitment of funds, and the amount and timing of Federal funds committed to the project.

Section 5309(d) requires that larger New Starts projects (seeking greater than \$75 million in New Starts funds or greater than \$250 million in total project costs) be evaluated and rated in terms of project justification and local financial commitment. For project justification, section 5309(d) requires an assessment of mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, and transit supportive land use and future patterns. (The SAFETEA-LU amendment to section 5309(d) added economic development effects to the justification criteria. As noted above, this and other changes made by SAFETEA-LU will be the subject of a subsequent rulemaking.) For local financial commitment, assessments include the proposed share of total project costs from sources other than New Starts under section 5309, including federal transit formula and flexible funds, the local match required by Federal law, and any additional capital funding; the stability and reliability of the proposed capital financing plan; and the ability of the sponsoring agency to fund the operations and maintenance of the entire transit system (including existing service) as planned, once the project is built. To assign overall project ratings to each proposed New Starts project, FTA

considers the individual ratings for each of the project justification and local financial commitment measures. FTA combines this information into summary “finance” and “project justification” ratings for each prospective New Starts project. Individual measures and summary ratings are designated as “High,” “Medium-High,” “Medium,” “Medium-Low” or “Low.” These are then combined into a single overall rating, which prior to enactment of SAFETEA-LU, was either “Highly Recommended,” “Recommended,” or “Not Recommended;” under the changes made by SAFETEA-LU, the summary ratings will range from “High” to “Low.”

The statutory language in section 5309(e) for Small Starts projects provides for some significant differences for the Small Starts program in comparison to the requirements for larger New Starts projects in section 5309(d). First, the eligibility for funding is broader, including certain “corridor-based bus capital projects,” rather than only new fixed guideway systems and extensions. Projects are limited to those with a proposed section 5309 amount of less than \$75,000,000 and a total project cost of less than \$250,000,000. The project justification criteria are simplified, focusing on three criteria—cost-effectiveness, public transportation supportive land use policies, and effect on local economic development—rather than the more extensive list provided for in section 5309(d). The criteria for local financial commitment have been simplified to focus only on a shorter term financial plan. The project development process has three steps—alternatives analysis, project development, and construction—rather than the four steps—alternatives analysis, preliminary engineering, final design, and construction—in the section 5309(d) process. Finally, the instrument used for implementing these Small Starts projects is a “project construction grant agreement” which is to be structured as a streamlined version of the “full funding grant agreement” required for larger New Starts projects under section 5309(d).

II. Purpose of This ANPRM

While we believe that the New Starts process represents a good starting point for the development of the new Small Starts program, it is clear from the statutory and report language that significant simplification is contemplated. Indeed, the concept of Small Starts was included in the Administration’s reauthorization proposal because of our belief that it is

appropriate to apply a simpler process and more streamlined evaluation approach for smaller projects seeking a more limited amount of Federal assistance. While FTA believes a considerable body of experience with the New Starts can be applied to enhance development of the Small Starts program we believe that a fresh look and early examination of key issues related to the process and criteria is warranted before we develop a Notice of Proposed Rulemaking. First, the expanded definition of eligibility raises a number of questions. Second, tailoring the project rating and evaluation process to the smaller scale and different nature of the projects, which are likely to be proposed for funding in this program deserves further attention. Finally, the project development process should also be scaled to properly reflect the size and nature of these projects.

Each of these issues is discussed below, in turn. In each section, we describe the nature of the specific program issues which must be addressed in a Final Rule, and we pose a series of questions, the answers to which will help us frame our approach to the Notice of Proposed Rulemaking. In addition to accepting written comments on these issues, FTA plans to hold listening sessions in the following cities to solicit input on the Small Starts and New Starts programs:

- San Francisco, CA—February 15–16, Hyatt Regency San Francisco
- Ft. Worth, TX—March 1–2, Radisson Plaza Hotel Fort Worth
- Washington, DC—March 9–10, Wardman Park Marriott Hotel

For more information, please contact Tonya Holland at 202–493–0283 or Tonya.Holland@fta.dot.gov.

III. Small Starts Eligibility

SAFETEA-LU constrains eligibility of projects for Small Starts funding by imposing limits of \$75 million in section 5309 Small Starts funds and \$250 million for total project cost. However, it broadens eligibility in terms of project definition by relaxing the existing requirement that the project include a fixed guideway. With this change, a project that would not meet the fixed-guideway criterion is now eligible if it (1) includes a substantial portion that is in a separate right-of-way, or (2) represents a substantial investment in specific kinds of transit improvements in a defined corridor.

The eligibility provisions of the statute raise several issues: how to define “substantial portion in a separate right-of-way”; how to define “substantial investment”; the possibility

that project sponsors could divide traditional New Starts projects into two or more Small Starts projects; and the possibility that a Small Starts project might be proposed as the initial transit service in a corridor.

(a) "Separate Right-of-Way"

The characteristics that qualify a project as having "a substantial portion" in separate right-of-way are not self-explanatory. We might define "substantial" either as some minimum fraction of the project length or as a performance based determination of whether the separate right-of-way is substantial. We believe that the purpose of a separate right-of-way is generally to reduce trip times and improve reliability for transit passengers. Therefore, a "substantial" separate right-of-way could be defined as one that results in a significant travel time reduction along the physical extent of the project. For example, if end-to-end trip time is reduced by some percentage, say 20 percent, the separate right-of-way could be considered "substantial" and the project would be eligible no matter what percent of the project was in a separate right-of-way.

(b) "Substantial Investment"

It seems clear from the language of SAFETEA-LU, referring to a "substantial investment" and "corridor" that the Small Starts program is not intended to fund single stations or buy a few additional transit vehicles, but to fund corridor-based projects that are more comprehensive in nature. A thoughtful definition here will be important to prevent the Small Starts program from becoming an adjunct to the bus and rail capital-grants programs that agencies use for routine reinvestment in and expansion of transit systems. In response, "substantial investment" might be defined as some minimum project cost or cost per mile of the proposed project. An alternative strategy would be to define it in terms of a minimum scope of the project—providing for elements that together represent a comprehensive package of improvements.

The statutory language specifically references a variety of project features including park-and-ride lots, transit stations, bus arrival and departure signage, traffic signal priority/pre-emption, off board fare collection, and advanced bus technologies, among others, that could indicate that a project constitutes a "substantial" investment. One approach would be to determine whether a project contains several of these project elements that have the effect of constituting a comprehensive

package of physical and service improvements in a defined corridor, the project would be considered eligible. Since each of these potential project elements has a different purpose and effect, we do not believe that all Small Starts projects need to have all of the specified elements. Rather, the mix of project elements should respond specifically to the problems or opportunities presented in the corridor. For instance, a project that is intended to speed up peak period bus service in a congested corridor might be required to include several improvements, such as signal priority/pre-emption, queue jumpers, multi-door boarding and fare pre-payment, that effectively result in faster bus speeds. Projects with other goals could have a different mix of project elements as long as they represent a comprehensive attempt to solve the problems or respond to the opportunities presented in the corridor.

Another potential way to ensure that Small Starts projects contain a comprehensive package of improvements would be to impose a multi-year period from the date the project requests entry into project development, in which the project sponsor could not request additional Small Starts funds for the same corridor. This would prevent projects from using the Small Starts program for miscellaneous bus system improvements that do not represent a "substantial" corridor investment and would also prevent the subdividing of New Starts projects as discussed below.

A "defined corridor" might be defined as narrowly as a single street or as broadly as a geographic section of the metropolitan area. A more comprehensive definition might be derived from the travel patterns established on the current transit system—as in "the travel corridor connecting residents of the northeastern suburbs to downtown." Still another definition might be based on the bus route(s) operating on a single arterial street or highway, or the rail line(s) operating on a single right of way, along with their branches.

