

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

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

AGENDA**March 8, 2006
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. February 8, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the February 8, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 8, 2006 TAC meeting.

**6. Triangle Parkway Update
(Attachment 6, 6A)
David Joyner, NC Turnpike Authority
Mark Ahrendsen, TCC Chair**

A Scoping Meeting for the Triangle Parkway was held on January 13, 2006. The agenda and project overview from that meeting is Attachment 6. Attachment 6A is the project map. David Joyner, Executive Director of the NC Turnpike Authority, will give a presentation on the project.

TAC Action: Receive update, discuss, and provide comments.

**7. 2006-2007 Unified Planning Work Program (UPWP)
(Attachment 7, 7A)
Felix Nwoko, LPA Staff**

Annually, as required by federal regulations the DCHC MPO prepares, a Unified Planning Work Program (UPWP), the document that details and guides the urban area transportation planning activities. Funding sources for planning activities include the Federal Highway Administration, Federal Transit Administration and, State and local governments.

The TAC at the February 8, 2006 meeting received a draft scheduled for the development of the 2006-2007 UPWP. A memorandum providing information on the 2006-07 UPWP is provided as Attachment 7 and a copy of the summary draft 2006-2007 UPWP is provided as Attachment 7A

TAC Action: Receive information, discuss and provide guidance to staff on priorities for funding.

8. Section 5340 Apportionment
(Attachment 8)
Felix Nwoko, LPA Staff

The TAC approved the use of the current formula for the distribution of the FY 2005 5307 funds at the February 8, 2006 meeting. Section 5340 is a new source of funding that needs to be distributed among the transit providers. The attached memo, Attachment 8, provides the recommended distribution of the FFY 2006 5340 funds between the three transit providers.

Requested TAC Action: Approve the FFY 2006 distribution of FTA Section 5340 funds and authorize the TAC Chair to send letter notifying FTA of the distribution.

9. TAC Non-Voting Membership Policy
(Attachment 9, 9A)
Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff

At the November 2005 TAC meeting, the TAC directed the TCC to create a policy for reviewing requests for non-voting membership to the TAC. The TCC Admin/UPWP Subcommittee met on January 18, 2006, and February 17, 2006 to create a policy. This policy was brought to the TCC at its February meeting and a recommendation was made to the TAC.

The policy is described in Attachment 9. The application for membership is included as Attachment 9A. Upon the recommendation of the TAC, this application will be sent to the North Carolina Turnpike Authority. Once their application is returned, the TCC will make a recommendation to the TAC on their membership status.

TCC Recommendation: The TCC voted at their February 22, 2006 meeting to recommend that the TAC approve the policy and application for non-voting membership.

TAC Action: Approve the policy and application for TAC non-voting membership.

10. Southwest Durham/Southeast Chapel Hill Collector Street Plan Update
(Attachment 10)
Felix Nwoko, LPA Staff
Andy Henry, LPA Staff

The first public workshop for the collector street plan was held on 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 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. Based on these comments, the project team has drafted a Recommended Collector Street Network and full report, and will conduct a 3rd, and final, public workshop on Tuesday, March 21st, to collect comments on the recommended network and plan. Attachment 10 provides a summary of the collector street plan process, including some of the principal issues and a project schedule.

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

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent News Articles and Updates

(Attachment 14)

15. Letter to NCDOT and the Governor regarding the Safe Routes to School Program

(Attachment 15)

16. Memo describing the Safe Routes to School Program

(Attachment 16)

17. Letter from NCDOT regarding the Scoping Meeting for the East End Connector

(Attachment 17)

- 18. Letter from NCDOT regarding the East End Connector, Northern Durham Parkway, and US 70 Projects
(Attachment 18)**

Adjourn

Next meeting: April 12, 2006

TAC Directives to Staff

3/08/06

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

02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>In Progress</u> - Staff is working with Service Bureau on this matter. Periodic reports to be provided by Triangle Regional Model Service Bureau.
02/11/04	Recommend new funding sources and work with TTA and TJCOG for US 15-501 Transit Corridor and land use mapping	<u>Completed</u> - Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of corridor. TCC recommendations provided as part the 08/10/2004 TAC meeting agenda item
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
04/14/04	Staff to present report on Blue Ribbon Study Commission	<u>Completed</u> – TAC received Blue Ribbon Study final report on 12/14/05.
04/14/04	Staff to present information on STP-DA allocations based on current funding initiatives, project delays, starts, etc.	<u>Completed</u> –Staff met with NCDOT on 02/28/06 and obtained STP-DA information.
04/14/04	Staff to prepare structure for joint cooperative efforts between CAMPO and DCHC MPO and present to TAC for review.	<u>Completed</u> – Memorandum of Agreement (MOA) approved by the TAC and jointly executed by the Chairs of DCHC MPO and CAMPO Transportation Advisory Committees.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development.

04/14/04	2006-2012 MTIP – Prepare Priority Lists, identify “issues” carried over from 2004-2010 MTIP and any new projects to be highlighted. Present to NCDOT for inclusion in STIP.	<u>Completed/Pending</u> - One-on-One Issue paper presented to the TAC in May. Division 5 One-on-One meeting with NCDOT held May 27, 2004; Division 7 meeting held 06/1/2004. Draft 2006-2012 STIP released in April 2005. Final 2006-2012 STIP approved by BOT in April 2005. Final 2006-12 MTIP which is based on the STIP and incorporates the comments and resolutions by member jurisdictions and MPO Flagged Issues was approved by the TAC on 08/10/2005. NCDOT deferred action on the MTIP. MPO and NCDOT staff met to resolve differences between STIP and MTIP. TAC approved revised 2006-2012 MTIP on 10/12/ 2005. NCDOT approved October 2005.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP Update
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – Next LRTP update.
10/13/04	Begin working on list of concerns presented by TAC members regarding LPA Efficiency	<u>Completed</u> - Summary of issues and concerns presented to the TAC at its November meeting. Procedure for improving agenda procedure was presented in December. Responses to other issues were presented at the 01/12/ 2005 meeting.
11/10/04	Proposal to TTA of roles/responsibilities for Phase II TTA Rail project.	<u>Completed</u> – Letter sent to TTA January 2005.
12/08/04	Draft letter to FHWA in support of increase in PL allocation to 1.5%.	<u>Completed</u> - Letter sent December 2004. SAFETEA-LU increases PL allocation to 1.25% (from 1.0%).

02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC in April	<u>Completed/In Progress</u> – Final report prepared by TJCOG. Public meetings held on 02/08/2005 and 05/23/2005. Final recommendation to TAC at 08/10/ 2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	<u>Completed</u> – Letter sent via fax and by mail 04/01/05
04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – TAC approved use of STP-DA funds on 05/18/2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	<u>Completed</u> - TAC approved study area for SW Durham Collector Street Plan on 05/18/2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	<u>Completed</u> – TAC approved Modeling Goals & Objectives on 05/18/2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	<u>Completed</u> – As directed at the 05/18/2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the 08/16/05 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mt. Carmel Church Rd as a collector. Request for brief description of functional classifications.	<u>Completed/In Progress</u> – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	<u>Completed</u> – Analysis/schedule provided at 05/18/2005 TAC meeting.

04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress</u> : TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	<u>Complete</u> : NCDOT presentation at 12/14/2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	<u>Completed</u> : Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	<u>Completed</u> : See 10/12/2005 TAC Agenda
08/10/05	Refer US15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>In Progress</u> : TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking non-voting membership on TAC.	<u>Completed</u> : TAC voted to permit ex-officio members to make and second motions. <u>Completed</u> : See Attachment 9 of 3/08/06 TAC Agenda.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	<u>Completed</u> : Letter sent August 25, 2005. See Attachment 13 of the 09/14/2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: “Expands Transportation Choices”, Safety and “Air Quality Concerns” using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	<u>Completed</u> : Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the 10/12/2005 TAC agenda

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

11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees. Letter sent to NCDOT - see Attachment 23 of 02/08/06 TAC Agenda.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress:</u> Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
11/9/05	Draft a blunter letter than the precious one to Secretary Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed:</u> See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed:</u> See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>
12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	<u>Completed:</u> See Attachment 15 of 1/11/06 TAC Agenda. Response from NCDOT received 1/23/06. See Attachment 22.
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	<u>Completed:</u> See Attachment 14 of 1/11/06 TAC Agenda.
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	<u>In Progress:</u> Letter sent to CAMPO - see Attachment 16 of 1/11/06 TAC Agenda. Response received 1/31/06. See Attachment 24 of 02/08/06 TAC Agenda.
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	<u>Completed:</u> Letter sent 1/25/06. See Attachment 20 of 02/08/06 TAC Agenda.
1/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed:</u> Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.
1/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
2/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>In Progress:</u>

02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>In Progress</u>
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>In Progress</u>
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda

45 Mayor Bell, TAC Chair called the meeting to order at 9:08 a.m. and the Roll Call
46 was conducted.

47 **PRELIMINARIES:**

48 **Adjustments to the Agenda**

49 Ed Harrison distributed copies of a memo to be referenced at a later time in the
50 meeting. Mark Ahrendsen stated copies of handouts were distributed at the beginning of
51 the meeting. They are adjusted tables for Orange County and TJCOG for the UPWP
52 Amendment #1. There is also a resolution attached which is associated with Item 6.
53 There is a copy of a PowerPoint presentation for Item 8 which is the Triangle Regional
54 Model Update.

55 Becky Heron wanted to give a big “Thank You” to our NCDOT representatives.
56 Jon Nance, NCDOT Division 5, stated that a decision was made to spend \$900,000 in
57 Durham for small construction projects. NCDOT is working with Mark Ahrendsen to
58 determine the construction projects that will be affected by the funding.

59 **Public Comments**

60 There were no public comments.

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

62 There were no comments regarding the Directives to Staff.

63 **ACTION ITEMS:**

64 **January 11, 2006 TAC Meeting Minutes (Attachment 5)**

65 Mark Ahrendsen made adjustments to the January 11, 2006 TAC Meeting
66 Minutes as follows: On line 7, Kevin Foy is the voting member; line 9, Ed Harrison is
67 the alternate but was serving as the voting member until Kevin Foy arrived; line 11, Ellen
68 Reckhow is an alternate. On line 122, it should read “a four separate” not “an eight
69 separate.” On line 161, the line should read “The previous motion was amended to

70 include” not “A motion was made by Becky Heron and seconded by Ellen Reckhow.” A
71 motion was made by Alice Gordon and seconded by Becky Heron to approve the January
72 11, 2006 TAC Meeting Minutes with the amendments noted above. The motion carried
73 unanimously.

74 **2005-2006 Unified Planning Work Program (UPWP) Amendment #1 (Attachment 6**
75 **and 6A)**

76
77 Mark Ahrendsen provided an introduction for the 2005-2006 Unified Planning
78 Work Program (UPWP) Amendment #1, along with the attachments. The funds that are
79 not going to be expended this fiscal year on certain activities have to be deobligated so
80 they can be reprogrammed to carry on the activity beyond July 1 into the next fiscal year.
81 In addition, the amendment reallocates funds among certain budget lines to make sure
82 they are actually being spent out of the proper categories.

83 Ed Harrison discussed the memo he distributed at the beginning of the meeting.
84 Chapel Hill supports the amendment but has the following questions that they would like
85 to refer to the TCC. (1) Can we get a tally of all the money being spent from STP-DA
86 funds on planning activities related to the model update? (2) How much money are we
87 and CAMPO spending to update the model? (3) How much of whatever we get from the
88 model update is going to be useable for the 2035 plan? Mark Ahrendsen stated the TCC
89 is currently working on these three questions.

90 A motion was made by Ed Harrison and seconded by Alice Gordon to refer the
91 three questions stated above to the TCC. Bill Strom stated we need to be sure we are
92 spending the funds as effectively as possible. The motion carried unanimously.

93 A motion was made by Diane Catotti and seconded by Becky Heron to endorse
94 the Resolution to Approve Amendment #1 to the FY 2005-2006 Unified Planning Work

95 Program of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
96 (DCHC MPO). The motion carried unanimously.

97 **2006-2007 Unified Planning Work Program (UPWP) Schedule (Attachment 7 and**
98 **7A)**

99
100 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning
101 Work Program (UPWP) Schedule, along with the attachments. Supplemental
102 information is provided from the NCDOT Public Transportation Division about the
103 Public Transportation element of the UPWP. This will be part of the Draft UPWP that
104 will be brought back to the TAC for review and comment..

