

**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****June 14, 2006  
7:00 PM****Committee Room  
2nd Floor Durham City Hall**

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

**ACTION ITEMS****5. May 10, 2006 TAC Meeting Minutes  
(Attachment 5)**

A copy of the May 10, 2006 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the May 10, 2006 TAC meeting.

**6. Southwest Durham/Southeast Chapel Hill Collector Street Plan  
(Attachment 6, 6A)**

**Mark Ahrendsen, TCC Chair**  
**Andy Henry, LPA Staff**

At the May 10, 2006 meeting, the TAC heard comments from several citizens, which are provided in the TAC Minutes, concerning the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The TAC voted to conduct a public hearing for the Collector Street Plan and asked for clarification on several issues related to the Plan.

Attachment 6 provides information to clarify these issues. Attachment 6A is a map of the draft Southwest Durham/Southeast Chapel Hill Collector Street Plan.

**TAC Action**

1. Conduct a public hearing on the draft Southwest Durham/Southeast Chapel Hill Collector Street Plan.
2. Refer comments to the TCC for consideration in developing a final recommendation regarding the Southwest Durham/Southeast Chapel Hill Collector Street Plan.

**7. Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and New Freedom Funds**

**(Attachment 7, 7A)**

**Mark Ahrendsen, TCC Chair**

**John Tallmadge, TTA, TCC Transit Subcommittee Chair**

**Pierre Osei-Owusu, DATA**

At the 05/10/06 TAC meeting, the TAC voted to recommend the City of Durham, in its role as fiscal agent for the DCHC MPO, as the designated recipient of FTA JARC and New Freedom Funds. In addition the TAC directed the TCC to begin work on the creation of the coordinated human services transportation plan which is a requirement for 2007 JARC funds and New Freedom Funds.

At the 05/24/06 TCC meeting, the TCC considered a proposal for 2006 JARC funding. Attachment 7 is a proposal from DATA to continue funding the Brier Creek DATA service. The TCC recommends approval of a resolution amending the MTIP (Attachment 7A) to fund the Brier Creek service. The remainder of the 2006 JARC allocation will be allocated after the coordinated human services transportation plan has been adopted.

**TCC Recommendation:** That the TAC adopt MTIP Amendment #2 which allocates \$96,876 of 2006 JARC funds to DATA to continue service to Brier Creek with the understanding that the service may be discontinued after January 1, 2007, if it does not meet minimum service standards.

**TAC Action:** Approve the resolution amending the MTIP (Attachment 7A)

**8. Request by NC Turnpike Authority for Non-voting TAC Membership**  
**(Attachment 8, 8A)**

**Ellen Beckmann, LPA Staff**

The DCHC TAC, by letter dated October 2, 2005, received a request from the North Carolina Turnpike Authority (NCTA) for membership on the TAC. 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 such a policy. This policy was considered by the TCC at its February meeting and a recommendation was made to the TAC. The TAC approved a policy for non-voting membership on the TAC at its March meeting (Attachment 8).

Subsequently, the application for non-voting membership was completed by the NC Turnpike Authority (Attachment 8A). The LPA staff reviewed the application and made a recommendation in favor of non-voting TAC membership for the NC Turnpike Authority. The TCC considered this request at the 4/26/2006 TCC meeting and voted to recommend non-voting membership on the TAC for the NCTA.

**TCC Recommendation:** That the TAC extend non-voting membership on the TAC to the North Carolina Turnpike Authority.

**TAC Action:** Approve non-voting membership of the North Carolina Turnpike Authority on the TAC of the DCHC MPO.

**9. Turnpike Bills Being Considered by the NC General Assembly**

**(Attachment 9, 9A, 9B, 9C, 9D)**

**Mark Ahrendsen, TCC Chair**

Two bills concerning turnpikes (SB 1819/HG 2828 and SB 1826/HB 2829) have been introduced in the North Carolina House and Senate (Attachment 9, 9A). The Regional Transportation Alliance helped craft the bills as part of an effort to encourage construction of two prospective turnpikes in the region – the Triangle Parkway and the Western Wake Freeway. The Durham County Board of Commissioners and the Durham City Council on June 5, 2006, took action opposing SB 1819/HB 2828 in its present form (Attachment 9B, 9C). LPA staff has prepared a memo describing the bills and their possible implication for the DCHC MPO (Attachment 9D).

**TAC Action:** Receive information, take action as appropriate.

**10. Triangle Parkway Update**

**(Attachment 10, 10A, 10B)**

**Mark Ahrendsen, TCC Chair**

Work has begun on the environmental study for the Triangle Parkway. Attachment 10 is the handout from the scoping meeting held on January 13, 2006. Attachment 10A is a map of the project area. A public meeting is scheduled for June 20<sup>th</sup> from 4pm to 8pm at Sigma Xi in Research Triangle Park. The newspaper advertisement for this meeting is Attachment 10B.

**TAC Action:** Receive update on the Triangle Parkway.

**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. **HB 2301 - Funds for “Eat Smart...Move More” Initiative**  
(Attachment 15, 15A)
16. **SB 1751 - Transportation Corridor Study Funds (Farrington/Farrington Mill/Stagecoach Road)**  
(Attachment 16, 16A)
17. **Bicycle Friendly Communities: Carrboro**  
(Attachment 17)
18. **NC DOT 2003-2004 Transit Operating Statistics Report**  
(Attachment 18)
19. **USDOT: National Strategy to Reduce Congestion on America’s Transportation Network**  
(Attachment 19)
20. **Governor Easley’s Recommended Adjustments for the 2006-2007 North Carolina State Budget Regarding Transportation**  
(Attachment 20)
21. **Notice of Public Hearing for TIP U-0624 (NC 86/South Columbia Street)**  
(Attachment 21)
22. **TAC Letter to NCDOT Regarding Durham Highway Trust Fund Loop Projects – May 4, 2006**  
(Attachment 22)
23. **June 2006 Safe Routes to School Newsletter**  
(Attachment 23)
24. **Fit Communities Informational Packet**  
(Attachment 24)

Adjourn

Next meeting: August 9, 2006

## TAC Directives to Staff

11/06/02 – 12/31/04 (Pending/In Progress/On Going)

01/01/05 – 06/14/06 (Completed/Pending/In Progress)

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.
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. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
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. Staff will coordinate with NCDOT regarding periodic updates.
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>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

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.
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 (awaiting the completion of CMS study for performance measures).
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. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
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. Memo describing feedback from the City of Durham is provided as Attachment 9 in the 04/12/2006 Agenda.
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>Completed</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 previous one to Secretary Tippett 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 Tippett – 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>Completed:</u> Committee met 3/31/2006. See Attachment 11 of 4/12/2006 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.
01/11/06	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.
01/11/06	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.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
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>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
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
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>In Progress:</u> Stakeholder's meeting has been scheduled for 05/12/06

04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 18, 18A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>In Progress:</u> See Attachment 6 of 06/14/06 TAC Agenda

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## TRANSPORTATION ADVISORY COMMITTEE

May 10, 2006

### MINUTES OF MEETING

The Transportation Advisory Committee met on May 10, 2006, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	Mayor, City of Durham (TAC Chair)
**Diane Catotti	City of Durham
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
**Alice Gordon	Orange County (TAC Vice-Chair)
*Ellen Reckhow	Durham County
**Alex Zaffron	Town of Carrboro
**Voting Member	
*Alternate or non-voting member	
Mark Ahrendsen	City of Durham-Transportation (TCC Chair)
Ellen Beckmann	City of Durham-Transportation
David Bonk	Town of Chapel Hill (TCC Vice-Chair)
Bill Campbell	Resident, 109 Helmsdale Drive, Chapel Hill
Dailey J. Derr, P.A.	Resident, 6110 Falconbridge Road, Ste 201, Chapel Hill
Mark Dunzo	Kimley-Horn and Associates, Inc.
Patrick Hannah	Durham Chamber
Roger Henderson	Kimley-Horn and Associates, Inc.
Andy Henry	City of Durham-Transportation
John Hodges-Copple	Triangle J COG
Sue Hunter	Resident, 211 Celeste Circle, Chapel Hill
Everett Kemp	Resident, 208 New Castle Place
Karen Lincoln	Orange County Planning
Dale McKeel	Town of Carrboro
Natalie Mengelkoch	Kimley-Horn and Associates, Inc.
Whit Morrow	Resident, 218 Hillcrest, Chapel Hill
Jon Nance	NCDOT, Division 5 Engineer
Don Norman	Resident, 1204 Pinehurst Drive, Chapel Hill
Atefe Northcutt	NCDOT/TPB
Felix Nwoko	City of Durham-Transportation
Pierre Osei-Owusu	City of Durham-DATA
Charles Paterno	Resident, 405 Meadowmont Lane, Chapel Hill
Greg Phillips	The Herald Sun
Phil Post	Resident, 104 St. Andrews