(c) Subdividing New Starts Projects

Project sponsors might elect to subdivide a traditional New Starts project into two or more Small Starts projects in order to qualify for the simplified evaluation and rating process. This possibility is not addressed in the language of SAFETEA-LU, but the possibility clearly exists for larger projects to be segmented or phased into development as separate Small Starts projects. This may or may not be desirable. It may be sensible to

build some Small Starts projects in phases over a longer period of time. If each of those phases represents a valid Small Starts project, it may be justified that the Small Starts funding be utilized. However, it is probably undesirable for large projects that would otherwise be built entirely at the same time to be redefined as several Small Starts projects. At least three reasons suggest that this subdividing strategy is undesirable. First a small number of subdivided New Starts projects could quickly deplete the Small Starts funding allocation, thereby making the Small Starts option unavailable to projects more consistent with the purpose of the Small Starts allocation. Second, costly New Starts projects ought to undergo the full New Starts evaluation rather than the simpler evaluation reserved for smaller projects with lower costs and less risk. Third, FTA oversight resources would be stretched even further by the proliferation of artificially subdivided projects.

If it is determined that separate phases of larger projects should not be able to use Small Starts funds, we could introduce an eligibility requirement that all potential Small Starts projects in a single corridor be considered simultaneously for eligibility. We could ensure that even if a Small Starts project is to be built in stages, the comprehensive plan for the corridor meets the eligibility criteria for a Small Starts project and be evaluated and rated as a comprehensive program of improvements. If the comprehensive corridor improvement plan exceeds the Small Starts cost criterion, the project should then be evaluated and rated as a traditional New Starts project.

(d) Small Starts as the Initial Service Offering

Given the relatively low cost of Small Starts projects, some project sponsors might propose a Small Starts project as a way of initiating transit service in previously unserved areas. That strategy increases risk, however, if the transit market has not yet been sufficiently developed in the planned service area. Further, the strategy seems inconsistent with the purpose of the Small Starts program—to provide higher-quality service than is available from conventional bus routes. Consequently, we might establish a minimum-current-ridership requirement—say 1,000 riders per average weekday in the immediate corridor—to screen out proposals for corridors where transit markets are not yet sufficiently developed.

Questions

We invite comment on our current thinking regarding the project eligibility for the Small Starts category of the New Starts program:

1. What portion of the project should be in a separate right-of-way to qualify for funding under the Small Starts eligibility criteria? Should this determination be based on length or on performance?
2. How might we interpret the requirement that a project represent a “substantial investment”?
3. How might we ensure that a Small Starts project be in a “defined corridor”?
4. Should we try to prevent traditional New Starts projects from being divided into two or more Small Starts projects? If so, in what ways might we prevent this from happening?
5. Should we establish a minimum ridership requirement to ensure that Small Starts projects are used to improve the quality of service for existing transit markets rather than represent the first transit service offered to potentially new transit markets? If not, how can a project demonstrate need for investment?

IV. Evaluation and Ratings

SAFETEA-LU section 3011(e)(2) requires that the Secretary of Transportation provide funding assistance to a proposed project under this new Small Starts category only if the Secretary finds that the project is:

- (A) Based on the results of planning and alternatives analysis;
- (B) Justified based on a review of its public transportation supportive land use policies, cost effectiveness, and effect on local economic development; and
- (C) Supported by an acceptable degree of local financial commitment.

The statute expands on the justification required in paragraph (B), requiring that the Secretary make the following determinations:

- The degree to which the project is consistent with local land use policies and is likely to achieve local development goals;
- The cost effectiveness of the project at the time of the initiation of revenue service;
- The degree to which a project will have a positive effect on local economic development;
- The reliability of the forecasting methods used to estimate costs and ridership associated with the project; and
- Any other factors that the Secretary determines appropriate to make funding decisions.

The SAFETEA-LU provisions for the evaluation of proposed Small Starts projects raise several issues. These include the framework for the evaluation; the specific measures used in the evaluation; and scaling of the evaluation approach for Small Starts projects of different size, cost, and complexity.

(a) Evaluation Framework

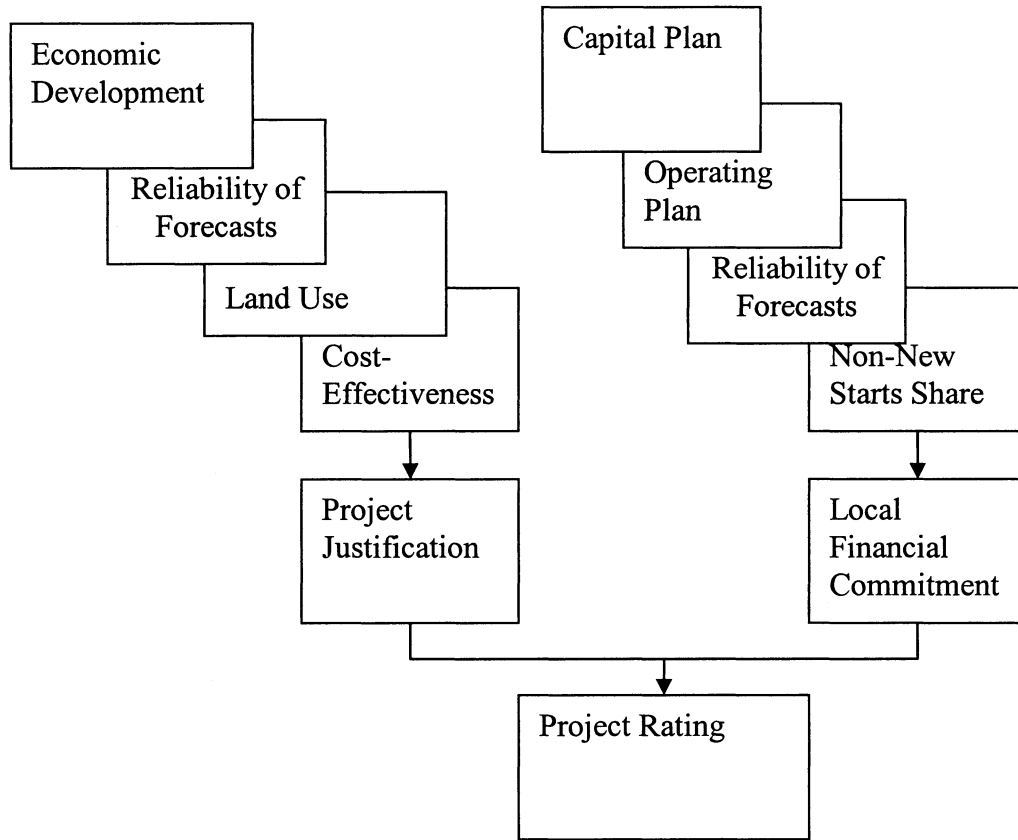
At least two options exist for the framework used to organize the evaluation measures and synthesize the findings for individual projects. The first would be an extension of the framework used for New Starts projects described in the December 2000 Final Rule on Major Capital Investment Projects (Title 49; Vol 6; 49 CFR 611.1), adjusted to add and delete the specific measures listed in SAFETEA-LU. The second would adopt a framework designed both to implement the Small Starts evaluation criteria specified by SAFETEA-LU and to organize the measures in a way which we believe supports an informative, analytical discussion of the project and its merits for Small Starts funding.