105 Ed Harrison stated that Chapel Hill would like to request funding for a Long
106 Range Transit Master Plan. Chapel Hill plans to work on this with Carrboro, UNC, and
107 the NCDOT. Bill Strom stated that NCDOT has been very supportive of Chapel Hill
108 Transit, but in the 2030 LRTP there are three or four higher order corridors identified
109 within Chapel Hill. The City Council in Chapel Hill wants to do the Master Plan so that
110 they know what the possibilities and funding requirements will be. Ellen Reckhow asked
111 if it should be done for the entire MPO or just Chapel Hill. Ed Harrison stated much of it
112 is tied into a large undeveloped tract of UNC property in the middle of Chapel Hill and
113 Carrboro. Mayor Bell asked if it would be done in-house or by a consultant. Ed Harrison
114 stated it would be done by a consultant. Mayor Bell asked how much it will cost. Ed
115 Harrison stated it would be six figures. Bill Strom stated the big part of the funds is the
116 elected officials' willingness to accept the regional model. Mayor Bell asked how this
117 plays into the whole work plan that we are discussing and if these are additional funds.
118 Becky Heron stated we need to look at the entire work plan and consider Durham, as
119 well.

120 A motion was made by Ed Harrison and seconded by Bill Strom to forward the
121 request that Chapel Hill would like funding for a Long Range Transit Master Plan; along
122 with the comments referenced by the TAC members above to the TCC. The motion
123 carried unanimously.

124 Mark Ahrendsen stated, for informational purposes, some of the major tasks that
125 are under consideration for the 2006-2007 UPWP. The UPWP will be brought back to
126 TAC members in more detail at the March TAC meeting. A major emphasis will be the
127 2035 plan update and the tasks that will support it such as the data collection and the
128 modeling efforts, the greenhouse gas emission studies, the **intelligent** transportation
129 system deployment plan, environmental justice initiatives that are required as part of the
130 USDOT requirements, and outreach for the East End Connector projects.

131 **Triangle Regional Model Update (Attachment 8)**

132 Mark Ahrendsen provided a brief introduction for the Triangle Regional Model
133 Update, along with the attachment. Mark introduced Leta Huntsinger with ITRE who
134 made a Power Point presentation to update the TAC members.

135 Ellen asked why the model shows 2002 roadways and transit routes instead of
136 2004 or 2005. Leta Huntsinger stated that typically when a model is developed it
137 represents a snapshot of time. Then you calibrate against that snapshot of time and use
138 the model to evaluate future conditions. The model base year that we have been working
139 on over the past year has been the 2002 base year. Felix Nwoko stated we have to have a
140 base condition and the base condition was 2002 because we used it in our 2030 LRTP.
141 Ellen Reckhow stated what she does not understand is, if you have a base year of 2002,
142 why are you collecting travel behavior information for 2006? Leta Huntsinger stated that
143 model development is something that never stops. You have a model that you develop,
144 calibrate, analyze, and use for traffic forecasts and other types of evaluation. While you

145 are using that model, you have a team that is working to develop the next model. We are
146 collecting travel behavior data now to inform the model development process that is
147 currently under way. The 2002 base year model has already happened and is available
148 for use now. Ellen Reckhow asked if the roadways and transit routes will be updated for
149 the model to 2005. Leta Huntsinger and Mark Ahrendsen both stated yes.

150 Alice Gordon asked if ITRE can give us an idea of how long it takes to get the
151 results when something is changed. Alice Gordon stated that what ITRE is doing is
152 difficult to understand, and asked what factors are important and how the model works.
153 Alice Gordon stated that it would be helpful if ITRE could provide an overview that
154 explains the model and the most important factors, along with highlights of why things
155 are being done. Leta Huntsinger stated she will be happy to provide an overview of
156 travel modeling and the steps that are involved. Ellen Reckhow stated she wants to know
157 all the assumptions used in the model as well because some of these assumptions may be
158 policy decisions. Leta Huntsinger will get with Mark Ahrendsen to get on the TAC
159 agenda to provide an overview.

160 Bill Strom asked who absorbed the costs of updating the model for CAMPO.
161 Leta Huntsinger stated that the entire region absorbed the costs. Mayor Bell asked her to
162 elaborate on Bill's question. Leta stated that ITRE has a model team which is a technical
163 level team that has a voting structure. There is (1) NCDOT (Sarah Smith) vote, (1) TTA
164 (Joe Huegy) vote, (1) CAMPO MPO (John Burris) vote, and (1) DCHC MPO (Jeremy
165 Raw) vote. The model team discusses the technical issues and makes decisions about the
166 model. If a consensus can not be met, a vote is called. ITRE also has an executive
167 committee, which Mark Ahrendsen serves on behalf of DCHC MPO, which
168 communicates policy decisions to the model technical team. Mark Ahrendsen reflects the
169 guidance provided by the TAC members at the ITRE executive committee. Diane Catotti

170 told Mark Ahrendsen it would be helpful to know the relative financial contribution of all
171 the partners. Alice Gordon stated she would like the presentation in electronic form.
172 Leta Huntsinger said she will gladly provide it in electronic form.

173 Diana Catotti asked for clarification on what the potential applications of the
174 model other than the LRTP. Leta Huntsinger stated the model can be used to evaluate
175 various land use scenarios, project level planning, and changes in zoning. Bill Strom
176 asked how finely can we tune the model. Becky Heron asked if the model is available to
177 the planning departments and what kind of training is required.

178 Ellen Reckhow asked what land use data is being used. Jeremy Raw stated the
179 model will be based on the 2005 data for the calibration. Mike Gering asked if there
180 would be some assessment as to quality and accuracy so that we have an idea of
181 confidence levels. Jeremy stated they will do their best to get the most accurate
182 information. Ellen Reckhow asked for clarity on the new comprehensive plan data and
183 the model. When will it be available? Jeremy Raw stated as soon as the data is together,
184 probably late spring.

185 Diane Catotti asked Mark Ahrendsen to take the following concerns to the ITRE
186 executive committee: the intersection of Martin Luther King Parkway and Fayetteville
187 Road, I-40 and Farrington Road, Garrett and US 15-501, NC 751.

188 A motion was made by Bill Strom to send these comments to the TCC and ask the
189 TAC to consider this conversation and provide guidance as to how to proceed and hold
190 open this goal. The motion carried unanimously.

191

192 **Distribution Formula for FTA Section 5307 Funds (Attachment 9)**

193 Mark Ahrendsen provided an introduction for the Distribution Formula for FTA
194 Section 5307 Funds, along with the attachment. The subcommittee has been working on

195 this with the three transit operators and hasn't made a decision to change the formula at
196 this point. This is because the federal reauthorization wasn't known until a few weeks
197 ago and it wasn't until last week that we actually determined the urbanized area
198 allocation. As a result of that and to not hold up the three grant recipients from applying
199 for the funds that might be allocated under a new formula, the recommendation from the
200 TCC is to use the existing formula, apply it to the urbanized area allocation, and revisit
201 the formula for next years allocation considering some of the other factors that the TAC
202 has raised. It is the MPO's responsibility to approve the allocation of the funds to the
203 grant recipients. The allocation is to the urbanized area and comes from the FTA as a
204 single number based on data from the transit providers. Mayor Bell stated for
205 clarification the formula that we use is used to distribute the funds locally, and even
206 though the federal guidelines might be changing in terms of how they will allocate the
207 money, we want to continue to use the same formula for this year. David Bonk stated
208 that is true in part. The way the funds came to us in the past was as a single allocation to
209 the region using the formula that Mark Ahrendsen described, and we simply used that
210 same formula (i.e., federal) to distribute the funds. The new legislation takes what has
211 been given to us in one piece and breaks it into, depending on how they look at it, three
212 or four pieces. There is a base allocation which is based on the formula, but what we
213 have discovered is embedded within that number is a new program called "Fast Growing
214 States" (5740) and it is unclear at this point whether the \$200,000 from that program is
215 allocated on that formula or whether it is done through some type of population based
216 allocation. That will determine whether we want to continue to allocate it under the old
217 formula or come up with something new. In addition to this, which represents 85% to
218 90% of the funds we get, the federal government now has a special allocation for
219 something called New Freedom which is for the elderly and handicapped and an

220 allocation for Job Access Reverse Commute (JARC) which is another new allocation.
221 The total of those two for this region is about \$250,000 but the federal legislation
222 describes the allocation as going to the designated recipients in urban area. There are
223 three designated recipients in our urban area so we don't know how it will be split
224 between the three or whether it is split at all. What we do know is it is not part of the
225 MPO allocation process. This is something that will come directly from a formula. The
226 federal government has said that once the money is given, then the only way it can be
227 spent is by selecting projects from a plan. The question is if it is an MPO plan, a county
228 plan, or a plan developed by each individual transit operator. Mayor Bell asked when
229 will we receive the funds. David Bonk stated it is unclear. Mayor Bell asked what is
230 driving us to make a decision today. David Bonk stated the decision today is needed
231 because the biggest piece of the funds is now available and can be applied for under the
232 formula we have all agreed upon for this year. The 5307 funding is less than we received
233 last year because of the other two new programs. We will not know the total funds for
234 another three to four months. We can however begin the process of allocating the largest
235 bulk of the funds which is what is being recommended today. Mark Ahrendsen stated
236 that this is what has historically been referred to as the 5307 funds. The 5307 funds are
237 almost \$5 million. The reason for bringing this to the TAC is that we are not allowing
238 the transit systems to apply for the funds until we tell them what the allocation is. The
239 downside of holding off on it is that they can not apply for the funds that are now
240 available. Mark Ahrendsen stated for clarification that all transit operators are in
241 agreement to using the current formula for this year's allocation and then will look at the
242 formula for next year.

243 A motion was made by Diane Catotti and seconded by Becky Heron to approve
244 the allocation of FY 2005-2006 Section 5307 Funds according to the existing formula

245 and to review the formula next year as more information becomes available. The motion
246 carried unanimously.

247 **Old Durham-Chapel Hill Road Bicycle/Pedestrian Feasibility Study (Attachments**
248 **10 and 10A)**

249 Mark Ahrendsen provided an introduction for the Old Durham-Chapel Hill Road
250 Bicycle/Pedestrian Feasibility Study, along with the attachments. Alison Carpenter stated
251 that staff has been working on this project for about a year now. Alison provided a little
252 background on the study. In February 2005, the LPA was charged with completing a
253 feasibility study for Old Durham-Chapel Hill Road between Chapel Hill and Durham
254 starting at US 15-501 in Chapel Hill and running to Garrett Road in Durham. The study
255 has been completed and a draft report was presented to the TAC in November 2005.
256 Revisions were made based on the recommendations of the TAC. Alison Carpenter
257 stated that staff would like to present the final report for approval and referral to the local
258 governments.

260 Mike Rutkowski and Matt West of Kimley-Horn and Associates, Inc. presented
261 the final report on the feasibility study. Alison Carpenter stated the recommendation of
262 the TAC and TCC was to fund the full corridor, all the way from Garrett Road to US 15-
263 501. The estimated cost is \$3.8 million and there is \$1.9 million allocated in STP-DA,
264 State bike/ped funds, and local contributions. The TIP/STP-DA subcommittee of the
265 TCC is working on a funding scenario for the 2007-2013 TIP. A draft 2007-2013 TIP
266 will be available in April.

267 Ellen Reckhow asked a question about the design. In the area of Githens Middle
268 School, there is a ten-foot multi-use path on the side of the road that terminates into Old
269 Chapel Hill Road east of Githens. Ms. Reckhow asked what happens at this point.
270 Alison Carpenter stated it is connected to the bike lane on the road. Since the New Hope

271 Creek Bridge is due east of the path terminus, there is not a residential connection on that
272 side of the school. Mike Rutkowski stated for clarification that we want to make sure we
273 that we connected the multi-use path to the New Hope Greenway, which will run north
274 and south to the east of the school. Since the New Hope bridge is forty feet wide, in
275 order to accommodate two twelve-foot lanes and bicycle/pedestrian facilities, there is
276 only space for two eight-foot shared-use lanes. These lanes will be eight feet wide,
277 striped, painted and delineated across the bridge. We are basically going from a ten-foot
278 multi-use path to an eight-foot shared-use lane across the bridge. Ellen Reckhow stated
279 that she did not remember the discussion of removing the bollards. Alison Carpenter
280 stated the discussion of removing the bollards came out of the TCC meeting. Since it is
281 not an NCDOT standard design, there was a lot of discussion about whether or not the
282 bollards should be removed. Ellen Reckhow stated she is trying to understand how to
283 make it safe for a child to bicycle to school, and a parent would not want their child
284 riding their bicycle on the shoulder of the road going toward Garrett Road. Ellen
285 Reckhow stated that if and when the bridge is replaced, we should consider widening.
286 Mark Ahrendsen stated the concern that the department had with the bollards was really
287 on the I-40 bridge because it is even more narrow.