43	Jeremy Raw	City of Durham-Transportation
44	Brian Rhodes	City of Durham-Transportation
45	Ruth Ross	Resident, 103 Helmsdale Drive, Chapel Hill
46	Mary B. Ruvane	Resident, 110 Tweed Place, Chapel Hill
47	William Sax	Resident, 302 Helmsdale Drive, Chapel Hill
48	Dr. Chris Selby	Resident, 138 Celeste Circle, Chapel Hill
49	Tamra Shaw	NCDOT-PTD
50	Jill Stark	FHWA
51	Anne Stoddard	Resident, 2404 Pathway Drive, Chapel Hill
52	Mike Surasky	Chas H. Sells, Inc.
53	John Tallmadge	Triangle Transit Authority
54	Chao Wang	City of Durham-Transportation
55	Barbara Weigel	Triangle Transit Authority

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57 Mayor Bell called the meeting to order at 9:27 a.m. and the Roll Call was

58 conducted.

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**Preliminaries:**

60 **Adjustments to the Agenda**

61 Mark Ahrendsen added a Resolution to the agenda for the Proposed Design of the  
62 Davis Drive/NC 54 Intersection (TIP Projects U-4026 A/B and R-2904). It will be added  
63 to the agenda as Item 11A. Additional informational items were distributed at the  
64 beginning of the meeting. There is a resolution for the Town of Chapel Hill regarding  
65 agenda item number 6, the Unified Planning Work Program. Chapel Hill and Durham  
66 are being recognized as Fit Communities in Raleigh this morning. Mark would like to  
67 move the NCDOT reports, Item 14 after Item 5 due to Jon Nance having a conflict with  
68 another appointment. Mark also mentioned there is another meeting in this room  
69 beginning at 12:00 p.m. It is a book club that will have a presentation with a guest  
70 speaker. Anyone interested is welcomed to attend.

71 A motion was made by Becky Heron and Alex Zaffron to approve the  
72 adjustments to the agenda. The motion carried unanimously.

73 **Public Comments**

74 There were no public comments. Public comments relating to items on the  
75 agenda will be presented during the agenda item.

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

77 There were no comments regarding the Directives to Staff.

78 **Action Items:**

79 **Approval of April 12, 2006 TAC Meeting Minutes (Attachment 5)**

80  
81 Ed Harrison made the following adjustment to the April 12, 2006 TAC Meeting  
82 Minutes. On line 134; it should read "station area" not "stationary reserve." Alice  
83 Gordon made the following adjustments. On line 201; it should read "carried out" not  
84 "afforded." Beginning on line 202; it should read "Alice stated a procedure could be  
85 treated as a side agreement without changing the plan or it could be a major change to the  
86 LRTP in which case you would have to do the air quality conformity analysis." On line  
87 205; it should read "adhered to" not "too." Ellen Reckhow made the following  
88 adjustment. On line 186; should begin with "Memorandum of Agreement for the US 15-  
89 501 transit corridor." Ms. Reckhow stated she has just heard from staff that Durham  
90 County never adopted the original agreement. It was never brought to the board. It raises  
91 an issue in terms of the validity of the current plan since there is a large section that is  
92 outside of the corporate boundary of Chapel Hill.

93 A motion was made by Alice Gordon and seconded by Becky Heron to approve  
94 the April 12, 2006 TAC Meeting Minutes with the amendments noted above. The motion  
95 carried unanimously.

96 **NCDOT Reports (Attachment 14)**

97

98 Jon Nance, NCDOT Division 5 Engineer provided an update. NCDOT is  
99 currently working on the final piece of the noise wall on I-85. The Hillandale Road  
100 bridge was opened yesterday to its full width. The Washington Street bridge will be open  
101 in about a month. There will continue to be lane closures and ramp closures on Guess  
102 Road as they work through the area, the work is slow but steady, and it should be  
103 complete and open to traffic in late July or early August 2006.

104 Ellen stated that she appreciates the speed at which the project is progressing. It  
105 appears they are working almost around the clock. Ms. Reckhow raised a couple of  
106 questions. At Hillandale Road and I-85, just north of I-85 in the area where there are two  
107 hotels, there is now a much wider road to travel across. Ms. Reckhow stated that in past  
108 conversations there has been discussion of a concrete pad and landscaping in the media.  
109 Mark stated that the curb radius was increased so it did not extend as far out into the  
110 roadway in order to accommodate truck traffic. Ms. Reckhow is concerned as to how a  
111 pedestrian is going to cross the road. Jon Nance stated he will check on this and provide  
112 Ms. Reckhow with an update. Ms. Reckhow asked if the irrigation has begun. Jon stated  
113 they are working with the City to get the irrigation operational and that is why there are  
114 trucks watering right now.

115 Ed Harrison stated there is still a major concern regarding the roundabout as it  
116 does not meet standards. Mr. Harrison asked if there is a progress update on the Exit 273  
117 I-40 ramp. Jon will check on the status of this project and get back with Mr. Harrison.

118 In regards to Davis Drive, Jon will be following up on the process. The NCDOT  
119 traffic congestion division is looking at volumes at the intersection to come up with a  
120 recommendation for lanes. He will check what is being done and share this information

121 with RTP and Durham County.

122 Jon stated the NCDOT received a financial update. In NCDOT's federal budget  
123 that it gets from Washington, North Carolina has made a lot of progress to get up to  
124 receiving \$0.92 on the dollar, but now we have been told it will be \$0.86 on the dollar  
125 because of Hurricane Katrina and other things. The projects are planned and  
126 programmed based on this budget. By the end of 2008, that is a reduction of \$500  
127 million dollars statewide. Becky Heron asked if the TAC could get a chart showing cuts  
128 for the other states. Jon stated he will get it and provide it to TAC. There will be  
129 statewide adjustments to the TIP projects.

130 Ellen Reckhow stated there is good news in the proposed Governor's budget. He  
131 is proposing reimbursing the trust fund for some of the money that has been taken out due  
132 to the budget crunch. Ms. Reckhow asked if there was some indication that they might  
133 stop the extra \$80 million transfer that was started. Jon stated there will be a replacement  
134 funding source.

135 Jon stated that the Durham Signal System is progressing along well. The target  
136 date to begin the two week systems operation test is July 10, 2006. If it is successful,  
137 they will enter a 120 day observation period. Staff will advise if they get off track.

138 Becky Heron wanted to thank Jon Nance for getting the strips put in at the  
139 roundabout on Cornwallis/Erwin Road.

140 There was not a Division 7 update.

141

142 **2006-2007 Unified Planning Work Program (UPWP) (Attachment 5 and 5A)**

143

144 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning  
145 Work Program (UPWP), along with the attachments. Felix Nwoko stated that the 2006-

146 2007 UPWP is attached. Felix Nwoko provided an update for TAC members.

147 Ed Harrison asked a question on page 13. Under new requests, Senator Bob  
148 Atwater has offered to get funding for the Farrington Road/Stagecoach Road corridor  
149 study if it is timely. If the funds are needed this spring, he needs to know by the end of  
150 tomorrow. Mark Ahrendsen stated that if an alternate funding source is available it  
151 would reduce the needed funding. Mark suggested keeping it in the UPWP as a place  
152 holder but if efforts are successful in finding alternate funding to do the work, then the  
153 UPWP could be amended. Becky Heron stated that we need to speak with Senator  
154 Atwater to see if these are additional funds or will this be coming out of our appropriated  
155 funds. Alice Gordon stated it should be left in the UPWP and if funds come through  
156 another source, then the UPWP could be adjusted later.

157 Becky Heron recommended sending a letter from the TAC expressing the  
158 importance of this road and if additional funds are available we would welcome the  
159 funds. Mayor Bell instructed Mark Ahrendsen to prepare the letter for his signature.