Option 1—Extension of the Evaluation Framework for New Starts

The framework that we currently use to evaluate New Starts projects

considers each candidate project from two separate perspectives: the project’s “justification” and local financial commitment proposed by its sponsor. Figure 1 illustrates one way in which the current framework could be adapted to the evaluation of Small Starts. Currently, “justification” considers a broad array of criteria but is based chiefly on two: cost effectiveness (50 percent of the justification rating) and land use (50 percent). Cost effectiveness addresses the trade-off between the capital, operating, and maintenance costs of the project and the mobility benefits that it is expected to produce. Land use addresses the extent to which the land-use setting for the project would promote a successful project—both in terms of the transit orientation of current land use and the policies adopted locally to foster transit orientation in future development. For Small Starts, we might respond to SAFETEA-LU direction by simply adding an economic-development criterion and a forecast-reliability criterion to the existing definition of the justification perspective. As we do currently for New Starts projects, we could assign a rating for each of the now four components (cost effectiveness, land use, economic development, and forecast reliability) and compute an overall justification rating as a weighted average of the individual ratings. Given that we expect far more applications than awards and the intense scrutiny and interest in cost-effectiveness of recommended projects among various participants in federal funding recommendations (e.g., Congress, the Office of Management and Budget (OMB), the General Accounting Office (GAO), and others), it may be desirable to continue to assign roughly half of the “justification” weighting to the cost-effectiveness component, perhaps allocating the other half equally across the land use, economic development, and reliability criteria.

Figure 1: Small Starts Evaluation Framework, Option 1



Currently, local financial commitment is defined for New Starts in terms of the strength of the financial plan for the capital costs of the proposed project (50 percent of the financial rating), the strength of the financial plan for operating and maintaining the entire transit system including the proposed project (30 percent), and the level of non-New-Starts funding proposed by the sponsor (20 percent). We compute an overall rating on local financial commitment as the weighted average of the individual ratings on these three criteria. Application of these three criteria, augmented by a new measure to reflect the reliability of the revenue and cost forecasts, might provide a sufficient framework for the evaluation of Small Starts as well.

Option 2—Development of a Broader Framework

For some time, we have been considering ways to provide a better framework for the assessment of major investment projects. The current approach, while consistent with current laws, tends to focus attention on the measures themselves, rather than promoting a thoughtful consideration of project merit. To address these

concerns, a second option would be to broaden the perspectives we use to evaluate proposed projects, re-organize the evaluation criteria within these perspectives, and add a brief, clearly written narrative that synthesizes the insights available from various measures into the best possible case for the project as a candidate for Small Starts funding. Together, the evaluation measures and the narrative case for the project might consider:

- The nature of the problem/opportunity—because meritorious transit projects emerge from efforts to solve transportation problems and respond to important opportunities to improve mobility and support economic development;
- The effectiveness of the project as a response—because meritorious transit projects increase mobility for existing and new transit riders, preserve and expand mobility for transit dependents, and support economic development;
- The cost-effectiveness of the required investment—because meritorious projects generate benefits that are commensurate with their capital, operating, and maintenance costs;

- The strength of the local financial commitment—because financially sound projects draw on capital and operating funding sources that are readily available given reasonable expectations of revenue streams and acknowledgment of competing uses for the funds; and

- Risk in the forecasts and in the evaluation measures—because informed decision-making requires an understanding of any major uncertainties in information used to evaluate the project including land use forecasts, land use policy intentions, ridership forecasts, cost estimates, and other assumptions and forecasts.

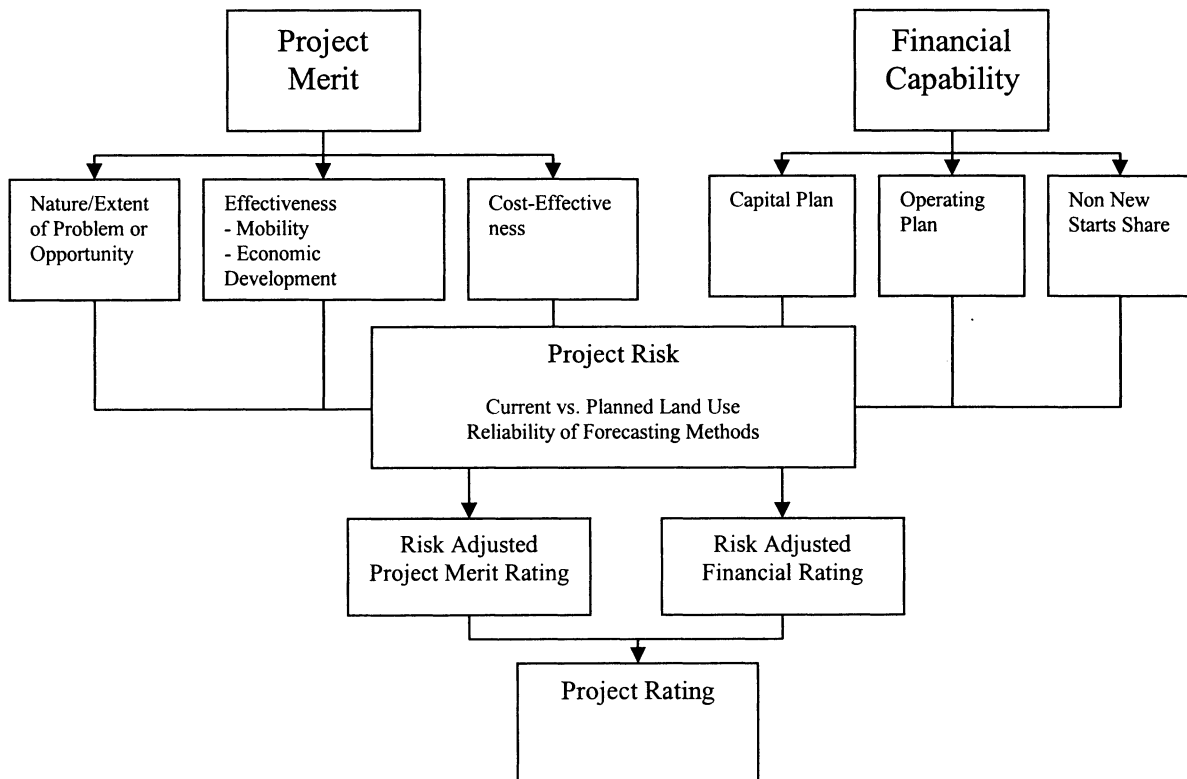
We believe that an evaluation framework comprising these five perspectives would provide a natural and logical place for each of the criteria specified in SAFETEA-LU. Cost effectiveness and local financial commitment are themselves two of the perspectives. Economic development would be a principal component of the effectiveness perspective. Land use policies and the reliability of ridership and cost forecasts would be central elements of the uncertainties perspective.

Figure 2 provides an overview of the framework presented as Option 2 for the evaluation of Small Starts projects. The framework could examine separately the merits and the financial plan for the proposed project, as well as factor in the risks associated with the reliability of the data. Project merit could depend on the weighted results of project

evaluation from three distinct perspectives: The nature of the problems/opportunities, the effectiveness of the project in addressing the problems/opportunities, and the cost-effectiveness of the necessary investment in capital, operating, and maintenance costs. Given that we expect far more applications than awards and

the intense scrutiny and interest at the federal level in funding cost-effective projects, it may be desirable to continue to assign roughly half of the project-merit weighting to the cost-effectiveness component, perhaps allocating the other half equally across the problems/opportunities and effectiveness criteria.