288 Ed Harrison stated that Chapel Hill is interested in knowing the cost breakdown
289 between the Durham and Chapel Hill sections, in order to know what the local match will
290 be so the Town of Chapel Hill can work on allocating it. Mr. Harrison also indicated that
291 Chapel Hill may be interested in contributing significantly to the project, in order to
292 expedite construction of the project within Town limits.

293 A motion was made by Ed Harrison and seconded by Becky Heron to refer the
294 TCC to work on the allocation of cost between the local governments and to keep open
295 the option of separate bid packages by municipalities. The motion carried unanimously.

296 A motion was made by Alice Gordon and seconded by Diane Catotti to receive
297 and approve the final report for the Old Durham-Chapel Hill Bicycle/Pedestrian
298 Feasibility Study. Diane Catotti asked if when the Bicycle/Pedestrian TCC
299 Subcommittee requested full funding for this project, that meant it has a higher priority
300 than all other bicycle/pedestrian projects in the City of Durham. The American Tobacco
301 Trail has an unfunded component as well. These two projects are the top two
302 independent projects that are on the regional priority list. Diane Catotti asked about the
303 allocation of Durham bond funds. Alison Carpenter stated that the hope is that as an
304 MPO project, this might be funded through State and federal funds with some local
305 match funds through the TIP process. Mark Ahrendsen stated that City of Durham staff
306 will be looking to use federal and State match funds for the local match portion. Diane
307 Catotti stated that she has heard that the results of the pedestrian study are coming soon.
308 Alison Carpenter stated that staff is hoping to present to the Durham City Council on
309 either April 17 or May 1, 2006. The project list is actually being developed now and will
310 probably be available in a few weeks. Diane Catotti stated that the results would be
311 really helpful before the TAC votes on the funding. Ellen Reckhow asked if the State has
312 put out any guidelines or information on how we can access the Safe Routes to School
313 funds. Alison Carpenter stated that the State is still trying to figure out where the
314 program will fall within the entire state system. Within the NCDOT, they are considering
315 the Governors Council on Highway Safety, the Bike/Ped Division office, as well as the
316 school site planning office. They are still juggling around the position, as well as the
317 funds, and the fiscal year is soon to end. Ellen Reckhow asked how much funds the State
318 received. Alison Carpenter stated that in the bill there was over \$1 million minimum
319 allocated per state per year. Becky Heron stated that Erwin Road is another direct

320 connection between Durham and Chapel Hill, and should be considered another major
 321 bike/ped corridor. The motion carried unanimously.

322 Jill Stark, with FHWA stated that she and other FHWA staff met with the NC
 323 Safe Routes to School (SR2S) committee yesterday, and the minimum that is allocated is
 324 \$5 million per state over a three year period. The funds for North Carolina will not be in
 325 place until someone from the State is appointed to the SR2S Coordinator position. The
 326 committee is hoping that NCDOT hires someone within the next couple of months. The
 327 only drawback to the program is that a local match is not required; local contributions are
 328 voluntary.

329 A motion was made by Diane Catotti and seconded by Becky Heron for the TAC
 330 to send a letter to the State and copy our NCDOT board member, requesting to get the
 331 individual hired and the program established in the Bicycle/Pedestrian Division of the
 332 NCDOT to make the funds available to the State. The motion carried unanimously.

333 **Reports from Staff:**

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

335 The Lead Planning Agency (LPA) Staff Report is attached.

336 **Report from the TCC Chair**

337 There was nothing to report from the TCC Chair.

338

339

340 **NCDOT Report (Attachment 13 and 13A)**

341 Jon Nance, NCDOT Division 5 Engineer provided an update. At the I-85/Guess
 342 Road interchange there will be several ramp closures within the next two months which
 343 are part of the original phasing of the project. The lane closures should begin within the
 344 next couple of weeks, along with signage to indicate the ramp is closed. They are thirty-

345 day closures to allow NCDOT to continue to finalize the interchange. The contractor
346 should be complete by July and the lanes will open to traffic. There will still be work
347 such as painting, planting, etc. The NCDOT will be opening bids tomorrow on the
348 interchange at NC 54 and I-40.

349 Ellen Reckhow stated that there needs to be better signage leading up to the
350 temporary ramp to Gregson and temporary ramp to Roxboro/Avondale. There needs to
351 be earlier notice of the ramps.

352 Becky Heron stated the roundabout at Erwin Road still has a lot of problems. Jim
353 Dunlop, NCDOT was making a special trip to look at the roundabout. They are going to
354 assess the function of the intersection before and after the roundabout. In addition, Jon
355 will look at things like signage and rumble strips.

356 Ed Harrison stated there is still a problem with the roundabout at Ephesus Church
357 Road. Jon is looking into this as well.

358 Mark Ahrendsen stated that on the report that was attached from the NCDOT
359 Division 5 Engineer there are a couple of updates that Mark wants to provide. On the NC
360 54 project, it is shown with an estimated completion date of August 2006. It will be
361 delayed. On the NC 55 project, it is shown as being completed in June 2006. It will be
362 delayed.

363 Mark Ahrendsen stated that staff is working with CAMPO to try to set up a
364 meeting for the joint financing task force.

365 Mike Mills, NCDOT Division 7 Engineer provided an update. US 15-501 south
366 of Chapel Hill should be complete by June 2006. On the Homestead Project, they are
367 beginning the right-of-way acquisition phase. The bid opening for the Superstreet should
368 be May 2006. Diane Catotti asked if landscaping was planned or budgeted as part of US
369 15-501. It will probably not be done until the planting season. Ellen Reckhow asked

370 about the landscaping at Guess Road and Mark Ahrendsen stated it should be done this
371 planting season.

372 **Informational Items:**

373 **Recent News Articles and Updates (Attachment 14)**

374 Attached are the recent news articles and updates.

375 **Triangle Parkway Update (Attachment 15 and 15A)**

376 A Scoping Meeting for the Triangle Parkway was held on January 13, 2006. The
377 agenda and project overview from that meeting is Attachment 15. Attachment 15A is the
378 project map.

379 **Triangle Mobility Action Partnership (Tri-MAP) Update (Attachment 16 and 16A)**

380 At the January 20, 2006, meeting of the Triangle Mobility Action Partnership
381 (Tri-MAP), the Blue Ribbon Commission's final report and the 2006 Legislative and
382 Policy agenda was discussed. The meeting agenda, 2006 Legislative and Policy agenda,
383 and the Blue Ribbon Commission final report are in Attachment 16. Attachment 16A is
384 the minutes from the meeting.

385 **Letter from NCDOT Regarding SAFETEA-LU Earmarks (11-29-05) (Attachment**
386 **17)**

387
388 The letter from NCDOT Regarding SAFETEA-LU Earmarks is attached.

389
390 **Letter to NCDENR-DAQ Regarding MVEB (1-19-06) (Attachment 18)**

391 The letter to NCDENR-DAQ regarding MVEB is attached.

392 **Letter and Resolution to Governor and Legislative Delegation Regarding Diversions**
393 **of Transportation Taxes and Fees and the State Motor Fuels Tax (1-19-06)**
394 **Attachment 19 and 19A)**

395
396 The letter and resolution to Governor and Legislative Delegation regarding
397 Diversions of Transportation Taxes and Fees and the State Motor Fuels Tax is attached.

398 **Letter to NCDOT Regarding US 70/Northern Durham Parkway Planning Study (1-**
399 **19-06) (Attachment 20)**

400
401 The letter to NCDOT regarding US 70/Northern Durham Parkway Planning Study
402 is attached.

403 **Letter from NCDOT Regarding I-3306 and the State Equity Formula (1-23-06)**
404 **(Attachment 21)**

405
406 The letter from NCDOT regarding I-3306 and the State Equity Formula is
407 attached.

408 **Letter from NCDOT Regarding the Strategic Highway Corridors Initiative (1-23-**
409 **06) Attachment 22)**

410
411 The letter from NCDOT regarding the Strategic Highway Corridors Initiative is
412 attached.

413 **Letter from NCDOT Regarding the American Tobacco Trail (1-25-06) (Attachment**
414 **23)**

415
416 The letter from NCDOT regarding the American Tobacco Trail is attached.

417 **Letter from CAMPO Regarding Joint CAMPO/DCHC Funding Task Force (1-31-**
418 **06) (Attachment 24)**

419
420 The letter from CAMPO regarding Joint CAMPO/DCHC Funding Task Force is
421 attached.

422 **Letter to Governor's Office and NCDOT Regarding East End Connector (1-31-06)**
423 **(Attachment 25)**

424
425 The letter to the Governor's Office and NCDOT regarding East End Connector is
426 attached.

427

428 **Adjournment**

429 There being no further business of the Transportation Advisory Committee, the
430 meeting adjourned at 11:22 a.m.

**Triangle Parkway
New Location Roadway from SR 1635 (McCrimmon Parkway)
to I-40 at NC 147
Wake and Durham Counties
TIP Project No. U-4763
WBS# 39942
Federal Aid No.: NHS-54(7)**

Scoping Meeting Agenda

January 13, 2006

Introductions and Sign-in

Project Overview

- Project Description
- Adjacent T.I.P. Projects
- Purpose and Need
- Existing Conditions
- Future Traffic Projections
- Environmental Issues
- Document type and Schedule
 - EA: 10-06, FONSI: 3-07
- Current Right-of-Way & Let
 - Not Programmed in the NCDOT TIP
 - NCTA Schedule: R/W: 3-07, Const: 2-08
- Sidewalks and Bicycle Lanes
- Citizens' Informational Workshop

Input from State and Federal Agencies

- Natural Systems
- Cultural Resources

Input from FHWA/ Division 5 / NCDOT Branches and Units

Input from Local Governments

Summary/Final Comments

U-4763 Project Overview	
Description	<ul style="list-style-type: none"> • Located in Wake and Durham Counties within the Research Triangle Park. • The project is proposed to be constructed on new location for approximately 4.5 miles between SR 1635 (McCrimmon Parkway) and I-40 at NC 147. • Strategic Highway Corridor Project
Adjacent TIP Projects	<ul style="list-style-type: none"> • R-2000(Northern Wake Freeway) – under construction • R-2635(Western Wake Freeway) – RW SFY 07-09 and Const. SFY 12 • I-3306(I-40 Widening Orange and Durham Counties) – Const. PY • U-4026(Davis Drive Widening) – R/W in acquisition and Const. SFY06 • U-3620(McCrimmon Parkway Ext.) – R/W and Const. PY
Purpose and Need	<p>The primary purposes of the proposed action include the following:</p> <ul style="list-style-type: none"> • Improve regional mobility and access between Durham and Wake Counties and improve high speed regional travel along I-40, NC 147 and I-540. • Improve traffic flow along NC 55, NC 54 and Davis Drive. • Improve commuter mobility, access and connectivity to the Research Triangle Park (RTP) Employment Center and sustain the RTP's economic development.
Existing Conditions	<ul style="list-style-type: none"> • I-40 in the vicinity of RTP is an eight-lane freeway east of NC 147 and a six-lane freeway west of NC 147. I-40 has a speed limit of 65 miles per hour (mph). • NC 55 from north of I-40 to Morrisville Carpenter Road (SR 3014) varies from a multi-lane section with turn lanes at NC 54 to a two lane section south of NC 54. However, this entire section of roadway is currently being upgraded to a multi-lane facility. The posted speed limit changes from 45 mph to 50 mph. • NC 54 varies from a five-lane facility to a two-lane facility from NC 55 to McCrimmon Parkway. The posted speed limit is 45 mph. • Hopson Road is a two-lane facility with a posted speed limit of 45 mph. • Davis Drive is a five-lane facility north of NC 54 and a two-lane facility south of NC 54. The posted speed limit changes from 45 to 55 mph. • NC 147 (I.L. Buck Dean Durham Freeway) in the vicinity of I-40 is a four-lane divided freeway. The posted speed limit is 65 mph. • The 2005 average daily traffic (ADT) volumes along I-40 range from 100,000 vehicles per day (vpd) east of the Durham Freeway to 165,000 vpd west of I-540. The ADT's on the Durham Freeway, just north of I-40, are estimated to be 60,100 vpd. The ADT's on NC 55 range from 15,000 to 25,000 vpd, while the ADT's on NC 54 range from 6,000 to 23,100 vpd. The ADT's on Davis Drive range from 18,500 to 22,400 vpd between McCrimmon Parkway and I-40. The ADT's on McCrimmon Road range from 4,100 to 7,000 vpd.
Future Traffic Projections	<ul style="list-style-type: none"> • The projected 2030 traffic volumes are being prepared and are unavailable at this time.