160 Ed Harrison stated that the Town of Chapel Hill had asked for a revision of the  
161 distribution of local match for the future collector street plan to remove Chapel Hill and  
162 asked that counties be asked to provide a local match on page 38. Durham, Chapel Hill,  
163 and Carrboro are charged but Orange County has no cost. Alex Zaffron stated the Town  
164 of Carrboro has not taken action on it at this time. However, it is not in the Manager's  
165 budget, as they already have a collector street plan. Alice Gordon stated that this is not a  
166 typical project for Orange County and they do not have the funds. It would have to be  
167 taken back to the county level. Mayor Bell suggested that Orange County and the  
168 municipalities in Orange County get together and decide what they would like to do.

169 Alex Zaffron asked if there is a way to endorse the remainder of the UPWP and put this  
170 item on hold. Felix Nwoko stated that the issue is local match. The TAC could approve  
171 the UPWP as is and the TCC could discuss matching funds. Staff could later make a  
172 recommendation to the TAC to amend the UPWP.

173 Mark Ahrendsen stated the recommendation from the TCC is to move forward  
174 with the TCC recommendation. The bottom line is if the local governments do not  
175 provide the match, this does not bind them to do that. This is what we are proposing be  
176 done. It is up to each local government to contribute what they feel appropriate to this  
177 process. If they don't contribute, then we have to amend the scope of work for the project  
178 accordingly.

179 Ellen Reckhow asked if the figure on page 13, for item 3.90, Regional Transit  
180 Vision Plan, is different. Felix stated yes. It is consistent with the TAC directive. This  
181 task is being shared with CAMPO.

182 Ed Harrison stated that there is another item on the Chapel Hill resolution which  
183 is to support funding for the Chapel Hill-Carrboro Long Range Transit Plan and ask that  
184 the TAC support it. Ed stated they believe it will support the MPO Long Range  
185 Transportation Plan.

186 Diane Catotti asked if staff could clarify what precedent this situation would set,  
187 in terms of the counties paying for their own long range transportation plans. Ed  
188 Harrison stated that this is a transit master plan. It is a transit master plan for the  
189 consolidated system. Diane Catotti asked what is Durham's role in this. Mark Ahrendsen  
190 stated that DATA has typically funded their transit system planning initiatives through  
191 their FTA formula allocation. They have done five year transit plans and have typically

192 funded them through the FTA formula allocation that comes to this urbanized area and is  
193 then distributed to Durham, Chapel Hill, and TTA. Diane Catotti stated what she is  
194 trying to get a handle on is if Chapel Hill asking for their pot of funds, will apply to other  
195 municipalities. Mark Ahrendsen stated that it is Chapel Hill's decision as to what source  
196 of funding they use to do something like this.

197         Becky Heron asked why Chapel Hill's funding would be any different for this as  
198 opposed to another municipality. Ed Harrison stated it is Chapel Hill, Carrboro, and the  
199 University of North Carolina and it is intended to be a component of the MPO's long  
200 range transit plan.

201         Ellen Reckhow asked if there will be any attempt to do an MPO-wide plan. Felix  
202 stated that there is the Regional Transit Vision Plan. Mark Ahrendsen stated that there is  
203 a relationship between the Long Range Transit Plan and the Regional Transit Vision Plan  
204 but the degree of specificity is different. The regional transit vision plan is more of a  
205 30,000 foot view and what Chapel Hill is proposing as part of their transit master plan is  
206 more of a 1,000 foot view. There should be overlap and there should not be conflict with  
207 one another. It is intended to fit in with the long range transportation plan.

208         A motion was made by Ed Harrison and seconded by Alex Zaffron to adopt the  
209 resolutions approving the FY 2006-2007 UPWP. The motion carried unanimously.  
210 Mark Ahrendsen stated that one of the recommendations of the TCC is to ensure that the  
211 work plans for the regional transit vision plan and the plan that Chapel Hill does are  
212 coordinated so there is not duplication of effort and so they fit into the MPO 2035 long  
213 range plan.

214         A motion was made by Alice Gordon and Becky Heron to approve a resolution of

215 self-certification for the MPO Planning Process. The motion carried unanimously.

216 **Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and**  
217 **New Freedom Funds (Attachment 7)**

218  
219 Mark Ahrendsen provided an introduction for the Federal Transit Administration  
220 (FTA) Job Access Reverse Commute (JARC) and New Freedom Funds, along with the  
221 attachment.

222 John Tallmadge, TTA, provided an update. JARC has been a part of federal  
223 transportation legislation for several years and is intended to provide federal funding for  
224 new services to low income individuals either through reverse commute services or  
225 special programs to increase access to jobs. The changes are: (1) the funds had been  
226 nationally competitive; now the funds are given directly to the UZA with a requirement  
227 that they competitively select projects; (2) there are some changes to the requirements for  
228 a coordinated human services transportation plan starting next year, FY 2007.

229 John stated that the key policy issues before the TAC today are the issue of a  
230 designated recipient and the development of the coordinated human services  
231 transportation plan. The legislation requires that a designated recipient be identified by  
232 the state in concurrence with the local jurisdictions for the receipt of the JARC and New  
233 Freedom funds. The TCC and the Transit Subcommittee considered three principles in  
234 making the recommendation about the designated recipient. They were: (1) efficient  
235 administration of the funds and related planning activities; (2) equitable distribution of  
236 project spending throughout the UZA; and (3) simplified planning and project selection  
237 processes for stakeholders. These funds are not just open to the public transportation  
238 agencies and human services agencies, non profit organizations can also bring projects  
239 for the selection process. So, the money is not necessarily going to flow to transit

240 agencies.

241           One of the complicated issues concerns the FY 2006 JARC funds. The existing  
242 projects that went through the old planning requirements for JARC are eligible for these  
243 funds. There is confusion as to whether a new project that did not go through the old  
244 planning requirements is eligible. The New Freedom funds have to come from the  
245 coordinated plan, and, after FY 2006, all projects have to come out of the coordinated  
246 plan. We have one project on the Durham side, the Brier Creek service, which is  
247 definitely eligible for FY 2006 funds.

248           The TCC recommendation is that the City of Durham, acting as the fiscal agent  
249 for the DCHC MPO, act as the designated recipient for JARC and New Freedom funds so  
250 that we can have efficient administration, equitable distribution, and a simplified process.  
251 The equitable distribution would be addressed through the establishment of selection  
252 criteria. There has to be a common set of selection criteria established and adopted prior  
253 to the selection process beginning with FY 2007. The Transit/TDM subcommittee will  
254 review the projects on an annual basis. We will solicit project requests and review them  
255 against the criteria and make recommendations to the TCC and TAC. The City of  
256 Durham, as designated recipient, would take care of the grant process for the projects that  
257 meet approval. The law allows for 10% of these funds to be used for administrative  
258 purposes, and, at least in the first year, it makes sense that the funds go toward the  
259 development of the coordinated public transportation human services transportation plan.

260           The TCC recommendation to the TAC for action is: (1) The City of Durham be  
261 named as the recipient of JARC and New Freedom funds, with the understanding that the  
262 planning requirements and the competitive project selection will be administered by the

263 DCHC MPO; (2) Instruct staff to prepare and present for your adoption the process for  
264 developing the joint human service transportation plan establishing the selection criteria  
265 and selection process.

266 Becky Heron asked what impact the New Freedom program will have on our  
267 allocation that we currently receive for our human services transportation for the elderly  
268 and handicapped that goes through our human services agencies. John Tallmadge stated  
269 he didn't know if a trade off was made in the designation of the JARC and New Freedom  
270 funds. These are funds that are federally regulated and must follow these new rules.  
271 John stated these are supplementary funds in addition to the funds that are already  
272 received for the elderly and handicapped. Mark Ahrendsen stated that it will be a  
273 positive impact as it will supplement what is already received through the program.

274 Alice Gordon asked how this relates to the Triangle Regional Transportation  
275 Development Plan for Wake, Durham, and Orange County because it is a coordinated  
276 plan which is already underway. Alice asked what the urgency of addressing this item  
277 today is because she does not feel that the transportation staff has had a chance to  
278 evaluate this item. John Tallmadge stated that the urgency of the recommendation is that  
279 if we want to apply for FY 2006 funds, a TIP item has to be created and adopted in June  
280 by the MPO and the State Board of Transportation so that in July the grant can be  
281 submitted to the Federal Transit Agency. Current funding for the Brier Creek service  
282 will run out in July. The coordination with the existing human services coordinator plan  
283 would have to be done soon.

284 Mayor Bell stated that we need to apply on time for the funds so that we don't  
285 miss out. Mayor Bell asked if we need to proceed today or can it wait. Mark Ahrendsen

286 stated that the TAC could wait, but there would be consequences of waiting. The TAC  
287 would miss opportunities for funding projects. There is one project in particular that we  
288 would like to bring back at the next meeting which is the continuation of the service  
289 currently being operated with the JARC funding. The funding will expire June 30, 2006.  
290 There is no funding in place to continue the service.