Figure 2: Small Starts Evaluation Framework, Option 2



In the evaluation of effectiveness and cost effectiveness, the basis for comparison for a proposed project might appropriately depend on the nature of the proposal. For projects that do not involve construction of a new guideway, the baseline might be current transit services in the corridor. For projects that include a new guideway, the baseline might be similar service levels provided by buses operating on the same or nearby streets and/or highways, and serving a comparable set of stations. Regardless of the specifics, the timeframe for the comparison of ridership, mobility benefits, and cost-effectiveness would be the year of opening of the proposed Small Starts project.

Financial capacity could depend on the weighted results of financial analysis from three perspectives—the soundness of the capital funding plan,

the soundness of the operating/maintenance funding plan, and the proposed non-New-Starts share of the project—with weights equal to those used currently for New Starts evaluations.

Risk could reflect the levels of uncertainty present in the information used to develop each of the component ratings for project merit and local financial commitment. Consequently, each component rating would be accompanied by an indicator of its reliability. The risk measures might be based on (1) the comparability of cost estimates and ridership forecasts to peer projects both locally and nationally, (2) the steps that the project sponsor has taken—including data collection, sensitivity testing, and peer reviews—to identify and minimize uncertainties, and (3) the performance of the project sponsor in delivering previous transit

projects that met forecasts of costs and ridership.

The evaluation framework might include an analytical discussion of the project and its performance against the evaluation criteria, providing direct answers to several key questions:

- What is the problem?
- What project is proposed in response?
- What are its costs?
- How well does it address the problem?
- Is it worth the investment?
- Can the project sponsor and other funding sources afford it?
- What are the trade-offs versus other alternatives?
- Where are the large uncertainties?

This discussion would ensure that the evaluation rested as much on well stated insights into the merits of the project as on the mechanics of the evaluation measures themselves. We

might use the case for the project to support project advancement or funding decisions for marginally rated projects.

Baseline Alternative

Virtually from the beginning of the New Starts program, FTA has required that the benefits and costs of the proposed New Starts project be assessed versus a baseline alternative defined as the best that can be done without building a new fixed guideway. The purpose of the baseline alternative has been to distill the benefits (and costs) of the proposed New Starts project from the benefits achieved through low-cost improvements such as route realignments, increases in service frequency, park-and-ride lots, signal preemption and other low-cost improvements that could have significant benefits, but which could be achieved without the significant cost of a New Starts project's infrastructure. The baseline alternative has proven to be essential in properly accounting for benefits and costs of traditional New Starts projects. A secondary benefit is that it allows FTA to better evaluate projects fairly. In essence, a consistently defined baseline alternative prevents regions with good existing transit service from being disadvantaged relative to areas with poor existing service in the competition for New Starts funds.

For the Small Starts program, a baseline alternative may be less important in both accurately determining the costs and benefits of some projects and establishing a level playing field for evaluations across the country. History has shown the need for a baseline for larger projects now eligible for Small Starts funding, but a baseline alternative may not be necessary for certain kinds of projects based on their costs or other characteristics.

(b) Specific Evaluation Measures

Regardless of the framework that emerges, each criterion will require specific evaluation measures. In principle, the measures should be accurate indicators of the performance of proposed projects, be readily computed by project sponsors, be transit-mode-neutral, and be free of inherent biases that would distort the level playing field that we try to maintain for all project sponsors.

A particular challenge is the appropriate inclusion of land use in the evaluation. Land use might usefully play a role in two parts of the evaluation framework: as part of the economic-development criterion and as part of the risk assessment. Our current evaluation

of New Starts projects employs land use measures (current land use, plans and policies, and the track record of those plans and policies) that effectively address the risk perspective: The measures indicate the transit-friendliness of the project corridor, both now and in the future, to indicate the extent to which the proposed project would be implemented in a setting conducive to its success. However, because current land use and plans/policies do not measure the benefits generated by the proposed project, they do not address the anticipated development benefits from the project. The absence of measures of economic-development benefits is the result of our continuing difficulties in finding methods for predicting development impacts with sufficient reliability for use in New Starts evaluation. These difficulties extend to Small Starts evaluation as well. Further, because SAFETEA-LU introduces a separate economic-development criterion, the potential role for land use as a measure of development benefits becomes even less evident. A distinction between land-use development and economic development seems elusive. Consequently, an appropriate strategy might be to define "land-use/economic development" as a measure of project effectiveness and to define "transit-orientation of land use" as a measure of risk inherent in both the mobility benefits and the land-use/economic development benefits.

Nature of the Problem/Opportunity

New Starts projects are almost always intended to solve specific transportation problems, or take advantage of opportunities to improve transportation services, or support economic development. For this reason, the most useful starting point for evaluation of proposed transportation investments may be the nature and severity of the problems/opportunities the proposed projects are designed to address. Such a criterion might rate very highly projects designed to address clearly identifiable and particularly severe mobility problems, while rating more moderately those projects that take advantage of specific opportunities to improve service, but are not in corridors with a particular mobility problem.

An immediate question, then, is what kinds of problems/opportunities is the Small Starts program intended to address. Both the New Starts program and the SAFETEA-LU provisions for Small Starts both emphasize cost effectiveness and support for economic/land use development. Mobility benefits are implicit in cost effectiveness

because our cost effectiveness measure has, since its inception, compared costs with some indicator of mobility benefits (initially new transit trips and, since 2001, user benefits). Consequently, measures to represent the nature of the problem or opportunity addressed by a proposed Small Starts project ought to reflect economic development and mobility. Useful measures for economic development might include vacancy rates, the value of land parcels compared to the value of current improvements on those parcels, and similar measures of development conditions in the corridor of interest. Useful measures for mobility might include current bus travel speeds in the immediate corridor, current highway speeds on principal arterials in the corridor, and projected speeds in the future—perhaps in 10 years.

Effectiveness

Small Starts projects are likely to produce a wide variety of benefits that are candidate measures of their performance. SAFETEA-LU calls out two kinds of benefits: economic/land-use development specifically and mobility improvement implicitly through cost-effectiveness.

Predicting economic development impacts of transit improvements—particularly the types of improvements anticipated to be funded through the Small Starts program—is a particular challenge. No predictive tools are available in standard practice and development of new tools is infeasible in the short run. Consequently, the best-available measures of likely economic development/land-use benefits may be derived from the circumstances in which the projects would be implemented rather than from forecasts of their specific development impacts. A survey of available research on the development impacts of transit suggests that increased accessibility and permanence of the transit investment are the primary transit-related drivers of development. Those project-related characteristics, plus indicators of the availability of land for development or redevelopment, may provide a workable representation of likely development benefits. Specific measures might be (1) current land-use conditions, (2) development plans and policies, (3) the economic development climate in the corridor and region, (4) the project-related change in transit accessibility for developable areas in the corridor, and (5) the economic lifespan of new transit facilities proximate to those developable areas.