U-4763 Project Overview	
Environmental Issues	Section 404 jurisdictional areas are limited to the stream crossings. Extensive wetlands are absent from the project study area. Habitat potential for four federally listed species is present in the project study area: bald eagle, dwarf wedge mussel, smooth coneflower and Michaux's sumac. However, none of the species are documented by the NCNHP to occur within two miles of the project study area.
Document Type and Style	EA scheduled for completion in October 2006.
Right-of-Way & Let Dates	Not currently programmed in the NCDOT 2006-2012 TIP
Sidewalks and Bicycle Lanes	No sidewalks are planned on the freeway facility.
Citizens Informational Workshop	Date not determined; potentially in March 2006 in Research Triangle Park.

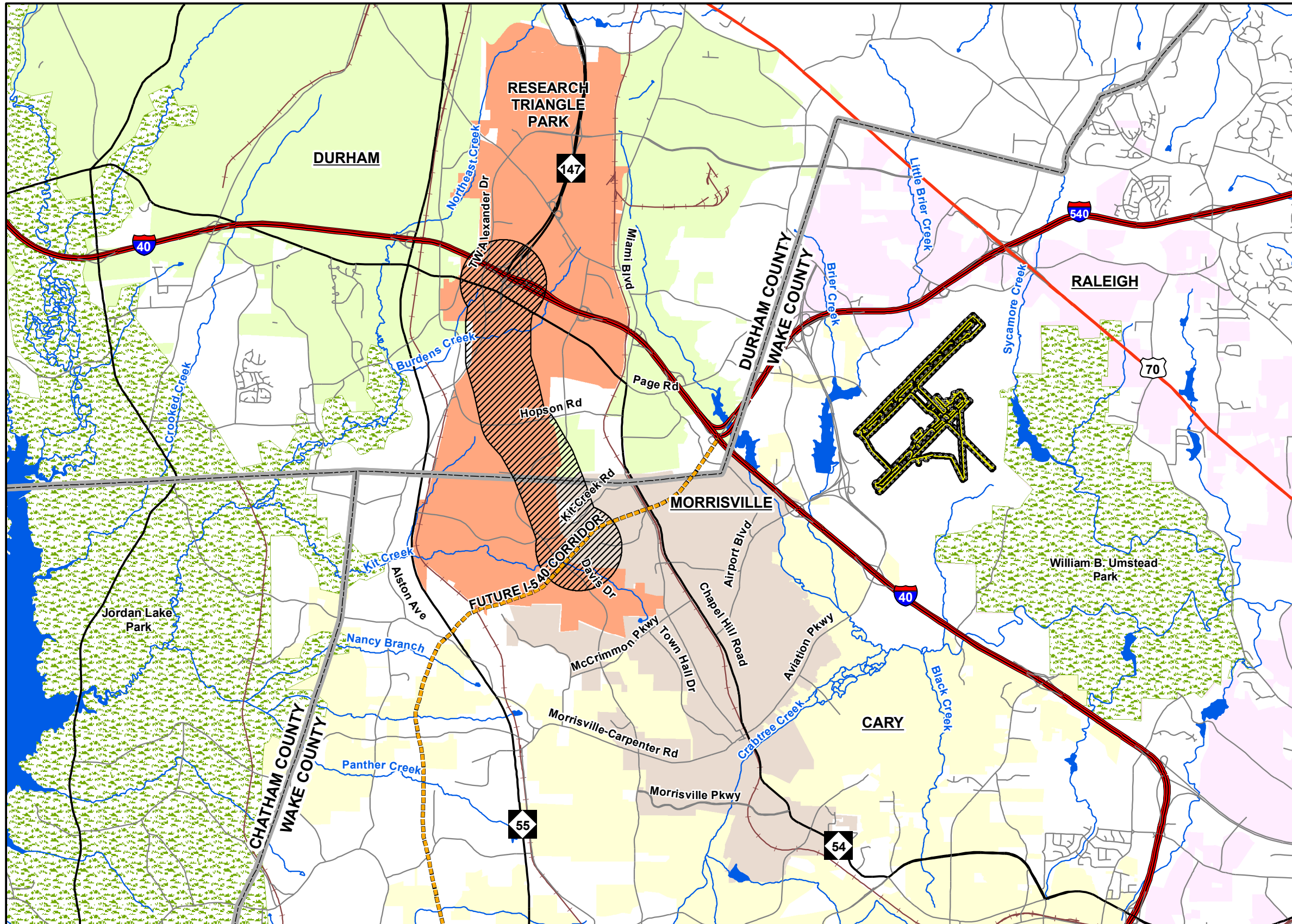


FIGURE 1 - PROJECT LOCATION

- TRIANGLE PARKWAY (STUDY CORRIDOR)
- RESEARCH TRIANGLE PARK
- RDU INTERNATIONAL AIRPORT
- STATE PARKS & RECREATION AREAS
- FUTURE I-540 CORRIDOR
- COUNTY BOUNDARY

ROAD NETWORK

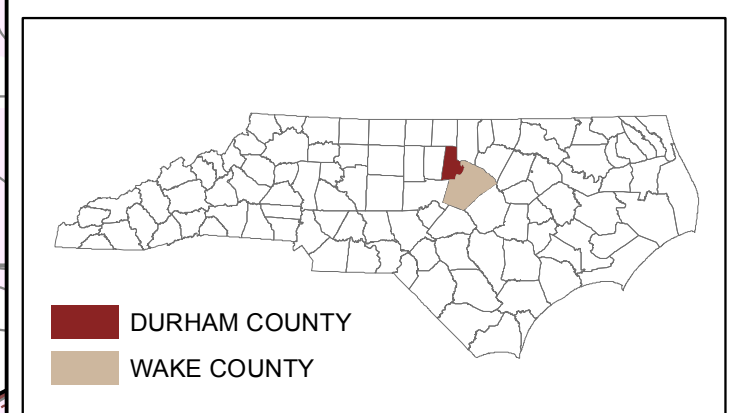
- INTERSTATE
- US ROUTE
- NC ROUTE
- SECONDARY ROUTE
- RAILROADS
- STREAMS & RIVERS
- WATER BODIES

MUNICIPALITIES

- CARY
- CHAPEL HILL
- DURHAM
- MORRISVILLE
- RALEIGH

0 0.5 1 2 3 Miles

MAP SOURCES:
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI)
 WAKE COUNTY



MEMORANDUM

**TO: Transportation Advisory Committee
 DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 8, 2006

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

This memo presents the preliminary funding allocation for the 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) and includes a local matching share. 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 funding tables reflect available federal planning funds 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 for MPO planning. The City of Durham uses these funds to support the Lead Planning Agency (LPA) planning functions. These funds are also used for special MPO 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.

One 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) funds for planning. Use of 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 require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is 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 an 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. The unobligated balance available from previous years is \$133,388. Additional PL funds in the amount of \$109,604 have been de-obligated through Amendment #1 of the 2005-06 UPWP and are available in FY 2006-07.

Federal (PL funds)	\$616,541
Local (20% match)	<u>\$154,135</u>
Total	\$770,676

STP-DA – These funds are the Direct Attributable Allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs are MPOs over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds previously earmarked for programming in the FY 2006-2007 UPWP are shown below.

Federal (STP-DA)	\$1,332,560
Local (20% match)	<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	N/A
NCDOT-TPB	N/A
Total SPR funds	N/A

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) 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 provided 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 formula by FTA. 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 is 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 (FY 2006-07)

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

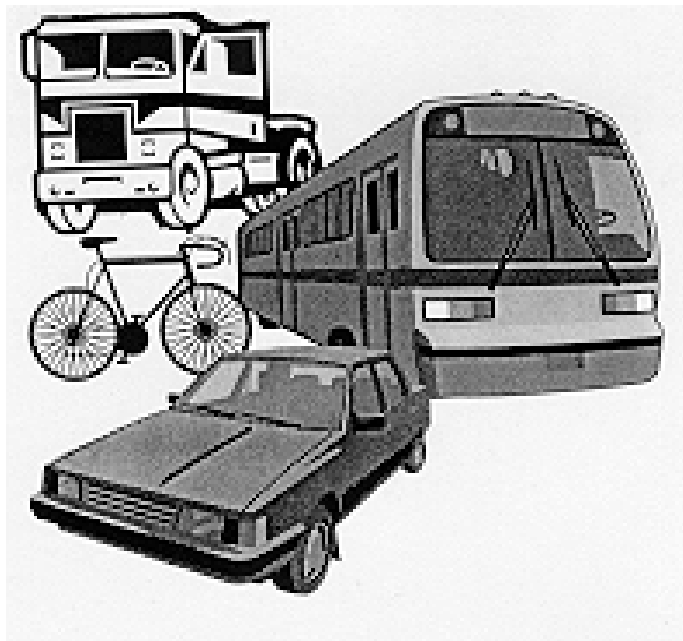
Unified Planning Work Program (UPWP) Development Process

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 Projects/Requests for 2006-07 Funding				
1	TRM - Model Surveys			
1.1	Onboard survey	\$63,750	\$51,000	\$12,750
1.2	External trip survey	\$30,000	\$24,000	\$6,000
1.3	Travel time speed survey	\$200,000	\$160,000	\$40,000
2	MPO Collector Street Plan (under funded)	\$35,000	\$28,000	\$7,000
3	Intelligent Transportation System (ITS) Deployment plan update & Measures of Effectiveness (under funded)	\$75,000	\$60,000	\$15,000
4	MPO Congestion Management System Study: Integration of Durham & Chapel Hill/Carrboro studies and incorporation of Orange-Chatham Counties (under funded)	\$60,000	\$48,000	\$12,000
5	Farrington Road-Stagecoach Road corridor study	\$50,000	\$40,000	\$10,000
6	Farrington Road-I 40 new interchange study (request from Citizens)	\$50,000	\$40,000	\$10,000
7	Highway and transit bridges over I-40 (US 15-501/I-40) - request from citizens	\$65,000	\$52,000	\$13,000
8	Transit Vision Plan	\$100,000	\$80,000	\$20,000
9	Chapel Hill (or Chapel Hill/Durham) Transit Master Plan	\$100,000	\$80,000	\$20,000
10	Regional TDM (addition request, TAC approved \$85,000 for FY 2006-07)	\$40,000	\$32,000	\$8,000
	Total unfunded/ 2006-07 new requests	\$868,750	\$695,000	\$173,750

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



Preliminary Funding Allocation
for the
2006-2007
Unified Planning Work Program (UPWP)

March 8, 2006

DCHC MPO (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - Broad Category															MPO Summary 3/2/2006 9:19			
		SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT 20%	FHWA 80%	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																				
II A	<u>Surveillance of Change</u>	0	0	12,000	48,000	18,000	72,000	9,164	9,164	73,312	1,250	1,250	10,000	0	0	0	40,414	10,414	203,312	254,140
II B																				
II B	<u>Long Range Transp. Plan</u>	0	0	245,900	983,600	45,597	182,389	4,132	4,132	33,056	14,132	14,132	113,056	0	0	0	309,761	18,264	1,312,101	1,640,126
II C																				
II C	<u>Short Range Transit Planning</u>	0	0	0	0	0	0	125	125	1,000	121,250	121,250	970,000				121,375	121,375	971,000	1,213,750
III-A	<u>Planning Work Program</u>	0	0	0	0	4,875	19,500	375	375	3,000	375	375	3,000	0	0	0	5,625	750	25,500	31,875
III-B	<u>Transp. Improvement Plan</u>	0	0	0	0	8,000	32,000	0	0	0	250	250	2,000	0	0	0	8,250	250	34,000	42,500
III-C																				
III-C	<u>Cvl Rgts. Cmp/Otr .Reg. Reqs.</u>	0	0	2,500	10,000	8,750	35,000	5,000	5,000	40,000	5,000	5,000	40,000	0	0	0	21,250	10,000	125,000	156,250
III-D																				
III-D	<u>Incidental Plng./Project Dev.</u>	0	0	56,500	226,000	13,250	53,000	625	625	5,000	25,625	25,625	205,000	0	0	0	96,000	26,250	489,000	611,250
III-E																				
III-E	<u>Management & Operations</u>	0	0	15,000	60,000	15,975	63,900	4,750	4,750	38,000	49,174	49,174	393,389	0	0	0	84,899	53,924	555,289	694,111
Totals		\$0	\$0	\$331,900	\$1,327,600	\$114,447	\$457,789	\$24,171	\$24,171	\$193,368	\$217,056	\$217,056	\$1,736,445	\$0	\$0	\$0	\$687,574	\$241,227	\$3,715,202	\$4,644,003