291 Ellen Reckhow agreed that the TAC should move forward, but suggested that  
292 given that we have a study underway, we should coordinate the human services  
293 transportation plan with the Triangle Regional Transportation Development Plan.

294 David Bonk spoke regarding the funding. Chapel Hill has some concerns about  
295 the designation of Durham as the only designated recipient in the region. Chapel Hill  
296 believes that even though the staff memo does have language in it that suggests that the  
297 TAC will be the ultimate selector of projects, by designating Durham as the designated  
298 recipient, the Federal government will consider Durham exclusively as the body that  
299 makes the decision. Without a formal agreement in place that gives the MPO that  
300 decision there will be potential for continued confusion. More importantly, John  
301 Tallmadge stated that the Brier Creek project could be a recipient of the 2006 funds. The  
302 TCC reviewed some of the operating results for the service for the first two quarters of  
303 operation and frankly it was disappointing. The question is whether we should continue  
304 to fund this project when, as John suggested, there is a possibility that additional projects  
305 might be funded out of this money under a process that would need to be developed.  
306 David stated that he thinks it could wait a month and still do a June application.

307 Mark Ahrendsen stated that the TCC is recommending that TAC designate a  
308 single agency to administer the funds. At the next TAC meeting, the TCC would propose

309 projects for consideration, including the Brier Creek project. The timing issue is  
310 associated with the continuation of service to Brier Creek that will end June 30, 2006, if  
311 there is not a commitment through this program to award JARC funds to continue it. It  
312 has been funded with JARC funds since it began in November 2005.

313 A motion was made by Diane Catotti and seconded by Alex Zaffron to designate  
314 the City of Durham as the recipient of JARC and New Freedom Funds. Ms. Catotti had a  
315 question on the second action item requested. What is the estimated cost of a human  
316 services transportation plan and is it required? John Tallmadge stated that the plan is  
317 required for future FY 2007 JARC or the New Freedom funds to be awarded. Because  
318 this has not been a requirement in the past, we don't have examples of the costs. You are  
319 allowed to use up to 10% of the funds, and in FY 2006 that would be \$22,433, that could  
320 be used for the development of the plan and the selection program. Just for clarification,  
321 FY 2007 is beginning October 1, 2006. David Bonk stated for clarification, the TAC  
322 does not have the power to designate; the TAC would be making a recommendation to  
323 the Governor who will ultimately appoint the designee. Ms. Catotti is slightly concerned  
324 about the possible cost of a human services transportation plan. Ms. Catotti stated that  
325 we need to make sure the cost of the human services transportation plan does not  
326 outweigh the cost of the funds we would receive through the plan.

327 Alex Zaffron asked if the MPO could be designated as the recipient. Mark  
328 Ahrendsen stated that institutionally the MPO is not set up that way.

329 Alice Gordon asked if it is possible for the TAC to take action on the first item,  
330 which would allow staff to get started, but to wait on action item two so it could be  
331 worked out. Mark Ahrendsen stated that could be done, but action item two helps to

332 answer some of the questions for action item one.

333 Alice Gordon expressed a concern when staff brings items that do not have all the  
334 questions answered and asks for a decision today.

335 The motion carried unanimously.

336 **Southwest Durham/Southeast Chapel Hill Collector Street Plan (Attachments 8, 8A,**  
337 **8B, 8C, 8D, 8E, 8F, 8G, 8H, 8I, and 8J)**

338  
339 Andy Henry provided an introduction for the Southwest Durham/Southeast  
340 Chapel Hill Collector Street Plan, along with the attachments. Roger Henderson, KHA  
341 Associates (Plan Consultant) provided a Power Point presentation for the TAC. Ed  
342 Harrison made a change to one of the slides. Where it states Southwest Durham Drive  
343 “Overpass” it should be “Interchange.”

344 Mayor Bell opened the meeting up for public comment.

345 Charles Paterno, resident of 405 Meadowmont Lane. I am here today  
346 representing more than 600 Meadowmont Community residents, including 100% of  
347 Phase I, II, and III Meadowmont Lane residents located in both Orange and Durham  
348 Counties. I am also speaking on behalf of a majority of Cedars of Chapel Hill senior  
349 residents who are all Town of Chapel Hill and Durham County residents. These  
350 individuals have signed a petition, a copy of which has already been presented to you,  
351 which states our opposition to the SW Durham Collector Street Plan. I preface my  
352 comments by stating that many of us in the impacted areas were not on the initial contact  
353 list for the first public hearing. An information session held for Meadowmont residents  
354 also brought to our attention that the planning plats presented by the Meadowmont  
355 Developers and the planning plats on file at respective city halls differed in content.  
356 Certainly our concerns would have been raised earlier in the process had we been more

357 aware of the recommended plan. We express our concern and opposition to the Collector  
358 Street Plan under review today, as it is inclusive of a several years old premise that an  
359 arterial road will be connected through the Meadowmont Community. The arterial road,  
360 presented as a given to the collector road consulting group, will move a high volume of  
361 traffic through a high density residential neighborhood anchored by an elementary school  
362 on one end, a senior residential facility on the other end and across a natural greenway of  
363 walking paths recently developed by the Corps of Engineers. More specifically, we ask  
364 that this committee take the appropriate steps to ensure that the recommended Collector  
365 Street Plan will not be influenced by any future decision to realign the Southwest Durham  
366 Drive. As residents of both Durham and Orange Counties, we support connectivity and  
367 collector streets. However, in anchoring a plan to what might be considered an outdated  
368 arterial road alignment, we feel the larger connectivity scheme along the Highway 54  
369 corridor between Chapel Hill and Highway 751 has been ignored and should be further  
370 explored before any collector street recommendation is accepted. We ask that this  
371 committee more thoroughly evaluate commercial and residential development plans  
372 along, and to the east, of George King Road; and to determine if traffic flow might be  
373 better connected and directed in a safer, less environmentally intrusive manner at a  
374 significantly lower cost. In addition to the obvious safety factor, we stress two  
375 advantages to this approach: (1) Corps of Engineer land would not be broached and the  
376 expense of a bridge over the core greenway can be avoided (2) A more practical collector  
377 street and arterial road system can better be designed at the same time as new  
378 infrastructure is being established for commercial and residential development in

379 Southwest Durham and while connectivity along Highway 54 is under review. Thank  
380 you for your consideration.

381 Dr. Chris Selby, resident of 138 Celeste Circle in Chapel Hill spoke. He brought  
382 a map to indicate the location in respect to NC 54, I-40, and Farrington Road. Mr. Selby  
383 is concerned about protecting his community. The Southwest Collector Street Plan needs  
384 to be corrected, there is a mistake. Currently it shows a part of Celeste Circle as a  
385 collector street and the entire street is a local street. The map needs to be adjusted before  
386 it can be accepted by the TAC. Because of new development, he is very concerned with  
387 the high traffic volume. He suggested using the service road that is already wider than  
388 Celeste Circle. To summarize his point, this is a local street which should be shown as  
389 such and should not be designated as a collector street.