The measure of mobility benefits ought to capture as many benefits as

possible. Currently for New Starts projects, we define “user benefits” to include all changes in mobility that are measured by local ridership-forecasting methods and define the scope of those benefits to include both existing and new transit riders. (The definition also includes benefits to users of the highway system but measurement of those benefits has been precluded by the insufficient state of the practice for predicting changes in highway speeds.) Consequently, the user-benefits measure credits transit projects with reductions in transit travel times (including time spent walking, waiting, transferring, and riding in transit vehicles), any other service characteristics (such as the number of transfers) included in local forecasting methods, and the availability of multiple competitive travel options, again as represented by local forecasting methods. The user-benefits measure is also defined to give appropriate credit for other project characteristics that improve the quality of transit service including changes in reliability, span of service, safety and security, passenger stations, passenger information, permanence of the facilities, and other characteristics not represented by travel times and costs. Unfortunately, these harder-to-measure impacts of transit improvements are rarely measured explicitly in local travel models and are instead represented—very roughly—as lump-sum differences (transit-mode-specific “constants”) in the attractiveness of different transit modes (bus, light rail, express bus, commuter rail, and so forth). Further, the state of the practice in ridership forecasting makes difficult the task of quantifying these effects in urban areas where a variety of transit modes exists today and provides no information on these effects in urban areas where the transit system includes bus service only. Most unfortunately, these hard-to-measure effects may be central to the merits of smaller projects that may not produce large changes in travel times. For example, we may specify standard values for the benefits generated by the various non-travel-time improvements introduced by a proposed Small Starts project. For example, we might define passenger stations to provide the equivalent of M minutes of travel time savings for each rider, an exclusive guideway N minutes per passenger-mile of equivalent savings, and all-day high-quality service P minutes per rider. We would then employ these standard values as default measures of benefits for metropolitan areas introducing a new transit mode. To maintain a level playing field for project evaluation, we

might also use the standard values as limits on the estimated values of these benefits in metropolitan areas that already have the mode in question. FTA’s “Dear Colleague” letter dated April 29, 2005, which addressed changes in New Starts ratings, stated that FTA had decided to postpone the introduction of mode-specific constants for new guideway modes to an area. The creation of the Small Starts program has prompted reconsideration of the application of these constants.

Given the key role that transit plays in the lives of travelers who rely on it for basic mobility, we might also include an indicator of the extent to which a proposed project improves mobility for transit dependent residents of the urban area. A straightforward measure might be the fraction of total mobility benefits that accrues to travelers in the lowest economic stratum (usually household income or auto-ownership) used in the local ridership-forecasting methods, normalized by the fraction of all trips made by residents of that stratum.

Cost-Effectiveness

Since the inception of the transit major capital investment program, we have employed a cost effectiveness measure and have translated its computed value for a project into a cost-effectiveness rating for that project using a set of breakpoints (that is, a computed value between X and Y obtains a “Medium” rating). Traditionally, we have computed the cost-effectiveness of New Starts projects as annualized capital, operating, and maintenance costs of the project per unit of transportation benefits, all compared to a non-guideway baseline alternative. We currently use the transit-user-benefits measure to capture the full range of quantifiable transportation benefits of proposed projects. A broader cost-effectiveness measure might add non-transportation benefits—economic development/land-use and mobility benefits to transit dependents, for Small Starts—to the effectiveness side of the calculation. In addition to the difficulty in quantifying non-transportation benefits such as economic development and land use, another complication is the need to avoid double-counting in the calculation of benefits applied in the cost effectiveness measure.

Its role is to compare a careful accounting of costs with a careful accounting of benefits. The inclusion of measures that represent different manifestations of the same benefit would distort the benefits accounting. This problem occurs for mobility improvements and economic

development/land-use: a review of the available research shows that transit-related changes in land values and consequent increases in development are largely the result of the accessibility improvements and apparent degree of permanence of a transit project. We contend that these impacts are already counted in the user benefits measure of mobility improvements and that they should not be counted a second time in the form of consequent economic development/land-use impacts. To the extent that some economic development/land-use benefits are independent of mobility and permanence, large uncertainties would occur in attempts to include those benefits in the cost-effectiveness calculation while avoiding double-counting of the main effects. Consequently, a more tractable approach might be to make allowances for these uncounted development benefits in the way that we translate values of the cost-effectiveness measure into cost-effectiveness ratings for projects. For example, if adding a new class of benefits to the cost-effectiveness measure proves unworkable, we could adjust the cost-effectiveness breakpoints to account for the existence and likely magnitude of those benefits.

Local Financial Commitment

The financial evaluation measures currently used for New Starts projects provide a useful starting point for consideration of possible Small Starts measures. The New Starts measures include the strength of the financial plan for non-New Starts funding of the project’s capital costs, the strength of the financial plan for non-New Starts funding of the entire local transit system once the project is in place, and the non-New Starts funding proposed by the project sponsor. SAFETEA-LU specifies that financial commitment for Small Starts projects shall be evaluated “within the project timetable.” Therefore, a possible adaptation of the current measures might be to adjust the New Starts financial evaluation measures for Small Starts to reflect the shorter timeframe ending with the opening year of the proposed project.

Risk

There is inherent risk and uncertainty in project evaluation. The ratings assigned to a project are based on information, assumptions and forecasts that often include uncertainty in the predictions of eventual project performance. The statutory language makes it clear that the evaluation of Small Starts projects is to consider the reliability of the forecasting methods

used to estimate costs and ridership (note that SAFETEA-LU also included this language for New Starts projects). Since SAFETEA-LU requires that the financial and cost-effectiveness measures be evaluated based on near term forecasts for Small Starts projects, some of the forecasting risk may be reduced. Uncertainties clearly remain, however. Therefore, in principle, the evaluation framework would include a specific risk indicator for each evaluation criterion. Some options for incorporating risk and uncertainty are described below.

The risk associated with measures related to the nature and severity of the problem or opportunity could be based on an evaluation of peer projects—projects that have been implemented in similar conditions and their apparent success in addressing similar problems and/or seizing the opportunities that motivated project sponsors.

The risk inherent in measures of project merit could be evaluated based on (1) the current land use and land-use policies, (2) the soundness of forecasting tools and data used to predict ridership and mobility benefits including steps to reduce uncertainty through peer reviews and other quality control procedures, (3) comparisons of ridership forecasts against peer projects—similar projects in similar settings, with particular risk assigned to projects without any peers, and (4) the track record of the project sponsor with benefits forecasts for previous transit projects.

The risk associated with a cost-effectiveness measure would necessarily include the uncertainties in both the project-effectiveness measures and the cost estimates. The effectiveness risk could be quantified with the measures outline above. The cost risk could be based on (1) the soundness of cost-estimating procedures including steps to reduce risk through peer reviews and other quality-control efforts, (2) comparisons of the cost estimates against peer projects, and (3) the track record of the project sponsor with cost estimates for previous transit projects.

A project finance risk measure could be based on apparent availability of non-federal funds and the ability of the financial plan to withstand a specific percentage increase in capital costs of the project. This type of evaluation is currently included within the financial evaluation of New Starts projects, but may be better as a separate financial risk measure.

(c) Project Ratings

SAFETEA-LU specifies that projects are to be rated as high, medium-high, medium, medium-low, and low, based

on the analysis of both project merit and local financial commitment and that to receive a funding recommendation, projects should be both meritorious and have an acceptable degree of local financial commitment.

Currently for New Starts projects, we develop separate ratings for project merit (“justification”) and local financial commitment, and then derive from these component ratings an overall project rating using decision rules. These decision rules ensure that a project does not get a very high or an acceptable rating unless the ratings for both project merit (“justification”) and financial commitment are high or acceptable respectively. A similar rating process could be developed for Small Starts.

Because risk may be an important element of ratings for Small Starts projects, a strategy may be needed to incorporate risk measures into the ratings process. It seems clear that each risk measure ought to be associated as directly as possible with the evaluation measure to which it applies; uncertainties in the cost estimate, for example, ought to affect whichever evaluation criteria rely on measures computed from the cost estimate. A variety of strategies might be used to adjust the rating for each criterion to reflect the risk measure—including probability weightings and Monte Carlo simulations analogous to those used currently in FTA-sponsored “risk assessments” of the capital cost estimates for New Starts projects. A simpler strategy, however, might be to use the risk indicators to decide the outcome for ratings at the margins: a project rating whose measures produce a result at the breakpoint between Medium and Medium-High, for example, might be rated Medium if the associated risk indicator suggests large uncertainties and Medium-High if the risk indicator suggests minimal uncertainties.