Durham

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

Durham
3/2/2006 9:19

	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																
II A	<u>Surveillance of Change</u>	12,000	48,000	18,000	72,000	7,289	7,289	58,312	0	0	0				37,289	7,289	178,312	222,890
II B																		
II B	<u>Long Range Transp. Plan</u>	224,650	898,600	34,446	137,785	0	0	0	0	0	0				259,096	-	1,036,385	1,295,481
II C																		
II C	<u>Short Range Transit Planning</u>	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-A																		
III-A	<u>Planning Work Program</u>	0	0	4,625	18,500	0	0	0	0	0	0				4,625	-	18,500	23,125
III-B																		
III-B	<u>Transp. Improvement Plan</u>	0	0	7,500	30,000	0	0	0	0	0	0				7,500	-	30,000	37,500
III-C																		
III-C	<u>Cvi Rgts. Cmp./Otr .Reg. Reqs.</u>	2,500	10,000	8,750	35,000	5,000	5,000	40,000	0	0	0				16,250	5,000	85,000	106,250
III-D																		
III-D	<u>Incidental Plng./Project Dev.</u>	56,500	226,000	12,000	48,000	0	0	0	0	0	0				68,500	-	274,000	342,500
III-E																		
III-E	<u>Management & Operations</u>	15,000	60,000	10,226	40,904	0	0	0	43,931	43,931	351,445	0	0	0	69,157	43,931	452,349	565,436
Totals		\$310,650	\$1,242,600	\$95,547	\$382,189	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$462,417	\$56,220	\$2,074,546	\$2,593,183

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - Broad Category													Town of Chapel Hill 3/2/2006 9:17			
		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																		
II A	<u>Surveillance of Change</u>	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000				3,125	3,125	25,000	31,250
II B																		
II B	<u>Long Range Transp. Plan</u>	0	0	8,750	35,000	4,132	4,132	33,056	382	382	3,056				13,264	4,514	71,112	88,890
II C																		
II C	<u>Short Range Transit Planning</u>	0	0	0	0	125	125	1,000	0	0	0				125	125	1,000	1,250
III-A																		
III-A	<u>Planning Work Program</u>	0	0	250	1,000	375	375	3,000	375	375	3,000				1,000	750	7,000	8,750
III-B																		
III-B	<u>Transp. Improvement Plan</u>	0	0	500	2,000	0	0	0	250	250	2,000				750	250	4,000	5,000
III-C																		
III-C	<u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u>	0	0	0	0	0	0	0	5,000	5,000	40,000				5,000	5,000	40,000	50,000
III-D																		
III-D	<u>Incidental Plng./Project Dev.</u>	0	0	1,250	5,000	625	625	5,000	7,500	7,500	60,000				9,375	8,125	70,000	87,500
III-E																		
III-E	<u>Management & Operations</u>	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

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Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - Broad Category													Orange County 3/2/2006 9:18				
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																		
II A	Surveillance of Change	0	0	0	0	0	0	0	0	0	0					-	-	-	-
II B																			
II B	Long Range Transp. Plan	0	0	2,401	9,604	0	0	0	0	0	0					2,401	-	9,604	12,005
II C																			
II C	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0					-	-	-	-
III-A																			
III-A	Planning Work Program	0	0	0	0	0	0	0	0	0	0					-	-	-	-
III-B																			
III-B	Transp. Improvement Plan	0	0	0	0	0	0	0	0	0	0					-	-	-	-
III-C																			
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	0	0	0	0	0	0	0	0	0	0					-	-	-	-
III-D																			
III-D	Incidental Png./Project Dev.	0	0	0	0	0	0	0	0	0	0					-	-	-	-
III-E																			
III-E	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
Totals		\$0	\$0	\$2,401	\$9,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,401	\$0	\$9,604	\$12,005	

TTA		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - Broad Category													TTA 3/2/2006 9:19			
	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																		
II A	Surveillance of Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B																		
II B	Long Range Transp. Plan	21,250	85,000	0	0	0	0	0	13,750	13,750	110,000				35,000	13,750	195,000	243,750
II C																		
II C	Short Range Transit Planning	0	0	0	0	0	0	0	121,250	121,250	970,000				121,250	121,250	970,000	1,212,500
III-A																		
III-A	Planning Work Program	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-B																		
III-B	Transp. Improvement Plan	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-C																		
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D																		
III-D	Incidental Plng./Project Dev.	0	0	0	0	0	0	0	18,125	18,125	145,000				18,125	18,125	145,000	181,250
III-E																		
III-E	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Totals		\$21,250	\$85,000	\$0	\$0	\$0	\$0	\$0	\$153,125	\$153,125	\$1,225,000	\$0	\$0	\$0	\$174,375	\$153,125	\$1,310,000	\$1,637,500

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 8, 2005

SUBJECT: FTA Section 5340 Distribution

At the February 8, 2006 meeting, the TAC approved the distribution of the FTA Section 5307 funds (\$4,912,061) among the three MPO transit agencies using the previous formula. The split is shown as follows:

<u>Transit System</u>	<u>Total FY 2006 5307 Apportionment</u>
Chapel Hill	\$1,595,743
Durham	\$2,438,328
TTA	<u>\$ 877,990</u>
	\$4,912,061

The TAC deferred action on the Section 5340 funds. Since the 5340 allocation to the MPO from FTA is population based, it is recommended that the 5340 funds be suballocated between Durham and Chapel Hill based on the population component of the 5307 formula. The resulting split is shown as follows:

<u>Transit System</u>	<u>Total FY 2006 Apportionment</u>
Chapel Hill	\$ 66,529
Durham	<u>\$141,373</u>
	\$207,902

The resulting total of the 5307 and 5340 funding distribution is shown as follows:

<u>Transit System</u>	<u>Total FY 2006 Apportionment</u>	<u>Transit Enhancement (1%)</u>	<u>Safety and Security (1%)</u>
Chapel Hill	\$1,662,272	\$16,623	\$16,623
Durham	\$2,579,701	\$25,797	\$25,797
TTA	<u>\$ 877,990</u>	<u>\$ 8,780</u>	<u>\$ 8,780</u>
	\$5,119,963	\$51,200	\$51,200

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: March 8, 2006

RE: Policy on Requests for Non-voting TAC Membership

The TCC recommends that the following policy be used for requests for non-voting membership to the TAC.

1. The organization shall send a request to the LPA.
2. The LPA staff will send the organization an application for membership (see attached application).
3. LPA staff will review the answers to these questions and make a recommendation to the TCC. In general, TAC non-voting members should have the following characteristics:
 - The representative on the TAC should be a board member or executive of the organization.
 - The organization should be responsible for any of the following:
 1. Administration of transportation regulations.
 2. Independent funding of transportation services or the construction of transportation facilities that could be included in the LRTP or TIP.
 3. Ownership or direct provision of transportation facilities or services open to the general public within the MPO.
 - The organization should not be a unit of an existing MPO member or be a contractor of an existing MPO member.
4. LPA staff will present their recommendation to the TCC. The TCC will review and make a recommendation to the TAC.
5. The TAC will receive the recommendation of the TCC and will vote on the request.



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

**Application for Non-Voting Membership to the
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
Transportation Advisory Committee**

Thank you for your interest in membership in our organization. Please fill out the following application and return it to DCHC MPO staff within one month.

1. Name of organization: _____
2. What is the mission of your organization?
3. Describe the history of your organization. When and how was it established?
4. What geographic area does your organization serve or represent?
5. Is your organization involved in the administration of transportation regulations? If so, how?

6. Does your organization independently fund transportation services or the construction of transportation facilities? If so, what types of services or facilities?

7. Does your organization own or provide transportation services or facilities? If so, are these services or facilities open to the general public? How are the services or facilities funded?

8. Who would serve as your TAC member? _____
What is his/her position in your organization? _____

9. Why should your organization be represented on the TAC?

10. How will your organization contribute to the decisions and discussions of the TAC?

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: March 8, 2006

RE: Southwest Durham/Southeast Chapel Hill 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.

Final Public Workshop and Final Product

The 3rd, and final, public workshop will be Tuesday, March 21st, from 5PM to 8PM. The workshop will present the recommended collector street network and full plan report, and collect citizen comments. 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.

Principal Issues

Most of the discussion at the final public workshop is expected to focus on several issues. These issues and the manner in which the draft recommended Plan addresses each issue are as follows:

1. **Southwest Durham Drive** -- In the 2030 Long-Range Transportation Plan (LRTP), the Southwest Durham Drive alignment bisects the Creekside Elementary School site, and further south of this area becomes part of the existing Meadowmont Lane. The Durham Public School System is concerned that a minor arterial bisects the school property and citizens from the Meadowmont

community, and especially those who reside on Meadowmont Lane, oppose this connection. Realignment of Southwest Durham Drive is beyond the scope of the collector street plan project, and therefore the Plan assumes that the Southwest Durham Drive alignment is as specified in the 2030 LRTP (i.e., bisects the school site and connects to Meadowmont Lane).

2. **Stub Outs** -- A few neighborhoods oppose collector street connection to existing “stub outs.” The Durham Unified Development Ordinance requires that the “stub out” be connected to a street in an adjacent, new development. Some neighborhoods also want traffic calming measures to ameliorate any safety problems that might result from increased traffic. The Collector Street Plan can recommend, but not commit to, the construction of such traffic calming measures.
3. **Celeste Circle Area** -- In the south part of the study area, collector streets are designated to pass through the existing neighborhood that is bound by the NC 54 service road and Celeste Circle. These collector roads are to provide access to NC 54. Citizens in this neighborhood are concerned that they will be forced to move. Given the very rare use of condemnation via “eminent domain” by the City of Durham for such access, the likely scenario is that a developer would purchase available properties to create the access.
4. **I-40 and Farrington Road Interchange** -- Some participants want to designate an interchange at I-40 and Farrington Road to relieve traffic congestion at the I-40 interchanges with US 15-501 and NC 54. This high-level transportation facility, an interstate interchange, is beyond the scope of a local collector street 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 plan; and,
- June 2006 – TAC adopt plan.

The local partners in this project, the City of Durham, Durham County and Town of Chapel Hill, will want to review the Plan and possibly adopt the Plan, as appropriate.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 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
- ✓ Draft collector street network and report complete by March 8.
- Final public workshop set for March 21.
- Final Plan likely to be ready in late April.
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC) in June.

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study scheduled for March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- Base Year data Collection and Information Gathering to be completed in March-April 2006.
- Data Analysis and Projection likely to be completed in April 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 May 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in May 2006.
- Formulate Action Plan anticipated to be completed in June 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by June 2006.
- Draft Report likely to be done in June 2006.
- Final Plan anticipated to be finalized in July 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of July and August 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 fall 2006.
- Level of Service analysis anticipated to be completed by fall 2006.
- Development of CMS performance measures and guidelines likely to be completed in June 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2006.
- Draft CMS State of System Report likely to be done in spring 2007.
- Public Comment and local review in spring 2007.
- Adoption anticipated in spring 2007.

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

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

Travel Behavior (household) Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.

- ✓ Public involvement planning meeting on November 14, 2005
- ✓ Pilot and pre-test field data gathering completed.
- ✓ Pre-test statistical analysis and data summary to be finalized in December 2005.
- Survey on schedule to commence in spring of 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Pilot and pre-test expected to be done in spring of 2006.
- Survey to commence in spring of 2006. 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 completed
- ✓ Pedestrian facility inventory 100% complete
- ✓ Analysis of existing codes and standards 100% complete.
- ✓ Focus group meetings scheduled held November 2005 – January 2006.
- ✓ Feedback compiled for project prioritization process; method of project prioritization completed in January 2006; refinement of prioritization in February and March (with new comments, etc)
- ✓ Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- ✓ Draft Pedestrian Plan available online
- Funding analysis expected to be finalized by March 2006.
- Intersection and corridor studies scheduled for completion by March 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.
- ✓ Review of existing data, including GIS base mapping, completed in February 2006.
- ✓ Analysis and evaluation of existing codes and policies completed in March 2006.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop held on January 31. Second public workshop scheduled for March 23, 4-8pm.
- Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March.
- 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 to the TAC in the fall 2006.

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 June 2006 meeting.
- Draft to be ready for September 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 as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- Development of mailing list database about 90% complete.
- ✓ Received project schedule and time line from NCDOT.

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

Farrington Road/Stagecoach Road Corridor Study

This study would involve the following tasks:

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

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 3/2/2006

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%	99.1%	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%	94%	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%	76.6%	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	92.3%	93.5%	5/19/2006
Durham	I-306DC	I-85, US-70	WIDENING OF I-85 FROM WEST OF CAMDEN AVE TO NORTH OF MIDLAND TERRACE.	\$ 48,903,200.51	2.794 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/28/2003	100%	96.7%	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%	99.9%	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	63%	67.9%	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	6.5%	6.5%	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	86.5%	69.7%	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	6/6/2006	16%	24.3%	6/26/2006
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%	93.1%	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%	98.5%	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	100%	76.8%	3/21/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 3/2/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	2006	RESURFACING			23.42 miles	P. JOHNSON	(919) 733-9499	3/21/2006
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
DURHAM	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
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,100,000.00	1.708 miles	C. HOUSER	(919) 250-4016	2/20/2007

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 - 3/1/06

TAC 03/08/06 Attachment 13

County	TIP #	Route	Location Description	Contract Amount	Length	Completion Date	Revised Completion Date	Scheduled Progress	Estimated Completion Date	Remarks
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	\$ 3,235,518.45	9.79 miles	11/15/2006		54%	11/15/2006	
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	\$ 1,321,891.11	16.424 miles	09/15/2006				Work to Begin April 2006
Orange	R-942	US-15	Us-15/501 from SR 1599 in Chatham Co to SR 1008 in Orange Co	\$ 41,884,597.59	20.49 km	5/31/2006		100%	5/31/2006	
NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTING LIST										
County	TIP #	Route	Location Description	TIP Estimate	Length	Est. Let Date				
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	\$ 3,700,000.00	0.392 miles	5/16/2006				

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."