390 Bill Sax, resident of 302 Helmsdale Drive spoke for the Oaks residents regarding  
391 their concerns and suggested improvements to the consultant's recommended Southwest  
392 Durham Collector Street Plan. We have three serious concerns about the quality of the  
393 recommended plan. (1) The plan has not been well thought-out. There is no explanation  
394 of the plan, no analysis of what it will achieve, and little attention to how it would be  
395 implemented. It does not explain the pattern of proposed streets, why it is a good plan  
396 and better than the alternatives, or how the order in which it would be constructed might  
397 affect how well it works. There is no analysis and evaluation of the traffic patterns  
398 generated or altered. It does not specify how various parts of the plan are to be  
399 implemented, or who would be responsible among the various local governments and  
400 developers. The plan places a proposed S.W. Durham Drive and the transit line in the  
401 network, even though they seem entirely out of place and unrealistic. (2) The plan

402 ignores necessary retrofit to existing neighborhood streets. The proposed plan shows  
403 only the proposed future collector streets and vaguely outlines how they would be  
404 implemented. In actuality, the proposed collector system includes existing neighborhood  
405 streets, to which the proposed streets connect. The plan ignores the need to retrofit those  
406 existing neighborhood streets to make them suitable as collector streets. The plan merely  
407 dumps new traffic onto existing neighborhood streets that were not designed to the same  
408 desirable standards proposed for new streets in the plan. (3) The plan misses the concept  
409 of “complete streets.” The plan initially holds out the concept of “complete streets” that  
410 not only accommodate cars, bikes and pedestrians but, also become “part of the  
411 neighborhood environment.” The emphasis in the design, however, is on accommodating  
412 traffic. Streets that are “part of the neighborhood” are particularly important to those of  
413 us living on existing streets, which are now very much “part of our neighborhood  
414 environment.” Without retrofitting existing streets that become collectors, our  
415 neighborhood environment is seriously damaged. We realize the benefits of connecting  
416 neighborhoods and street systems and would support a Collector Street Plan that: (1)  
417 excludes the S.W. Durham Drive from the point where it crosses I-40 to Highway 54, and  
418 adapts either Farrington Road and/or George King Road to meet the purposes served by  
419 the S.W. Durham Drive; (2) has George King Road paved the entire distance from  
420 Ephesus Church Road to Highway 54 early in the development process. If that road is  
421 paved by developers in bits and pieces over a long period of time as developments are  
422 approved, traffic from the initial developments will be diverted to Lancaster, Nottingham,  
423 Donegal, and New Castle and eventually to Pinehurst and Burning Tree Drives in the  
424 Oaks. Those streets will become de facto mini-thoroughfares; (3) provides an explicit

425 implementation component in the plan to retrofit existing streets that are incorporated  
426 into the collector street system to meet standards, as nearly as possible, to those proposed  
427 for new collector streets, with respect to accommodating pedestrian and bike traffic as  
428 well as autos, and with respect to making the streets a desirable “part of the neighborhood  
429 environment.” Retrofitting existing streets will require capital improvement funding by  
430 local governments, particularly the Town of Chapel Hill. Retrofitting is not possible  
431 through the use of development regulations, as proposed in the plan.

432         Everett Kemp, resident of 208 New Castle Place spoke. He is a resident of the  
433 Oaks. He agrees with Bill Sax but would like to point out a few things. The document  
434 that was presented by Mr. Sax outlines that the quality of the recommendation is poor.  
435 The way the Collector Street Plan is presented, it connects people without thought as to  
436 where they are going. He urges the TAC not to put good money after bad. The plan  
437 itself should be held until something serious addresses the urgent issues in the area and  
438 then the Collector Street Plan can be addressed.

439         Phil Post, a resident left at 10:45 a.m. and Ann Stoddard read his statement. “I  
440 request a public hearing, hopefully in the evening, to hear public comment prior to  
441 adoption of the Collector Street Plan. At the public hearing, I will have two requests:  
442 (A) A street plan that is more circuitous and will have traffic calming features and will  
443 not encourage cut through traffic onto Nottingham. (B) The spacing should be adjusted  
444 to conform to the study guidelines. Nottingham density is well under two units to the  
445 acre. A collector street at that density should be separated at least 0.6 miles and up to 1.2  
446 miles. The current plan exceeds the recommended spacing.”

447 Anne Stoddard spoke, representing George Smart and Bill Green who are Durham  
448 residents. The following was sent by email to the committee. My clients oppose a  
449 portion of the plan because of changes proposed at Farrington and Rutgers Road. Their  
450 property is fifteen acres bounded by Farrington, Rutgers, Cleora, and Crescent Drive.  
451 The plan as shown would effectively remove two acres of my clients' property and the  
452 only home on the property. We support connectivity and have previously submitted a  
453 plan to the City for approval that provided for connections to adjacent roads. We have  
454 been working with adjacent land owners for many years. We believe the plan is too  
455 detailed and should address only collector roads and not roads that should be planned in  
456 the context of a development land plan. When I raised these concerns at the workshops, I  
457 was told that changes could be made at the site plan approval stage. I'm a skeptic. These  
458 kinds of plans get put on paper and become rule rather something subject to change. She  
459 also heard someone say "as long as it stays within their property." The road they are  
460 concerned with is immediately adjacent to Rutgers Road and it is being ignored. Let's  
461 use the existing roads and not take people's property to create new roads. My clients are  
462 requesting that the plan be pared back to address only true collector roads. If you adopt  
463 the plan as shown, we ask for clear language about the ability to change this plan at site  
464 plan approval and the goal of using the existing roadways.

465 Whit Morrow, resident 218 Hillcrest in Chapel Hill, with Lincoln Harris stated  
466 that they were working with a couple of the major land owners on the south part of the  
467 study area and anticipate bringing before the various government bodies in six to twelve  
468 months plans for the property. The plans that are going to surface reflect all the  
469 principles of the collector study. We encourage the TAC to be general in the way that

470 you propose the collector road network and encourage developers like us and the other  
471 significant land owners to adhere to the principles of the spacing of the roads, the  
472 capacity of roads, and the character of the roads that go into this area, so they can  
473 disperse traffic, not concentrate it, and subsequently over burden the road system.

474 A motion was made by Alex Zaffron and seconded by Diane Catotti to move the  
475 June 14, 2006 TAC meeting to an evening meeting to begin at 7:00 p.m. Mark  
476 Ahrendsen will let everyone know when the location has been set up. The motion carried  
477 unanimously.

478 Diane Catotti asked that staff provide clarification at the June 14, 2006 meeting  
479 on what is binding in terms of the Collector Street Plan and future zoning and site plans.  
480 Ellen Reckhow stated she would like clarification as to whether Celeste Circle is  
481 designated a collector which is what the map shows. Ms. Reckhow stated that there  
482 needs to be a thorough response to the issues raised by everyone. Ms. Catotti asked for  
483 comment about the logic of not using George King Road and not using the NC 54 service  
484 road.

485 Becky Heron asked if the Collector Street Plan would affect the schools. Mark  
486 Ahrendsen stated that the Collector Street Plan does not interfere with the schools other  
487 than the two that already exist. The Southwest Durham Drive alignment is still an issue  
488 relating to the school but it was beyond the scope of the Collector Street Plan.

489 Mayor Bell left the meeting at 11:47 a.m. Alice Gordon chaired for the balance of  
490 the meeting.

491 **Motor Vehicle Emissions Budget (MVEB) (Attachments 9, 9A, and 9B)**

492 Mark Ahrendsen provided an introduction for the Motor Vehicle Emissions

493 Budget (MVEB), along with the attachments. This body voted to use the county level  
494 budgets. Subsequently CAMPO went with an MPO based budget. Since this area is now  
495 in a maintenance plan, the process has changed. It changes the state of limitation process  
496 and requires a longer horizon; you have to project out further. The staff's concern was  
497 that it is a longer horizon with more potential for error and projections. We are  
498 concerned that if we are using a county level budget that if one county exceeds the  
499 budget, then the entire region fails conformity.

500 The TCC considered the material everyone has as Attachment 9 and  
501 recommended that we go to a MPO based budget.

502 A motion was made by Becky Heron and seconded by Ed Harrison to stay with  
503 the County-by-County Motor Vehicle Emissions Budget (MVEB). The motion carried  
504 unanimously.

505 **STP-DA Amendment in Chapel Hill (Attachment 10)**

506  
507 A motion was made by Alex Zaffron and seconded by Ed Harrison to approve an  
508 amendment to the STP-DA funding spreadsheet to shift \$200,000 for Chapel Hill  
509 sidewalks from FY 2006 to FY 2007 and \$108,000 for Culbreth Road sidewalks from FY  
510 2007 to FY 2006. The motion carried unanimously.

511 **Adjustment to the Agenda**

512 Mark Ahrendsen added a Resolution to the agenda for the Proposed Design of the  
513 Davis Drive/NC 54 Intersection (TIP Projects U-4026 A/B and R-2904). It is two  
514 projects that have been combined into one. They are in the TIP. One is to widen Davis  
515 Drive from NC 54 into Wake County and the other portion is to widen NC 54 from Davis  
516 Drive to Miami Boulevard. In the proposed design, we would like to decrease the

517 maximum number of lanes in any intersection to seven.

518 A motion was made by Alex Zaffron and seconded by Diane Catotti to approve  
519 the resolution regarding the proposed design of the Davis Drive/NC 54 intersection (TIP  
520 Projects U-4026 A/B and R-2904). The motion carried unanimously.

521 **Request by NC Turnpike Authority for Non-Voting TAC Membership**  
522 **(Attachments 11 and 11A)**

523  
524 Did not address.