(d) Scaling the Evaluation for Projects of Different Size

Small Starts projects may range in size from non-guideway improvements costing \$20 million, or perhaps less, to new guideways costing just under \$250 million. Given this relatively wide range of cost and potential for complexity and risk, different approaches might be appropriate for projects of different scale. We recognize that the effort expended by project sponsors to develop the necessary information—and by FTA to ensure the reliability of that information—should be matched to the size and complexity of the proposed project. Sponsors of relatively simple

projects with very low costs—particularly those with no guideway construction like arterial BRT or commuter rail service on an existing high quality rail line, for example—should be able to make the case for their projects with less effort than sponsors of relatively more complex and expensive Small Starts projects. Lower levels of effort should result from lower levels of complexity, detail, and rigor but not from a reduced ability to address the full range of evaluation criteria.

Given the relatively straightforward nature of the financial measures, most of the differences in evaluation methods might occur in the evaluation of project merit (justification)—particularly in the methods used to compute mobility benefits and, therefore, cost-effectiveness. Several options are available for evaluation of project merit for Small Starts proposals: (1) Application of the same evaluation methods for all projects regardless of scale; (2) development of simplified analytical procedures for smaller projects; and (3) defining for small projects a set of conditions—effectively “warrants” based on project scope and implementation setting—within which proposals are automatically deemed to have acceptable levels of project merit.

Option 1—Same Methods, Regardless of Scale

A travel forecasting capability is available in most metropolitan areas, usually including a forecasting component for transit ridership. In many urban areas with recent experience in forecasting for New Starts projects, these forecasting procedures are ready for use in ridership forecasting for Small Starts planning. The procedures consider project impacts on all travelers in the region, predict changes in both travel mode and transit routing, and provide forecasts for individual travel markets. In areas that do not have ridership forecasting procedures of acceptable quality, the necessary refinements can be done with appropriate data within a year or so. Therefore, one available option is to require that the benefits of all Small Starts proposals, regardless of cost or complexity, are forecast with traditional methods that attempt to capture the full range of impacts that a project would have on the quality of transit service in a corridor.

Option 2—Simplified Methods Where Possible

At least some Small Starts proposals are likely to affect only a very specific set of travelers and may therefore not require the comprehensive analysis of

transportation impacts provided by traditional ridership forecasting methods. For these proposals, a simplified analysis may be sufficient to quantify the mobility benefits and provide insights into the merits of the project. A simplified analysis might rest on data rather than models, spreadsheet computations rather than sophisticated software, and limited geographic scope rather than region-wide analysis. For example, a very simple Small Starts project might be the conversion of an existing bus route into a streetcar line with passenger stations, dynamic passenger information, off-board fare collection, traffic signal priorities, some reservation of existing traffic lanes, and headway improvements. A sufficient analysis of the mobility benefits of this project might be based on on/off counts, a limited on-board survey, an estimate of stop-to-stop reductions in wait times and travel times, and a spreadsheet-based calculation of travel-time savings (and whatever representation we determine is appropriate of the hard-to-quantify benefits of better passenger facilities, schedule information, and other project elements). To the extent that this limited analysis identifies mobility benefits sufficient for the project to compete well for Small Starts funding, the approach may be all that is needed to quantify those benefits. To the extent that another project has a broader set of impacts—because of service changes on a large number of bus routes throughout a corridor, for example—then the project sponsor might elect to use the traditional forecasting methods to capture the broader set of benefits.

Option 3—Development of “Warrants” for Smaller Projects

We are considering specifying a class of low-cost improvements that are “warranted” to be cost effective based on their definition and the environment in which they are to be applied. This strategy would be for us to distinguish and evaluate differently those projects that are very low cost and that employ only those elements that are demonstrably effective and cost-effective within specified maximum prices and minimum usage (ridership). Justification for these “Very Small Starts” would be based simply on the scope/cost of the project and salient characteristics of the setting in which it would be implemented. Justification would require documentation only of (1) the scope elements of the project, (2) the unit costs for each scope element, (3) total cost, and (4) existing ridership in the immediate corridor. This strategy would avoid a requirement that project

sponsors attempt to quantify benefits for low-cost projects comprising only those elements that have been demonstrated elsewhere to be effective and cost-effective transit improvements.

This concept might be extended to Small Starts projects that add a new guideway along with the low-cost elements that would otherwise qualify a project for Very Small Starts treatment. A low-cost guideway project, for example, might also include the stations, signal pre-emption, “branding,” and other elements whose benefits are difficult to quantify. Again, this strategy would avoid the substantial difficulties inherent in attempting to calculate the benefits of low-cost project elements with real but hard-to-quantify impacts on the quality and attractiveness of transit services.

Questions

6. How should the evaluation framework for New Starts be changed or adapted for Small Starts projects?
7. How should the baseline alternative be defined?
8. How might FTA evaluate economic development and land use as distinct and separate measures?
9. Are there other measures of effectiveness that should be considered?
10. Is it desirable for FTA to attempt to incorporate other measures of effectiveness besides mobility when evaluating cost-effectiveness? If so, what measures might be incorporated and in what manner?
11. Should mode-specific constants be allowed in the travel forecasts? If so, how should they be applied?
12. How might FTA incorporate risk and uncertainty into project evaluation for Small Starts?
13. What weights should FTA apply to each measure?
14. Should the FTA make a distinction in the way we evaluate Small Starts projects of different total project costs and scope?

V. Procedures for Planning and Project Development

SAFETEA-LU specifies some different procedures to be used by Small Starts projects in the planning and project development process compared to New Starts projects. Similar to the requirement for traditional New Starts, funding for Small Starts requires the Secretary to find that the project has been based on the results of planning and an alternatives analysis. Unlike traditional New Starts, Small Starts need only be approved to advance from planning and alternatives analysis to project development and construction; no approval to enter final design is

required. A project construction grant agreement can be used to provide funding for the Small Start for future years. The main issues addressed in this section include defining alternatives analysis in a way that is appropriate to the scale of small projects, the basis for our decision to allow entry into project development, and linking alternatives analysis and the environmental process.

Alternatives Analysis

While larger projects require a number of alternatives to be considered in an alternatives analysis to assess the numerous tradeoffs in costs, benefits, and impacts, the consideration of Small Starts often implies that fewer useful alternatives exist and in some cases, there may only be two alternatives, one representing the Small Start and the other today’s service levels. Nevertheless, the number of alternatives considered must continue to meet the requirements of NEPA, good planning practices, and proper identification of project costs and benefits for funding recommendations.

Just as there could be a simpler evaluation approach applied to simpler projects described as Very Small Starts in the evaluation section above, a very simple alternatives analysis and subsequent evaluation process could be used when Very Small Starts are being considered. Projects that are Very Small Starts could be able to utilize a very simple project definition-based alternatives analysis process. The key elements of the highly simplified AA report could be:

- Clear description and assessment of the opportunity to improve transportation service in the corridor.
- Clearly defined proposed project description designed to take advantage of the opportunity to improve transit service in the corridor, including a clearly defined scope, list of project elements, their associated costs and expected effect on transit service in the corridor.
- Comparison of the Very Small Start only to conditions today for a subset of the required measures. Mobility benefits and cost-effectiveness could be assumed to be met if the proposed project only includes pre-approved elements.
- A determination of whether or not the project sponsor can afford the capital and operating costs of the alternatives.
- A well supported explanation for the choice of a proposed project that includes an analysis of the likelihood of the proposed project achieving the project goals and any risks.
- A plan for implementing and operating the proposed project that

addresses the project sponsor's technical capability to build, operate and maintain the proposed project.