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Point of View

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Derailing the TTA's plans

Years of transit-unfriendly planning limited rail line's drawing power

JACOB L. VIGDOR

The Triangle Transit Authority's plans for a rail system linking Durham and Raleigh may not quite be dead, but they are certainly on life support. Conventional wisdom says that new, more stringent cost-effectiveness criteria put in place by the Federal Transit Administration have nearly killed the project.

While the federal government's current fiscal realities certainly aren't helping the TTA, the truth is that poor planning decisions by state and local authorities have put the rail system on a path toward

certain doom.

While the TTA spent millions of dollars dreaming up plans for a dense rail corridor, these other authorities went about their business, approving projects that effectively guarantee the irrelevance of rail for most local trips Triangle residents will want to take in the 21st century. Since plans for rail transit were first hatched in the 1980s, these decisions became nails in the system's coffin.

Let's imagine for just a moment if the following things had developed differently in the Triangle area:

- **Research Triangle Park.** Now, it's true that planning for RTP began in the 1950s, well before anyone dreamed of commuter rail in this area. But over the past 20 years, developed square footage and employment in the park have doubled, with most of the growth occurring far away from the proposed TTA rail corridor. What if this new growth had been focused on this corridor, as some of the earlier RTP facilities (notably IBM's) were?

- **The RBC Center.** Groundbreaking for the new sports and entertainment arena in Raleigh occurred in 1997, well after regional rail planning was under way. The center is a mile from the rail corridor -- perhaps that's walking distance for some loyal fans, but who wants to trudge back to the train station on a chilly winter night after an overtime game, when they could just hop in their car and drive away?

What if the center had been built along Hillsborough Road between Blue Ridge Road and the Beltline? This largely undeveloped area directly on the corridor would have enabled spectators to reach the train station more quickly than the parking lots. Drivers would still have had nearly immediate access to the surrounding freeways.

- **The sprawling malls.** Two enormous shopping destinations, the Streets at Southpoint and Triangle Town Center, broke ground well after the plans for TTA rail had been established. What if Southpoint, instead of being 5 miles from the corridor at the then-lonely intersection of Interstate 40 and Fayetteville Road, had been built at the now-lonely intersection of the Durham Freeway and Ellis Road? Or at I-40 and Miami Boulevard? Both locations offer immediate freeway access, and both are directly adjacent to the rail corridor. Triangle Town Center is just more than a mile from the proposed northern terminus of TTA rail at Spring Forest Road. Had that mall been built on the other side of Capital Boulevard, a minor extension of the rail line would have brought the trains right to its doorstep.

- **The isolated towers.** The Triangle is speckled with large office buildings in odd locations. Both Durham's University Tower and Raleigh's proposed Soleil Center project are more than 3 miles from the rail corridor. If such a tower is to be built, why not place it on a site next to the rail corridor?

- **Houses, houses everywhere.** There were more than 120,000 new housing units built in Durham and Wake counties between 1990 and 2000 -- that's more than in the entire state of Connecticut. Tens of thousands more have arrived since 2000. The overwhelming majority of these housing units - - at least 80 percent, by my eyeballing of Census figures -- are beyond walking distance from the rail corridor.

Most potential rail commuters in the Triangle's mushrooming exurbs would face a three-mode commute: driving to a station, taking the train and then a shuttle to their workplace. Why couldn't more of the ubiquitous apartment complexes and "new urbanist" developments sprouting up all over the Triangle been steered toward the rail corridor?

Had these decisions been made differently, thousands of people could have found home, work, entertainment and shopping along the rail corridor. Instead, we must all stick with our cars -- if the trains come, they will be almost completely irrelevant. There is an old cliché that fits this situation perfectly: if you fail to plan, you plan to fail.

The Triangle's failures consist of considering decisions in isolation, caving in to developers who flash even a bit of their own money, and fragmentation of authority. These failures of planning have doomed the TTA rail plan, whether it is built or not. And, in turn, they have doomed the Triangle's

residents to the continued growth of gridlock on the region's highways.

(Jacob L. Vigdor is an assistant professor of public policy studies and economics at Duke University.)

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Durham project is revised

Rail ambiguities elicit a pledge that roadways will be OK

ERIC FERRERI, Staff Writer

County leaders have reached an agreement with a Cary developer on changes to a massive mixed-use development in Research Triangle Park.

The Durham County Board of Commissioners has approved a series of tweaks to a plan it originally approved in 2004 that is expected to bring a pedestrian-friendly mix of homes, shops and offices to a 107-acre land parcel at Davis Drive and Hopson Road.

Two weeks ago, county commissioners delayed a vote on the developer's proposed changes, saying in part they were concerned the plan didn't have enough contingencies built into it in case a Trianglewide commuter rail system doesn't come to fruition.

A key component to the metro center project is a train station at the development's center, but Triangle officials got word last fall that funding for the rail project likely will fall through.

On Monday, developer Craig Davis Properties pledged four new elements to the development plan, including a promise to make sure the development's roads can handle the influx of new residents even if the commuter rail station never happens.

The plan still allows the creation of anywhere between 1,150 and 2,285 new residential units. If the Triangle Transit Authority train station doesn't materialize, the developer has pledged not to build the maximum number of units unless it can prove through traffic studies that the existing roadways can handle those new residents.

If the roadways cannot handle all those people, the developer has further promised to make whatever road improvements are needed, said James Schaafsma, a partner with Craig Davis Properties.

"Our vision is the same regardless of whether the TTA rail gets funded," Schaafsma said following the board's vote Monday evening.

Though they have expressed some concern about how the fate of the TTA plan might influence future development in the RTP area, commissioners said Monday they're pleased with the changes to metro center project and say they're still committed to lobbying for the regional train project.

"We certainly feel this project creates a very fertile climate for regional rail," said Ellen Reckhow, the board's chairwoman.

The other new additions to the plan include bike lanes on major roadways in the development, a

pedestrian trail system, and at least one large park for recreation.

The changes approved Monday also include a reduction in the number of neighborhoods -- though no decrease in the total expected number of residential units -- and a shift of the project's commercial center slightly to the west. The project's "Village Center" will be moved from its original site on the northeast corner of the land parcel -- near the proposed TTA train station -- to a site a half-mile west, closer to traffic on heavily traveled Davis Drive.

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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.

URL for this article: <http://www.heraldsun.com/durham/4-700649.html>

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American Tobacco Trail: Durham eager to build link over I-40

BY GREGORY PHILLIPS, The Herald-Sun
February 19, 2006 9:02 pm

DURHAM -- Although Durham and Chatham counties are still trying to figure out how to divide federal funding for the American Tobacco Trail, Durham is pressing forward with plans for a pedestrian and bicycle bridge to extend its stretch of the trail over Interstate 40.

"We're going forward with the funds we've got," said Beth Timson, Durham's assistant director of parks development. That money, a combination of federal, state and local funding, amounts to \$2 million.

The trail snakes along a former rail corridor for 6.5 miles from downtown Durham before dead-ending at N.C. 54, within a quarter-mile of I-40 at The Streets at Southpoint. The trail picks up half a mile south of I-40 at Massey Chapel Road and continues down to the Chatham County line. The bridge forms the trickiest and most expensive part of linking the two stretches.

For the bridge across I-40 at Southpoint, planners had the option of building a basic, "off the rack" bridge -- probably a steel bridge with a wooden deck -- for about \$492,480 less than a "signature" bridge with a unique design, according to Alison Carpenter, Durham's bicycle and pedestrian coordinator.

But the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee wants something special.

"It makes a statement," said Durham Mayor Bill Bell, who chairs that committee. "That's a major gateway. We want something that's aesthetically pleasing, rather than just a plain old bridge. You have a lot of high class development in that area."

Lawyers are still working on a contract with the Parsons Brinkerhoff firm in Morrisville to design the bridge. Timson guessed that contract would be ready for city council review in "another few weeks." Design costs should amount to about 15 percent of the total project cost, Timson said.

That total cost will have to fit the \$2 million Durham has available, Timson said. She estimated design would take between six and eight months and would include public workshops to get citizen input on the design.

Designers will present a variety of aesthetically pleasing options within the budget. Possibilities include a single suspension bridge or a counterweighted affair with underground weights supporting two cantilevered sections, Timson said.

Whatever the finished product looks like, the state Department of Transportation doesn't want anything too striking.

"DOT doesn't particularly want us to distract the traffic on the freeway," Timson said. "They don't want drivers going, 'Wow,' then running off the road."

Regardless of the eventual design, Timson said the bridge will ultimately be "elegant, but fairly discreet."

The construction process would take about a year and is unlikely to begin before late 2007, with completion in late 2008 a "best-case scenario," Timson said.

Trail users will be lined up to stroll across the bridge once it's done.

"They want it. They're looking for the bridge," said Bill Bussey, president of the nonprofit Triangle Rails to Trails Conservancy (TRTC). "That's the most common question that we get."

The TRTC maintains the unfinished 3-mile stretch of trail between Massey Chapel Road and the Chatham County line. Bussey said he's been advocating for a signature-style bridge for years, but doesn't want it to slow work on linking and completing the various trail fragments while more funding comes through.

"A 22-mile long trail is much more valuable than a six-and-a-half mile trail," he said. "If it means the rest of the trail was built and completed, the basic bridge would be better than nothing. We could save something with a standard bridge."

Not included in the bridge project funding is \$1.6 million in federal money to be divided between Durham and Chatham counties, where a 4.7-mile stretch of trail extending to the Wake County line remains unfinished.

An initial recommendation to give Durham \$900,000 and Chatham the remaining \$700,000 came through verbal comments from DOT's bicycle and pedestrian division, Carpenter said.

Carpenter said the split is currently under discussion in subcommittees of the Transportation Coordinating Committee of the Metropolitan Planning Organization, which includes Chatham County representation.

The committees are working on a plan to complete the Chatham stretch and the unfinished four miles in Durham -- including the short sections on both sides of I-40 -- simultaneously, Carpenter said.

"It's a matter of balancing budgets," she said.

The next movement on splitting the money will come with the presentation of the state's next Transportation Improvement Program -- due in April -- that will contain DOT's official recommendation for the split. The MPO gets to offer comment on the plan after that.

For now, Bill Bussey will keep fielding questions about the bridge. He's been telling people it will be ready within a few years, but as he pointed out, "They've been saying the same thing about hydrogen cars."

URL for this article: <http://www.herald-sun.com/durham/4-703780.html>

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City invites input on sidewalk plan

BY GREGORY PHILLIPS, The Herald-Sun
February 26, 2006 9:47 pm

DURHAM -- Durham transportation leaders want feedback on the plan they've drafted for spending \$3 million in already-passed bond money to improve and expand Bull City sidewalks.

To that end, they're hosting a public "drop-in"-style workshop from 4 to 8 p.m. Tuesday in the council chambers on the second floor at City Hall, 101 City Hall Plaza.

Planners have spent nine months drafting the pedestrian plan, called "Durham Walks!" Public input was gleaned at workshops in July.

The draft plan identifies 179 stretches of 120 streets and roads throughout the city in need of new or improved sidewalks, plus 76 intersections that could be made safer with crosswalks, crossing signals and curb extensions.

Alison Carpenter, Durham's bicycle and pedestrian coordinator, said the pre-draft workshops saw citizens highlight roads all over the city needing attention. She said input emphasized the need for better access to schools, parks and trails, plus a need for main thoroughfares to have complete sidewalks along at least one side.

The plan organizes the projects into three tiers of priority using a formula that accommodated road conditions; history of accidents; proximity to schools, colleges, neighborhoods and public transit; plus existing sidewalks and their need for repair. The bond money won't be enough to complete all the projects, but Carpenter said the plan would serve as a guide for future bids for state and federal funding for pedestrian improvements. It suggests changes to streamline the local selection policy for sidewalk projects and to ensure pedestrian provisions are included in future growth.

"This is a tool," Carpenter said. "When you have a plan, you can better justify including sidewalks in developments."