525 **Reports from Staff:**

526 **Reports from Staff (Attachment 12)**

527 The report from staff is attached.

528 **Report from the TCC Chair**

529 There was nothing to report from the TCC Chair.

530 **Informational Items:**

531 **Recent Newspaper Articles/Legislative Update (Attachment 15)**

532 The recent newspaper articles/legislative updates are attached.

533 **Article on the Highway Trust Fund (Attachment 16)**

534 The article on the Highway Trust Fund is attached.

535 **City of Greensboro Legislative Agenda (Attachment 17)**

536 The City of Greensboro Legislative Agenda is attached.

537 **Tri-MAP 4/21/06 Meeting Minutes (Attachment 18)**

538 The Tri-MAP 4/21/06 Meeting Minutes are attached.

539 **NC GO! Legislative Agenda (Attachment 19)**

540 The NC GO! Legislative Agenda is attached.

541 **Results of TTA Poll on Regional Rail (Attachment 20)**

542 The Results of TTA Poll on Regional Rail is attached.

543 **Durham BPAC Letter to NCDOT on Statewide Traffic Safety Hotline (Attachment**  
544 **21)**

545 The Durham BPAC Letter to NCDOT on Statewide Traffic Safety Hotline is  
546 attached.  
547

548 **Adjournment**

549 There being no further business of the Transportation Advisory Committee, the  
550 meeting adjourned at 11:57 a.m.

**MEMORANDUM**

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency (LPA)

**DATE:** June 14, 2006

**RE:** Southwest Durham/Southeast Chapel Hill Collector Street Plan

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**Background**

The DCHC MPO began developing a collector street plan for the Southwest Durham County and Southeast Chapel Hill area in August 2005. The Lead Planning Agency (LPA) formed a Technical Steering Committee (TSC) composed of transportation and planning staff from local governments and the NCDOT to provide project direction, and hired Kimley-Horn Associates to provide project support. TSC conducted three public workshops and met on several occasions to develop the draft Southwest Durham/Southeast Chapel Hill Collector Street Plan report and network map, and to make final recommendations to the TCC. This collector street project is also to serve as a template for completing a subsequent project to develop a collector street plan for the entire DCHC MPO planning area.

At their May 10, 2006 meeting, the TAC received a report on the Southwest Durham/Southeast Chapel Hill Collector Street Plan and heard comments from several citizens, which are provided in the TAC Minutes. The TAC voted to conduct a public hearing for the Plan and asked for clarification on several issues related to the Plan.

Attachment 6A is a draft map for the Southwest Durham/Southeast Chapel Hill Collector Street Plan

**Purpose**

The purpose of this memorandum is to:

1. Clarify several issues identified by TAC members;
2. Reiterate the TCC recommendations to the TAC; and,
3. State the TAC action.

## Clarify Issues

At their May 10, 2006 meeting, the TAC asked for clarification on several issues related to the Collector Street Plan, including the following:

### Zoning and Site Plans

Staff was asked to identify how the Collector Street Plan would be binding in future zoning and site plans. The Memorandum of Understanding (MOU) that has established the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) makes the transportation plans and policies of the DCHC MPO the shared responsibility of the local governments. As such, the Durham City/County Planning Department can enforce the Collector Street Plan as adopted by the DCHC MPO. The Durham Unified Development Ordinance (UDO) requires that “within any proposed development, the proposed street layout shall be coordinated with the existing and planned street system...” In practical terms, this coordination means that staff is likely to recommend denial of a rezoning if the street layout on the accompanying development plan does not conform to the Collector Street Plan. Given the legislative authority of City Council and the Board of County Commissioners, these elected bodies could choose to approve the rezoning even though staff has recommend denial. In the case of site plans, which are mostly processed administratively, staff is likely to deny approval of any plan that does not comply with the Collector Street Plan.

### Existing Collector Streets

Celeste Circle is not an existing collector street. The City of Durham and North Carolina Department of Transportation (NCDOT) designate thoroughfares, freeways and interstates, but do not maintain any designation for minor streets such as collector streets and residential streets. In the process of reviewing construction plans, the City of Durham has design criteria for many street types, including residential and collector, but this designation is relevant only for setting detailed construction requirements. On the other hand, the Town of Chapel Hill maintains a list of designated collector streets.

### George King Road

George King Road extends from Ephesus Church Road to within feet of NC 54. However, the draft Collector Street Plan proposes that only the northern two-thirds of George King Road be designated as a collector street, and a new collector road alignment veer to the east to form an intersection with NC 54 and Huntingridge Road. There are several reasons for not designating the entire extent of George King Road as a collector street. First, the southern segment runs along and crosses U.S. Army Corps of Engineering Property, and thus there might be delays or permanent barriers to receiving a permit to make improvements (e.g., reinforce road bed, paving) in that segment. Next, the George King Road bed is about ten feet below the NC 54 road elevation, and thus might require extensive earth moving to properly construct an intersection with NC 54. Finally, the U.S. Army Corps of Engineering property to the west of George King Road will not be developed, and therefore a George King Road collector in this area would provide efficient access only to a more limited area that is east of the road. A collector

road that is constructed further to the east will run through the middle of any new developments and connect to an existing signalized intersection at NC 54 and Huntingridge Road.

#### NC 54 Service Road

The NC 54 Service Road, which runs parallel to NC 54 and Celeste Circle, is not designated as a collector street in the Plan for two reasons. First, it would create intersections with other collector streets that are only about 60 feet from the adjacent NC 54 intersection, and this short intersection spacing is not optimal for safety and efficiency reasons. Second, given the location of NC 54 immediately to the south of the Service Road, the road would provide relatively inefficient and ineffective access because it can only provide access to properties located on the north side.

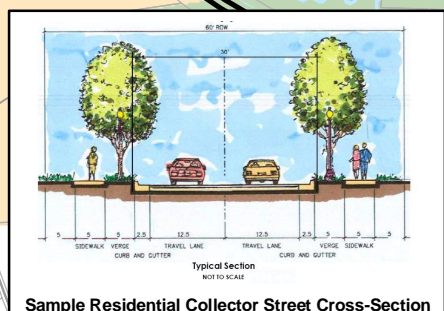
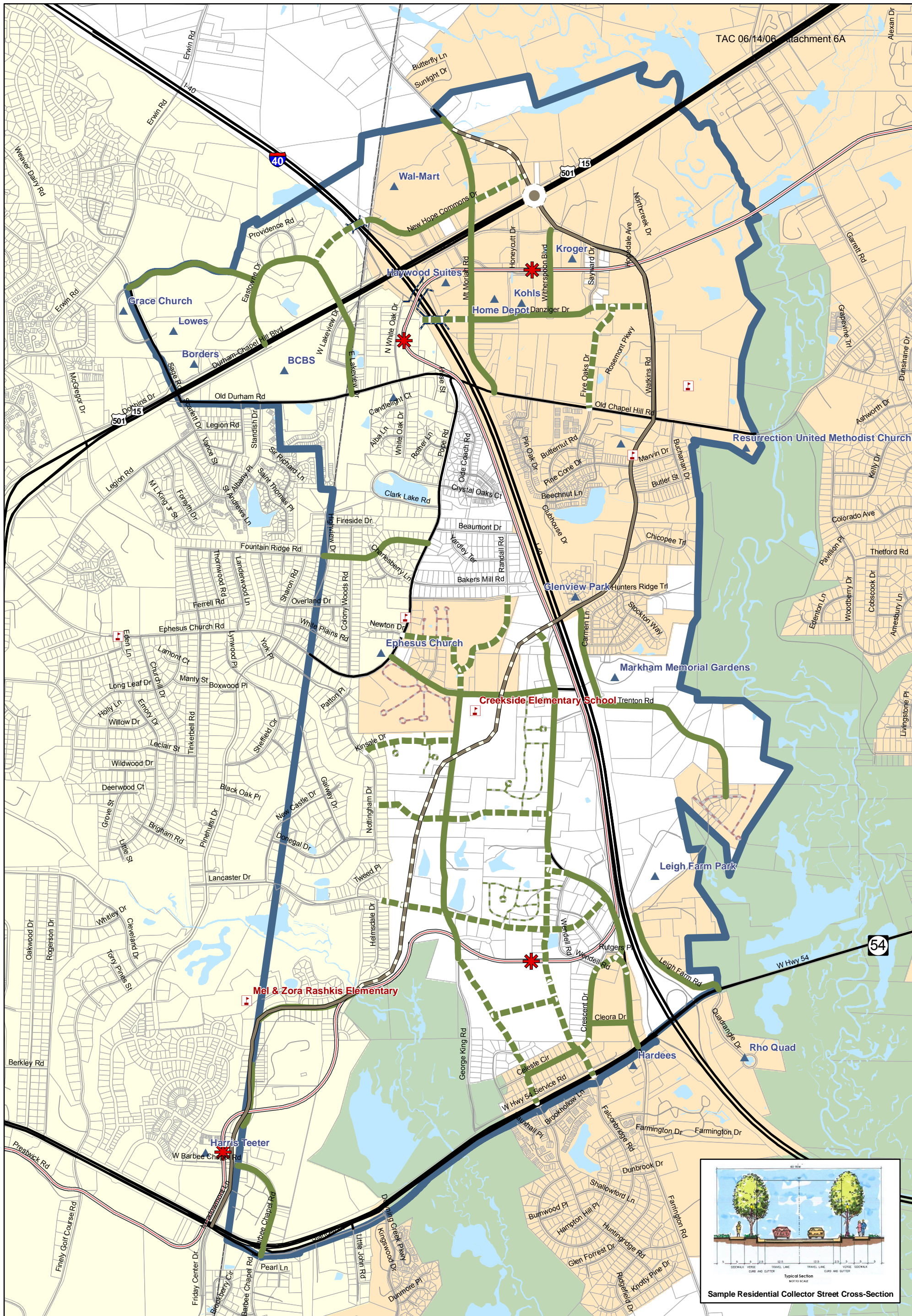
### **Technical Coordinating Committee (TCC) Recommendation**