Where the proposed New Starts project fits the eligibility criteria for a Small Start but cannot qualify as a Very Small Starts project, a simplified alternatives analysis could be allowed. Compared to Very Small Starts this type of alternatives analysis would include a more detailed analysis of the mobility benefits and cost-effectiveness of the proposed project. They could also entail consideration of a broader range of alternatives because project alternatives could cost as much as \$250 million. As costs rise, considerations of different length alternatives may give insights into what could be significant differences in the tradeoffs of costs, benefits and impacts. Even without other build alternatives, examination of an alternative other than existing system service could be required if the Small Starts project is proposed where no transit service currently exists, so that the benefits of the investment itself can be distinguished from the simple realignment of service. Similarly, assessing a third alternative with the non-fixed-guideway elements of a fixed guideway project would permit the proper identification of the benefits and costs accruing from the guideway investment itself.

The features of this simplified AA report could be:

- Clear description and assessment of the opportunity to improve transportation service in the corridor.
 - Clearly defined set of transportation alternatives to take advantage of the opportunity to improve transit service.
- In cases where the proposed project does not involve a new fixed guideway, the alternatives analysis could consider a minimum of two alternatives as follows: (1) The no-build (existing conditions), (2) a Very Small Starts alternative if the proposed project includes a guideway or there is no existing service in the corridor, (3) the proposed Small Start, and (4) any useful length alternatives to the proposed project.
- Analysis of the effectiveness of the alternatives.
 - Comparison of the benefits and costs of the alternatives.
 - A determination of whether or not the project sponsor can afford the costs of the alternatives.
 - A well supported choice of a proposed project that includes an analysis of the likelihood of the proposed project achieving the project goals and any risks.
 - A plan for implementing and operating the proposed project that

addresses the project sponsor's technical capability to build, operate and maintain the proposed project.

We would use the alternatives analysis report or subsequent AA/DEIS to rate and evaluate the proposed Small Starts projects.

Another type of alternatives analysis could occur when a traditional New Starts project is one of the alternatives and the locally preferred alternative is eligible for Small Starts funds. Projects that result from a traditional alternatives analysis will have to adjust their evaluation measures to reflect opening year rather than the forecast year.

Entry Into Project Development

We currently envision reviewing the following items soon after they are developed during the alternatives analysis in order to support a decision to allow entry into project development:

- Alternatives analysis initiation report that includes a clear and concise description of the problem or opportunity to improve service in the corridor, the initial list of alternatives and their key elements, and the proposed approach to evaluating the alternatives.
- Interim report that specifies the alternatives to be evaluated and the methods that were used to forecast the mobility benefits.
- Final report and choice of locally preferred alternative.
- Local adoption of the proposed project and financial plan into the fiscally constrained, conforming (if in a non-attainment or maintenance area) plan and Transportation Improvement Program (TIP).

Projects that are eligible for Small Starts funds and achieve acceptable ratings for the Small Starts criteria could be admitted into project development. We are considering including the before and after study requirement in the construction grant agreement as a pre-requisite for receiving funding for Small Starts projects. Like traditional New Starts, documenting the predicted and actual scope, cost, and ridership of projects built using Small Starts funds will allow us as well as project sponsors to evaluate this information and develop in the future better approaches to forecast the costs and benefits of Small Starts. The results of before and after studies would also assist us in responding to the requirement in SAFETEA-LU that we consider the reliability of forecasting methods used to estimate ridership and costs when we consider funding proposed Small Starts projects.

Linking Alternatives Analysis to the Environmental Process

Currently alternatives analyses can be conducted concurrently with NEPA or in advance of formal NEPA activities that begin with a Notice of Intent. Problems have arisen when alternatives analyses are conducted in advance of formal NEPA processes for a variety of reasons, including the lack of proper consideration of environmental factors and lack of response by resource agencies. Alternatives analyses conducted concurrently with NEPA sometimes do not have the level of detail necessary for mitigation of impacts, requiring a supplemental document. An option that we are considering that could address these problems by efficiently and effectively linking alternatives analyses to NEPA is a recognized procedure known as "early scoping." The concept of early scoping was explained by the President's Council on Environmental Quality in its "40 Questions" guidance, as follows:

"Use of Scoping Before Notice of Intent to Prepare EIS. Can the scoping process be used in connection with preparation of an environmental assessment, i.e., before both the decision to proceed with an EIS and publication of a notice of intent?

A. Yes. Scoping can be a useful tool for discovering alternatives to a proposal, or significant impacts that may have been overlooked. In cases where an environmental assessment is being prepared to help an agency decide whether to prepare an EIS, useful information might result from early participation by other agencies and the public in a scoping process.

The regulations state that the scoping process is to be preceded by a Notice of Intent (NOI) to prepare an EIS. But that is only the minimum requirement. Scoping may be initiated earlier, as long as there is appropriate public notice and enough information available on the proposal so that the public and relevant agencies can participate effectively.

However, scoping that is done before the assessment, and in aid of its preparation, cannot substitute for the normal scoping process after publication of the NOI, unless the earlier public notice stated clearly that this possibility was under consideration, and the NOI expressly provides that written comments on the scope of alternatives and impacts will still be considered."

Council on Environmental Quality, *Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations*, 46 FR 18026, 18030 (1981) (Answer to Question No. 13).

Projects developed through the Small Starts program are not likely to generate significant effects on the quality of the human environment. Nevertheless, potential environmental effects associated with Small Starts proposals cannot be overlooked. In order to

accommodate applicable environmental review requirements and to integrate such requirements efficiently into Small Starts proposals, we are considering requiring the use of “early scoping” as an adjunct to Alternatives Analysis. Although early scoping is not a substitute for the standard scoping process, in combination with required notification initiating the environmental review process, early scoping would serve to signal the beginning of the NEPA process and provide a forum in which participating and cooperating agencies, as well as the public, could be actively and purposefully engaged.

Early scoping links transportation planning (Alternatives Analysis) with the National Environmental Policy Act process in a way that promotes consideration of required environmental factors without pre-determining the kind of documentation that has to be prepared. This approach is entirely consistent with regulations implementing the National Environmental Policy Act, as well as the planning and environmental review provisions of SAFETEA-LU.

It is likely that many Very Small Starts proposals will qualify as Categorical Exclusions, in which case sponsors may petition to be exempted from the early scoping requirement. A Small Starts sponsor may still choose to avail itself of the practice of combining traditional “scoping” (following issuance of a Notice of Intent) with Alternatives Analysis when preparation of an Environmental Impact Statement is anticipated.

Questions

15. Should there be a distinction in the alternatives analysis requirements for Small Starts compared to traditional New Starts?

16. Should there be a distinction in the alternatives analysis requirements for Very Small Starts compared to larger projects that qualify as Small Starts?

17. Within an alternatives analysis, what other alternatives should be considered in addition to the Small Start and the existing service alternatives?

18. What should be the key elements or features of a highly simplified or simplified alternatives analysis?

19. Should Small Starts projects also be required to perform a Before and After study?

20. Should FTA mandate an early scoping approach for those alternatives analyses that are not being conducted concurrently with the formal NEPA process? Are there other approaches that should be considered for better linking alternatives analysis and NEPA?

VI. Regulatory Notices

A. Executive Order 13132: Federalism

Executive Order 13132 requires agencies to assure meaningful and timely input by State and local officials in the development of regulatory policies that may have a substantial, direct effect on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. We invite State and local governments with an interest in this rulemaking to comment on the effect that adoption of specific Small Starts proposals may have on State or local governments.

B. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

Executive Order 13175 requires agencies to assure meaningful and timely input from Indian tribal government representatives in the development of rules that “significantly or uniquely affect” Indian communities and that impose “substantial and direct compliance costs” on such communities. We invite Indian tribal governments to provide comments on the effect that adoption of specific small starts proposals may have on Indian communities.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act of 1980 (5 U.S.C. 601 *et seq.*), we must consider whether a proposed rule would have a significant economic impact on a substantial number of small entities. “Small entities” include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations under 50,000. If your business or organization is a small entity and if adoption of specific small starts proposals could have a significant economic impact on your operations, please submit a comment to explain how and to what extent your business or organization could be affected.

D. National Environmental Policy Act

The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to consider the consequences of major Federal actions and that they prepare a detailed statement on actions significantly affecting the quality of the human environment. Interested parties are invited to address the potential environmental impacts of the small starts proposals contained in this ANPRM. We are particularly interested

in comments about the costs and benefits that specific small starts proposals may have on the human and natural environment, or on alternative actions the agency could take that would provide beneficial impacts.

E. Statutory/Legal Authority for This Rulemaking

This rulemaking is issued under authority of section 3011 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), which requires the Secretary of Transportation to prescribe regulations for capital investment projects funded under 49 U.S.C. § 5309 with a federal share of less than \$75,000,000 and a total cost of less than \$250,000,000.

F. Executive Order 12866 and DOT Regulatory Policies and Procedures

This rulemaking will likely be considered a significant regulatory action under section 3(f) of Executive Order 12866 and the Regulatory Policies and Procedures of the Department of Transportation (44 FR 11032). This ANPRM was reviewed by the Office of Management and Budget.

E.O. 12866 requires agencies to regulate in the “most cost-effective manner,” to make a “reasoned determination that the benefits of the intended regulation justify its costs,” and to develop regulations that “impose the least burden on society.” We therefore request comments, including specific data if possible, concerning the costs and benefits of the specific small starts proposals contained in this ANPRM.

G. Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995, no person is required to respond to a collection of information unless it displays a valid OMB control number. This ANPRM does not propose any new information collection burdens.

H. Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number contained in the heading of this document may be used to cross-reference this action with the Unified Agenda.

I. Privacy Act

Anyone is able to search the electronic form for all comments

received into any of our dockets by the name of the individual submitting the comments (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit <http://dms.dot.gov>.

Issued in Washington, DC this 24th day of January, 2006.

Sandra K. Bushue,

Deputy Administrator, Federal Transit Administration.

[FR Doc. 06-870 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-57-U

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 300

[Docket No. 060111007-6007-01; I.D. 010906A]

RIN 0648-AT56

Pacific Halibut Fisheries; Catch Sharing Plan

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule.

SUMMARY: NMFS proposes to approve and implement changes to the Pacific Halibut Catch Sharing Plan (Plan) for the International Pacific Halibut Commission's (IPHC or Commission) regulatory Area 2A off Washington, Oregon, and California (Area 2A). NMFS proposes to update the tribal season in the Plan to reflect recent IPHC season date-setting trends. NMFS also proposes to implement the portions of the Plan and management measures that are not implemented through the IPHC, which includes the sport fishery management measures for Area 2A, the flexible inseason management provisions in Area 2A, fishery election in Area 2A, and Area 2A non-treaty commercial fishery closed areas. NMFS proposes to codify all but the sport fishery management measures for Area 2A, at 50 CFR part 300, subpart E. These actions are intended to enhance the conservation of Pacific halibut, to protect yelloweye rockfish and other overfished groundfish species from incidental catch in the halibut fisheries, and to provide greater angler opportunity where available.

DATES: Comments on the proposed changes to the Plan and on the proposed domestic Area 2A halibut management measures must be received no later than 5 p.m., local time on February 14, 2006.

ADDRESSES: Copies of the Plan, Regulatory Impact Review (RIR)/Initial Regulatory Flexibility Analysis (IRFA), and/or Categorical Exclusion (CE) are available from D. Robert Lohn, Regional Administrator, Northwest Region, NMFS, 7600 Sand Point Way NE., Seattle, WA 98115-0070. Electronic copies of the Plan, including proposed changes for 2006, and of the CE and draft RIR/IRFA are also available at the NMFS Northwest Region Web site: <http://www.nwr.noaa.gov>, click on "Groundfish & Halibut."

You may submit comments on the proposed Plan and domestic Area 2A halibut management measures or supporting documents, identified by 010906A, by any of the following methods:

- E-mail:

PHalibut2006.nwr@noaa.gov. Include the I.D. number

010906A in the subject line of the message.

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Mail: D. Robert Lohn, Administrator, Northwest Region, NMFS, Attn: Jamie Goen, 7600 Sand Point Way NE., Seattle, WA 98115-0070.

- Fax: 206-526-6736, Attn: Jamie Goen.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: The Northern Pacific Halibut Act (Halibut Act) of 1982, at 16 U.S.C. 773c, gives the Secretary of Commerce (Secretary) general responsibility for implementing the provisions of the Halibut Convention between the United States and Canada (Halibut Convention). It requires the Secretary to adopt regulations as may be necessary to carry out the purposes and objectives of the Halibut Convention and the Halibut Act. Section 773c of the Halibut Act authorizes the regional fishery management councils to develop regulations governing the Pacific halibut catch in their corresponding U.S. Convention waters that are in addition to, but not in conflict with, regulations of the IPHC. Each year between 1988 and 1995, the Pacific Fishery Management Council (Pacific Council)

had developed a catch sharing plan in accordance with the Halibut Act to allocate the total allowable catch (TAC) of Pacific halibut between treaty Indian and non-treaty harvesters and among non-treaty commercial and sport fisheries in Area 2A.

In 1995, NMFS implemented the Pacific Council-recommended long-term Plan (60 FR 14651, March 20, 1995). In each of the intervening years between 1995 and the present, minor revisions to the Plan have been made to adjust for the changing needs of the fisheries. The Plan allocates 35 percent of the Area 2A TAC plus 25,000 lb (11.3 mt) to Washington treaty Indian tribes in Subarea 2A-1 and 65 percent minus 25,000 lb (11.3 mt) to non-Indian fisheries in Area 2A. The allocation to non-Indian fisheries is divided into three shares, with the Washington sport fishery (north of the Columbia River) receiving 36.6 percent, the Oregon/California sport fishery receiving 31.7 percent, and the commercial fishery receiving 31.7 percent. The commercial fishery is further divided into a directed commercial fishery that is allocated 85 percent of the commercial allocation and an incidental catch in the salmon troll fishery that is allocated 15 percent of the commercial allocation. The directed commercial fishery in Area 2A is confined to southern Washington (south of 46°53.30' N. lat.), Oregon, and California. North of 46°53.30' N. lat. (Pt. Chehalis), the Plan allows for incidental halibut retention in the primary limited entry longline sablefish fishery when the overall Area 2A TAC is above 900,000 lb (408.2 mt). The Plan also divides the sport fisheries into seven geographic subareas, each with separate allocations, seasons, and bag limits.

The Area 2A TAC will be set by the IPHC at its annual meeting on January 16-20, 2006, in Bellevue, WA. NMFS requests public comments on the Pacific Council's recommended modifications to the Plan and the proposed domestic fishing regulations by February 14, 2006. This allows the public the opportunity to consider the final Area 2A TAC before submitting comments on the proposed rule. The States of Washington and Oregon will conduct public workshops shortly after the IPHC meeting to obtain input on the sport season dates. After the Area 2A TAC is known and after NMFS reviews public comments and comments from the states, NMFS will issue a final rule for the Area 2A Pacific halibut fisheries concurrent with the IPHC regulations for the 2006 Pacific halibut fisheries.