The plan may be adjusted based on the feedback that planners get on Tuesday, before it's presented to the City Council for approval in April or May.

"I think we'll definitely be making some revisions," Carpenter said. Once finalized, an atlas of projects will be created and posted online so citizens can see what work is in the offing. Construction could begin on the first projects by the end of the summer, she said.

Barry Ragin is president of the Duke Park Neighborhood Association and also serves on Durham's Inter-Neighborhood Council. He said pedestrian improvements didn't top those groups' agendas, but have been getting more attention recently.

"It's certainly something a lot of people are talking about," he said. "There have been more pedestrian fatalities and accidents than there should be."

Ragin served on the stakeholders committee that monitored the development of the draft plan and said he believed the suggested improvements were a step in the right direction for pedestrian safety in Durham.

"I think more can be done to make it safer for those who are on foot," Ragin said.

For more information on the plan, call the Pedestrian Plan hotline at (919) 467-9081 or visit www.durhamwalks.org.

Links related to this article:

Durham Walks: www.durhamwalks.org

URL for this article: <http://www.herald-sun.com/durham/4-706499.html>

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Sidewalks: What's tops; timetable?

BY GREGORY PHILLIPS, The Herald-Sun
February 28, 2006 9:33 pm

DURHAM -- Durham residents who attended a public forum Tuesday to comment on a new pedestrian plan for the city primarily wanted to know how sidewalk projects were being prioritized and when they'd get built.

Durham currently has 1,124 miles of roads but just 409 miles of sidewalks, according to the draft plan, which proposes new sidewalks and highlights existing paths needing repair, plus intersections requiring safety improvements.

Dianne Darr, who passed through the "drop-in" style event at City Hall with a stroller, said she attended "to see if they thought any of this would actually happen."

The answer she got was, "not as much as anybody hoped," Darr said.

Sidewalk bonds passed last year provided \$3 million to start work on the high priority projects, but won't make a significant dent in the long list of projects.

Durham Transportation Manager Mark Ahrendsen said the evidence of need was enough to pass last year's bonds, which will be used to start work on the "A" list and should serve as a springboard for future sidewalk bonds.

"I don't expect this will be the last one," Ahrendsen said.

The 120 streets and 76 intersections identified in the draft plan are split into three priority groups based on a formula evaluating accident rate, proximity to schools, transit lines, neighborhoods and existing sidewalks. The projects aren't ranked within each group.

"We want to give the city some flexibility," explained consultant Scott Lane, "because the council will have to make the final decision."

Cost, practical aspects -- such as the need to relocate utilities or add curb and gutter -- and public opinion are all factors that could play into the decision as to which projects are undertaken first.

Officials hope to present the plan to the City Council for approval in late April or early May. The selection, design and bidding process will likely push the start of construction into early next year.

The plan is also intended to be a guide for future state and federal fundraising and to shape growth, recommending that builders be required to include sidewalks in developments.

A steady stream of people flowed through the council chambers Tuesday evening. They pored over maps, leafed through bound copies of the draft plan and chatted with city transportation officials and the consultants who drafted the plan.

Grayson Baur, a landscape architect, asked about crumbling sidewalks surrounding Duke University.

"I wonder if Duke could kick in funds for that," he said.

Officials will revise the plan based on the box full of comment sheets the public filled out, which Alison Carpenter, Durham's bicycle and pedestrian coordinator, called "very detail oriented."

Mark Dessauer works for Active Living by Design, an exercise-promoting program of UNC's School of Public Health.

"I'm trying to walk the talk here," he said. Dessauer was impressed with the plan, but said he'd also like to see more sidewalks in residential neighborhoods as well as the main roads on the "A" list.

"If we go walking as a family, we have to walk in the street," he said.

For more information, call the Pedestrian Plan hotline at (919) 467-9081 or visit www.durhamwalks.org.

Links related to this article:

Durham Walks: www.durhamwalks.org

URL for this article: <http://www.herald-sun.com/durham/4-707232.html>

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DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

- Town of Carrboro
- Town of Chapel Hill
- County of Chatham
- City of Durham
- County of Durham
- Town of Hillsborough
- N.C. Department of Transportation
- County of Orange

February 15, 2006

Governor Michael F. Easley
 Office of the Governor
 20301 Mail Service Center
 Raleigh, NC 27699-0301

Secretary Lyndo Tippett
 NC Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

RE: North Carolina Safe Routes to Schools Program

Governor Easley and Secretary Tippett:

The member communities of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) are excited about the Safe Routes to Schools (SR2S) program, incorporated into the SAFETEA-LU legislation and adopted by Congress in 2005. This legislation and funding program is an essential component in the effort to promote active living and health practices for North Carolina's youth. DCHC MPO is committed to increasing the opportunities for biking and walking to local schools, and the SR2S program will be of great assistance in expanding that commitment.

It has come to our attention that the Department of Transportation (NCDOT) has not yet hired a program coordinator as required by the legislation. The importance of hiring a full-time staff member to manage this program is crucial to North Carolina receiving the funding apportioned by Congress. For fiscal year 2005 North Carolina is expected to receive \$1 million, with a total of \$15.2 million being apportioned to the State over the five-year life of the program. It is our understanding that the Federal Highway Administration (FHWA) directed states to have program coordinators in place by December 31, 2005 and that North Carolina has not yet designated its program coordinator.

Without a full-time coordinator, we cannot begin to utilize the SR2S funds. I urge you to move quickly to fill this position because of the important nature of the SR2S program and to ensure that we receive our share of funding. On behalf of the DCHC MPO's member jurisdictions, I look forward to our local cities and

towns working with NCDOT to expand active transportation and healthy living programs for North Carolina children and youth.

Sincerely:



Mayor William V. "Bill" Bell
Chair, DCHC Metropolitan Planning Organization

cc: ✓ DCHC MPO Transportation Advisory Commission Members
Mark Ahrendsen, City of Durham/DCHC MPO Transportation Manager
Alison Carpenter, City of Durham/DCHC MPO Bicycle and Pedestrian Coordinator
David King, NCDOT Deputy Secretary of Transit
Tom Norman, NCDOT Bicycle and Pedestrian Division Director
Felix Nwoko, DCHC MPO Administrator

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: March 8, 2006

RE: Information from FHWA on the Safe Routes to School Program

Jill Stark, FHWA, provided the LPA with the following information.

The Safe Routes to School (SRTS) program is a new funding program that is 100% federally funded, as opposed to most federally-funded programs which are 80% funded. This does not permit a local match, primarily to ensure that equal weight is given to communities with limited resources.

Funding is allocated over a three-year period. The minimum that will be allocated per state is \$1 million per year. On average, North Carolina is about 22% higher than the National average. The following chart displays the current three-year allocation schedule:

	2005	2006	2007
North Carolina	\$1 million	\$2,357,127	\$3,133,031
National Average	\$1 million	\$1,901,961	\$2,392,157
% Change	0%	+ 20%	+ 24%

ALL federal funding must go through the local Transportation Improvement Plan (TIP) and the Statewide Transportation Improvement Plan (STIP), also known as the TIP/STIP process. However, these projects can be bundled as infrastructure and non-infrastructure. Funding can include training volunteers, street crossings, safety and Intelligent Transportation Systems (ITS), bicycle/pedestrian lanes, etc.

Although no local match is permitted, local governments are allowed to contribute to a project. All projects must be within two miles of a K-8 school.

The SRTS program allows for a great variety of programs that can be implemented. However, there are projects that are not allowed. The following are ineligible activities:

- Recurring costs, such as school crossing guards
- Pick-up and drop-off sites
- Educational focus buses
- Bus stop improvements

The SRTS program is implemented through the North Carolina Department of Transportation (NCDOT). Further guidance on the program's implementation will be provided by the new Safe Routes program Director Terry Canales.

For more information on this program, please visit the Safe Routes to School website at: <http://safety.fhwa.dot.gov/saferoutes/index.htm>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 6, 2006

MEMORANDUM TO: «NAME»
 «BRANCH»
 «BRANCH2»

FROM: Gregory J. Thorpe, Ph.D., Director
 Project Development and Environmental Analysis Branch

SUBJECT: Durham, East End Connector from NC 147 (Buck Dean Freeway)
 to north of NC 98, Durham County, Federal-Aid Project NHF-76-
 1(2), WBS 34745.1.1, U-0071

The Project Development and Environmental Analysis Branch is starting the project development, environmental and engineering studies for the TIP No. U-0071. The project is included in the 2006-2012 North Carolina Transportation Improvement Program and is scheduled for right of way in fiscal year 2010 and construction in fiscal year 2012.

Attached for your review and comments are the scoping information sheets for the subject project (see attached map for project location). The purpose of these sheets and the related review procedure is to develop the scope of work for the project development, environmental and engineering studies. The scoping meeting for this project is scheduled for March 20, 2006 at 1:30-3:30 PM in the Project Development and Environmental Analysis Branch Conference Room (Room 470). You may provide us with your comments at the meeting or mail them to us prior to that date.

Thank you for your assistance in the project development process. If you have any questions about the meeting or the information sheets, please call Mr. Shannon Lasater, Project Development Engineer, at 733-7844, Ext. 255. Please include the TIP Project Number in all correspondence and comments.

GJT/plr

Attachment

Project Development and Environmental Analysis Branch Scoping Information Sheet

<u>TIP No.:</u> <input type="text" value="U-0071"/>	<u>Sent Date:</u> <input type="text" value="2/6/2006"/>
<u>WBS No.:</u> <input type="text" value="34745.1.1"/>	<u>Revision Date:</u> <input type="text"/>
<u>Federal Aid No.:</u> <input type="text" value="NHF-76-1(2)"/>	<u>Meeting Date:</u> <input type="text" value="March 20, 2006"/>
<u>Division:</u> <input type="text" value="5"/>	<u>County:</u> <input type="text" value="Durham"/>

Project Description:

The proposed project is the East End Connector from NC 147 (Buck Dean Freeway) to north of NC 98. The facility is proposed as a multi-lane full control of access facility on new location. The length of the project is approximately 3.7 miles.

General Project Need:

The East End Connector will improve connectivity through Durham by satisfying the need for a direct freeway-to-freeway link between NC 147 and US 70 and removing through traffic from local neighborhood streets. The route is part of the Durham-Chapel Hill-Carrboro MPO's Long Range Transportation Plan and conforms with its Air Quality Plan.

Metropolitan / Rural Planning Organization Area:

NEPA/404 Merger Candidate?: Yes No Not sure

Feasibility Study Completed?: Yes No Date

Type of Environmental Documents to be Prepared / Project Schedule:

	Type:	Dates:
Environmental Document:	<input type="text" value="SUPP FEIS"/>	<input type="text" value="11/2007"/>
	<input type="text" value="ROD"/>	<input type="text" value="1/2008"/>
	<input type="text"/>	<input type="text"/>
Right of Way:		<input type="text" value="2010"/>
Let:		<input type="text" value="2012"/>

Air Quality Status: Non-attainment Maintenance Attainment

Design Criteria:

Length of Project Limits:

Type of Access Control:
 (Existing / Proposed)

Structure Inventory:

Functional Classification:

Strategic Corridor Information:

CTP/Thoroughfare Plan
Designation (Facility Type):

Roadway Typical Section:
 (Existing / Proposed)

Typical Section in Compliance with Conformity Determination:

Yes No

Right of Way:
 (Existing / Proposed)