At their April 26, 2006 meeting, the TCC made the following recommendation to the TAC:

1. Receive Plan  
The TCC recommends that the TAC receive a presentation on the collector street plan and provide comments.
2. Schedule Public Comment Meeting and Adopt Plan  
The TCC recommends that the TAC place the Plan on the June 14, 2006 TAC agenda to receive public comments and consider adoption of the Plan for use to guide future development in the study area.
3. Resolve Related Issues  
The TCC recommends that the TAC direct the Lead Planning Agency (LPA) to resolve the related transportation issues in the study area through the Long Range Transportation Plan development process. These issues include the NC 54 corridor, I-40 interchanges at NC 54 and Farrington Road, and the location of Southwest Durham Drive.

### **TAC Action**

1. Conduct a public hearing on the draft Southwest Durham/Southeast Chapel Hill Collector Street Plan.
2. Refer comments to the TCC for consideration in developing a final recommendation regarding the Southwest Durham/Southeast Chapel Hill Collector Street Plan.



Southwest Durham - Southeast Chapel Hill Collector Street Plan  
**Figure 4.5 - Recommended CSP Network**

	Study Area County Boundary Durham City Limits Chapel Hill Town Limits	Corps of Engineers Land Lakes, Rivers, Streams and Creeks Destination Points Schools	Approved SW Durham Drive Alignment <b>Recommended Collector Street</b> Existing Collector Streets to be Included in Plan* Proposed New Collector Streets	Existing Higher Classification Facilities Proposed Higher Classification Facilities Overpass Proposed Interchange	Highways Proposed Transit Alignment Proposed Transit Stations	Approved Internal Neighborhood Street Proposed Internal Neighborhood Street Proposed Development Approved Development
	COLLECTOR STREET PLAN <small>Source: SW Durham County and SE Chapel Hill</small>	<p>* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).</p>	0 0.125 0.25 0.5 Miles 			

## MEMORANDUM

TO: Transportation Advisory Committee (TAC)

From: The Durham Area Transit Authority

Date: June 14, 2006

RE: Request for 2006 JARC funds for transit service

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**Purpose**

The Durham Area Transit Authority (DATA) is requesting FY 2006 JARC funds in the amount of \$96,876 to continue offering transportation services to select job sites near Brier Creek during FY 2006-2007 in accordance with the JARC program.

**Background**

Last year, DATA, Triangle Transit Authority (TTA) and Raleigh's Capital Area Transit (CAT) received JARC funds from NCDOT to begin regional transit service designed to provide job access and reverse commuting opportunities for low income residents in Durham and Raleigh. The service began in November 2005. From Durham, the route serves The Village Shopping Center, Hwy 70 East, Page Road and the Brier Creek Shopping Center. DATA currently provides 9 trips daily, Monday through Saturday—3 trips during the a.m. peak, 3 midday and 3 in the evening—via a satellite route # 15. CAT also operates the same number of trips from Raleigh along Hwy 70 to the Brier Creek Shopping Center. The two systems pulse at the Brier Creek Shopping Center so that passengers have the opportunity to transfer between the DATA and CAT systems.

**Service Patronage**

Patronage information for this route from November 7, 2005 to April 30 2006 is provided below.

**Table 1**

	Oct-Dec 2005	Jan- Mar 2006	April 2006
<b>Ridership</b>	1240	2193	685
<b>Total hrs</b>	845	1386	225
<b>Pass/Hr</b>	1.5	1.6	3.0
<b>DATA Pass/Hr System-wide</b>			<b>26.66</b>

According to the ridership numbers, the patronage on the current Brier Creek route is substantially less than the DATA System-wide ridership standards. However, there are several factors that account for the initial low ridership, and DATA is currently in the process of amending the service to improve the ridership.

The following are factors that have attributed to the current ridership level:

- Service planning effort for this route went on with little or no marketing strategy because DATA did not have marketing personnel during most of the planning phase of the project last year. DATA hired a marketing person in November of 2005 and that individual has since made a number of marketing recommendations that are expected to be implemented in July 2006 when DATA is schedule to make its annual service changes.
- The service was designed as a satellite route, starting from the Village Shopping Center. Shortly after the route implementation, a number of patrons expressed concern about the number of transfers that a rider has to make to get to Brier Creek. It has been determined that many people have to make two or more transfers in order to use the service. DATA is therefore responding to the concerns by changing the route in July to originate at the downtown transfer center where the majority of the transfers occur. (See route map)
- DATA's service standards require that new routes perform at a minimum 30% of the average ridership per hour of the system's ridership average after 6 months of service. As indicated in table 1 above, in April the system-wide patronage averaged 26.66 passengers per hour while the Brier Creek service was 3 passengers per hour. Based on established service standard the minimum acceptable patronage level should have been approximately 7.9 passengers per hour for the Brier Creek route. DATA's service standards require steps to be taken to improve the ridership on this route. If the ridership is not improved to 50% of the system's average ridership after 12 months of operation, the service will be discontinued. Therefore, in July 2006, staff is planning to implement a number of service improvements to be that are intended to increase patronage on the route.
- According to the 2004 DATA Ridership survey, approximately 63 percent of DATA riders use transit to commute to work and 76 percent have annual household incomes of less than \$20,000. About 50 percent of the riders that completed the survey indicated that they have used DATA for 4 years or more. It is clear residents of Durham rely on DATA to commute to work. The JARC funds provide necessary financial assistance to improve mobility and economic opportunities for low income residents in Durham.

**Purpose**

The purpose of this request is to ask the TCC to approve DATA's request for funding for the 2006 JARC funds (now to be considered by the City of Durham) to enable DATA to continue to provide job-related transportation for the low income and disabled workers in Durham.

The service improvements to the Brier Creek route scheduled to take place in July 2006 will make the route more accessible and convenient to Durham residents and are therefore expected to increase the ridership. The proposed changes to the service include:

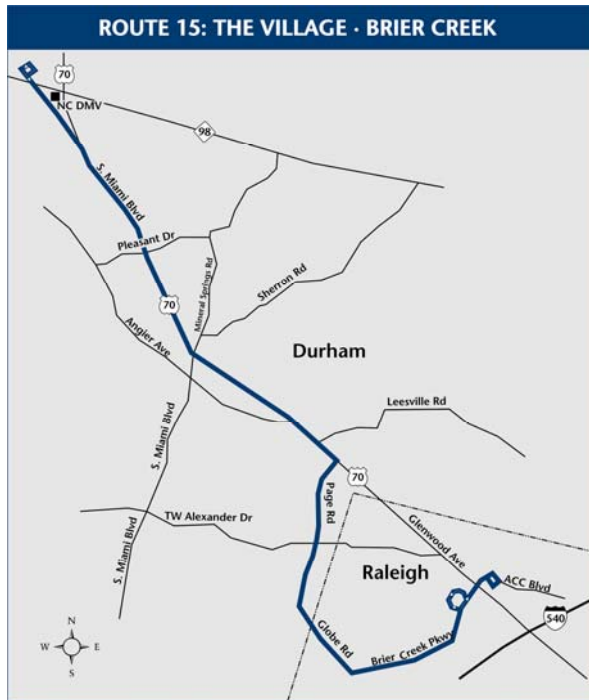
- Originate the route from the Downtown Transfer Center which will make the route more visible and decrease the number of transfers.
- Amend the routing to include new service areas that are heavily populated by low income and Hispanic communities that are currently not served by any DATA routes .(See attached route map)
- Increase marketing efforts which include an increase in advertising efforts and working closely with the Department of Social Services to identify additional Work First Program participants to patronize the service.