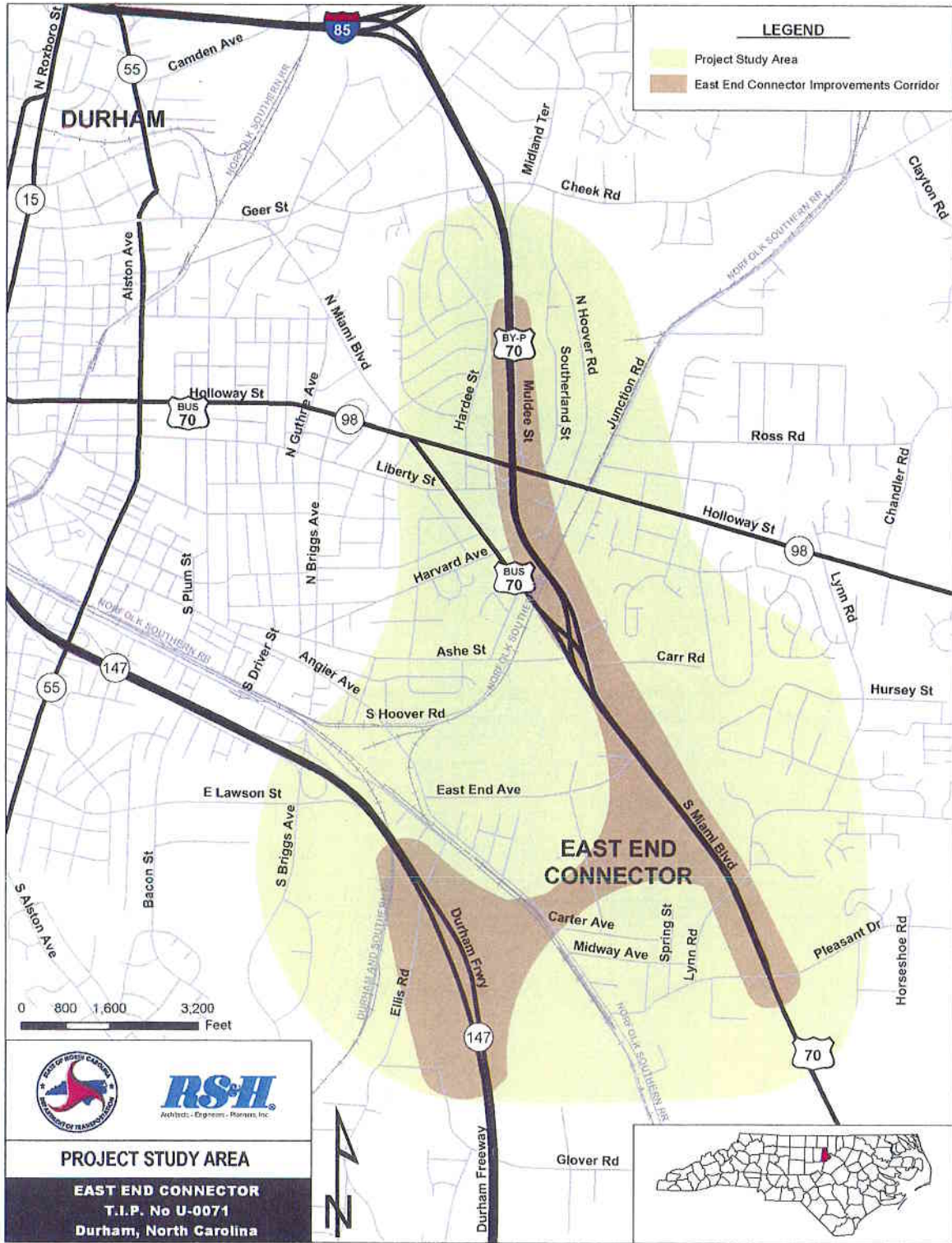
Existing Posted Speed: Proposed Design Speed:

<u>Traffic (AADT):</u>		% TTST:	8% (10/03)
Current Year:	() NA	% Dual:	5% (10/03)
Design Year:	(2020) 32,400	% DHV:	10% (10/03)
	(2030) 100,000 (10/03)		

Design Standards Applicable: AASHTO 3R

Railroad Involvement:

<u>Cost Estimate:</u>	<u>Construction:</u>	<u>Right of Way:</u>	<u>Total Cost:</u>
TIP Estimate:	\$73.6 m	\$19.325 m	\$92.925 m
Current Estimate:			



NATURAL/HUMAN ENVIRONMENTAL INFORMATION

This section summarizes the environmental assessment of the 1998 Re-Evaluation of the FEIS. The 1998 Re-Evaluation is an update of the environmental impacts of the 1978 DEIS and the 1982 FEIS.

The 1998 Re-Evaluation states that "the design of the highway, for the most part, has not changed since the signing of the FEIS (in 1982). No substantial environmental impacts will occur from the construction and implementation of this project."

The current 2030 traffic projections for the roadway are triple the 2020 design volumes used in the earlier studies and will likely affect the roadway's typical section and its impacts.

A. *Natural Environmental Information*

The 1998 Re-Evaluation contains information describing the physiography, soils, biotic resources, water resources, and rare and endangered species for the project study area as they existed in 1998. The assessment of the impacts to biotic resources is based on federal and state listings of protected species and unique habitats of 1998 and field investigations that were conducted in 1994.

The 1998 Re-Evaluation states that no farmlands and no scenic river and water supply watersheds are identified to be impacted by the project. However, potential impacts to wetlands in the study area need to be revised based on changes in regulatory requirements and on the updated roadway and hydraulics design plans for the EEC. The information is to be updated and revised using current federal and state listings of threatened and endangered species and verified with field investigations.

With respect to air quality and noise impacts, the 1998 Re-Evaluation states that NAAQS standards would not be exceeded and no noise receptor is predicted to experience a substantial increase in exterior noise levels, although nineteen receptors would experience some increase in noise. The noise and air quality impact assessments are based on 1997 and 2020 traffic volume projections for the proposed EEC and other major roadways in the study area and the FHWA noise standards and NAAQS standards that existed for 1998.

No known regulated or unregulated landfills or contamination site are identified within the study area based on the federal and state listing of underground storage tanks (UST) and GIS database available for 1998.

The assessment of impacts to water resources states that surface waters and wetlands would be impacted by project construction which includes an estimated 1.47 acres of wetland impact and 3200 acres of stream impoundment. This section also states that a ACOE Section 404 Individual Permit and compensatory mitigation would be required for the wetland impacts associated with the project. This water resources impact assessment is to be updated based on the current hydraulics design plans and revised in order to be in compliance with current NEPA /404 agency review and Merger 01 implementation guidelines.

In anticipation of this SEIS, NCDOT requested an updated Natural Systems study in 2004. That report will be the basis of the SEIS update. The purpose of the Natural Systems report is to make wetland, stream, and riparian buffer determinations; get concurrence from regulatory agencies; and document the findings in a usable format for planning related to the U-0071 project. The enlarged project study area encompasses 1,100 acres and includes all possible

EEC alignments. In summary, 39 jurisdictional wetland units, totaling 10.2 acres, were delineated and mapped; seven primary streams were identified and mapped; and 26,960 feet of natural riparian buffers were mapped.

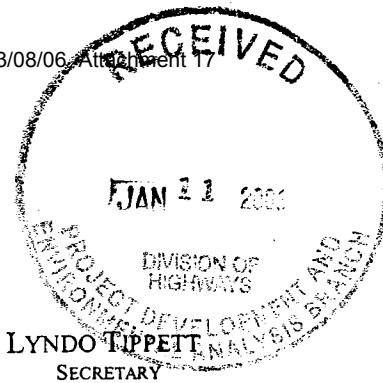
B. Human Environmental Information

The 1998 Re-Evaluation reviews information on the demographics, income, business activity/employment centers, public facilities and services, existing and future land uses, and regional development plans for the project study area as they existed for 1998. It describes the economic development opportunities, regional development goals, traffic congestion and safety issues associated with the EEC project as well as transit, bicycle, pedestrian and greenway, accessibility, and parking considerations as they relate to the EEC project. Information in the 1998 Re-Evaluation also includes an assessment of the following impacts: business, institutional and residential relocations and impacts; community stability and neighborhood cohesion; tax base changes; changes in employment; visual impacts; farmland impacts; scenic rivers, wetlands and water supply watersheds; Title VI and environmental justice; and secondary/cumulative impacts of the EEC project.

The 1998 Re-Evaluation identifies minimal or non-existent potential impacts on the community resources and neighborhood cohesion, including changes in access, based on the improvements proposed for the various roadways in the study area. No change in the potential tax base and employment levels is identified within the study area. A negative impact is identified on the visual environment.

The 1998 Re-Evaluation found no disproportionate impacts that raise environmental justice issues. Secondary and cumulative impacts are identified as increased growth within southeast Durham in the vicinity of the EEC. The 1998 Re-Evaluation does not discuss potential impacts to historic or cultural resources. However, there is a letter in the file from SHPO stating that no National Register-listed properties would be impacted.

All the information listed above is to be updated and revised to reflect current 2006 conditions that exist within the study area and potential impacts of the 2030 No Build and 2030 Build Alternatives.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

January 5, 2006

LYNDO TIPPETT
SECRETARY

TIP NO.: U-71

ESTIMATE TYPE: P

MEMORANDUM TO: Mr. Calvin W. Leggett, PE
Manager of Program Development Branch

FROM: *for* J. D. Lane *SW*
Preliminary Estimates Engineer

SUBJECT: Cost Verification - Project U-71, Durham County
Durham-East End Connector from NC 147
(Buck Dean Freeway) to North of NC 98

The construction cost estimate for the subject project was updated on January 3, 2006. The verified cost is \$73,600,000 as compared with the previously verified cost of \$64,500,000 (P) (January 2, 2004).

<u>Cost Estimate</u>	<u>TIP</u>	<u>Verified</u>	<u>Difference</u>	
Construction	\$64,500,000	\$73,600,000*	(+)\$9,100,000	(14.1%)
* U-71A	\$22,700,000			
U-71B	18,400,000			
U-71C	32,500,000			
<u>TOTAL</u>	<u>\$73,600,000</u>			

By copy of this letter I am requesting the Program Development Branch to update the PMSS construction cost. The difference between the current and previously estimated construction costs is due to updated unit prices.

Est. Requested by: Kevin Moore, PE Est. Prepared by: Jon Weathersbee

JDL:blj

- cc: Mr. Steve DeWitt, PE
- Ms. Deborah M. Barbour, PE
- Mr. Art McMillan, PE
- Mr. Jay Bennett, PE
- Mr. Greg Perfetti, PE
- Mr. J. V. Barbour, PE
- Mr. Randy Garris, PE
- Mr. A. L. Avant
- Mr. David Rhodes
- Ms. Laurie Smith, CPA
- Mr. Greg Thorpe, PhD
- Mr. Rodger D. Rochelle, PE
- Mr. Jason Moore, PE
- Mr. Jon G. Nance, PE (Division Engineer - Div. #5)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

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

LYNDO TIPPETT
SECRETARY

February 16, 2006

The Honorable William Bell
Chair, Technical Advisory Committee
Durham/Chapel Hill/Carrboro Metropolitan
Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mayor Bell:

Thank you for your recent letters requesting funding for the East End Connector and the initiation of planning and environmental studies for two of Durham's four remaining loop projects.

Planning and environmental studies for the East End Connector, Transportation Improvement Program (TIP) Project U-71, are still underway. The current estimated date of completion is mid-2008. Allowing for subsequent completion of design work and remaining right-of way acquisition, the probable earliest date for start of construction would be 2010.

With a current estimated completion cost of over \$4 billion for all remaining urban loop segments, and an annual loop budget of nearly \$150 million, it is not possible to fund all loop projects that might otherwise be ready over the next seven years. Given this constraint, it is necessary to consider such factors as paying upcoming bills for projects that were started in prior years, funding projects for which preconstruction activities are currently complete or nearly so, to avoid lapse of planning documents and permits, and build usable sections of roadway.

If, as you suggested, the seven-year loop budget were assigned in equal shares for the ten urban loops across the state, the preconstruction timeline for U-71 would dictate that the ten percent share for Durham be programmed in a one or two-year period at the end of the program. Taking into account other loop projects that are on a similar timeline, or will be ready sooner but can be funded no sooner given the above criteria, other cities' "share" may well need to be programmed in those same years. As a result, the loop budget in those years would be seriously over programmed. Moreover, the over programming would carry over for several years in the form of cash flows, if a number of projects were started simultaneously.

The Honorable William Bell

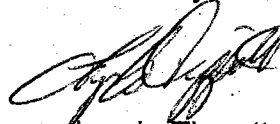
Page 2

February 16, 2006

As to initiation of planning and environmental studies for the US 70 corridor (TIP Project U-4720) and the Northern Durham Parkway (TIP Project U-4721), you are correct that such studies will take considerable time to complete and that sufficient lead time in advance of funding is critical. However, given our limited staff resources, it is necessary to focus efforts on completing studies for which funding is currently programmed or is likely to become available, rather than on projects for which funding in the foreseeable future is uncertain. Given the short "shelf life" of federal environmental documents, we are reluctant to invest in studies that will likely be redone before implementation funding is identified. One option the Metropolitan Planning Organization (MPO) may wish to consider is allocating STP-DA funds for planning and environmental studies, and requesting the City of Durham to assume responsibility for those studies. This would advance the MPO's goal of timely completion of planning and environmental review process.

I understand the importance of all three projects you have cited, and appreciate your taking the time to share your concerns.

Sincerely,



Lyndo Tippet

LT/ms

cc: Douglas Galyon, North Carolina Board of Transportation
Kenneth Spaulding, North Carolina Board of Transportation
Nina Szlosberg, North Carolina Board of Transportation
Len Sanderson, P.E., State Highway Administrator
Jon Nance, P.E., Division Engineer
Mike Bruff, P.E., Transportation Planning Branch
✓ Mark Ahrendsen – City of Durham
Felix Nwoko – Durham/Chapel Hill/Carrboro MPO