**Requested TCC/TAC Action:**

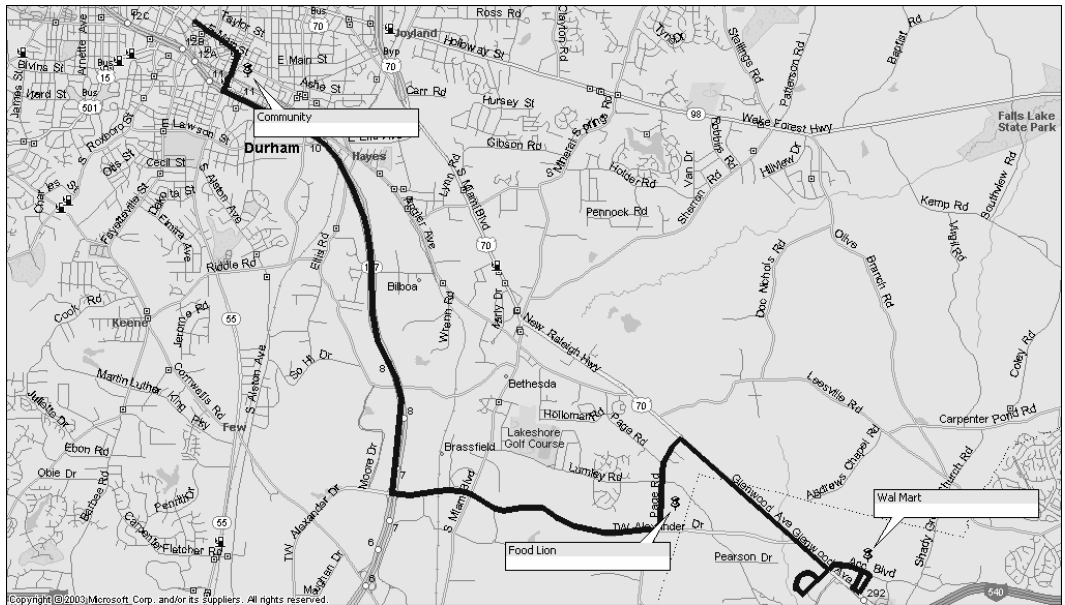
DATA is requesting the TCC and the TAC to approve the request for 2006 JARC funds in the amount of \$96,876 to enable DATA to continue to provide job access transportation service under the JARC program. If patronage of the proposed new route and service does not measure up to the expected level set by the DATA system after 6 months, DATA would be prepared to discontinue the service and shift resources elsewhere.

## Attachments

1. Map of the current Route 15



2. Map of the proposed Route 15



3. TIP Amendment (add funds) for FY 2006-2012

**FY 2006 – FY 2012 MTIP AMENDMENT  
TRANSIT ELEMENT  
TCC MEETING: MAY 24, 2006; TAC MEETING: JUNE 14 2006**

Add- Funded

<b>Number</b>	<b>SYSTEM</b>	<b>DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>AMOUNT</b>	<b>FISCAL YEAR</b>
XXXX	Durham Area Transit Authority	Transit service from Downtown Durham thru Main St, Alston Ave, Page Rd, Hwy 70 to Brier Creek	JARC	<b>\$96,876</b>	2006
			STATE	<b>\$0.</b>	
			LOCAL	<b><u>\$96,876</u></b>	
			Total	<b>\$193,752</b>	

Explanation: 312 days of service x 9 hours of service per day x \$69.00/2 \$96,876

**RESOLUTION TO AMEND THE  
2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #2  
June 14, 2006**

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

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

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

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

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

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

**WHEREAS**, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2006-2012 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on June 15, 2005; and

**Now, therefore, be it resolved that:**

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2006-2012 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on October 12, 2005, and as described in the "Attachment to Resolution for Amendment #2 to DCHC 2006-2012 MTIP."

I, \_\_\_\_\_, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 14<sup>th</sup> day of June 2006.

\_\_\_\_\_  
Signature of the TAC Chair  
Durham-Chapel Hill-Carrboro Transportation Coordinating Committee

STATE of: North Carolina  
COUNTY of \_\_\_\_\_

I, \_\_\_\_\_, Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the \_\_\_\_\_ day of \_\_\_\_\_ 2006 to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public  
My Commission expires: \_\_\_\_\_

## Attachment to Resolution for Amendment #2 to DCHC 2006-2012 MTIP

**Add Funded**

I.D. No.	System	Description	Funding	FFY	
XXXX	Durham Area Transit Authority	Downtown Durham to Brier Creek Transit Service	JARC	\$96,876	2006
			STATE	\$0	
			LOCAL	\$96,876	
				\$193,752	

## **Policy for Non-voting membership to the DCHC MPO TAC**

The TAC approved the following policy on March 8, 2006.

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. Independent funding of transportation services or the construction of transportation facilities that could be included in the LRTP or TIP.
    2. 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.

1. Name of organization:

**North Carolina Turnpike Authority**

2. What is the mission of your organization?

**To help meet the state’s critical highway needs by providing a state-of-the-art turnpike system that will improve mobility, reduce congestion, enhance economic prosperity, save motorists time, deliver key projects sooner, protect investors and enrich our citizen’s quality of life.**

3. Describe the history of your organization. When and how was it established?

**The North Carolina Turnpike Authority was created in 2002 by the North Carolina General Assembly to study, develop, construct, operate and maintain up to nine (9) toll roads in the state. The Authority's charge is to determine if and where toll roads may be constructed to provide options to existing heavily congested roadways. The NCTA will assist the Department of Transportation in its ongoing congestion-fighting efforts and will provide more transportation facilities than the department could otherwise afford.**

4. What geographic area does your organization serve or represent?

**The state of North Carolina**

5. Is your organization involved in the administration of transportation regulations? If so, how?

**No.**

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

**The NCTA, in conjunction with NCDOT, fund and construct roadway 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?

**The NCTA does not current own or operate any transportation facilities.**

8. Who would serve as your TAC member? Mr. Robert A. Teer, Jr.

**What is their position in your organization? Mr. Teer is a member of the North Carolina Turnpike Authority Board of Directors**

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

**The NCTA is currently considering two projects within the Triangle Region: I-540 Western and Southern Wake Outer Loop and the Triangle Parkway. These roadways are important facilities for improving mobility for the citizens of Wake, Durham and Orange Counties. However, the construction of these roadways as toll roads or as freeways is not the silver bullet. Congestion is not a static problem that can be solved, it is an ongoing problem that must be managed, and will require municipal and county to continually explore new concepts and ideas for improving transportation alternatives. The NCTA is a partner with the NCDOT, the cities of Durham and Chapel Hill, and Wake and Orange Counties in providing the citizens of the Triangle Region with an alternative to driving on our congested freeways.**

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

**The NCTA will provide the MPO and the NCDOT with an alternative funding solution for expediting needed transportation projects currently not programmed for construction in the state or municipal TIP.**

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2005**

**S****D**

**SENATE DRS35386-MA-207 (5/16)**

Short Title: NC Turnpike Encouragement and Assistance.

(Public)

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Sponsors: Senator Jenkins.

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Referred to:

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A BILL TO BE ENTITLED

1  
2 AN ACT TO ESTABLISH A NORTH CAROLINA TURNPIKE ENCOURAGEMENT  
3 AND ASSISTANCE PROGRAM (N.C. TEA), AND TO ASSIST THE NORTH  
4 CAROLINA TURNPIKE AUTHORITY AND THE DEPARTMENT OF  
5 TRANSPORTATION FIND ADDITIONAL FUNDING AND SPEED NEEDED  
6 TRANSPORTATION IMPROVEMENTS.

7       Whereas, the North Carolina General Assembly has noted that toll funding is  
8 feasible in North Carolina and that a toll program can speed the implementation of  
9 needed transportation improvements; and

10       Whereas, traditional sources of revenue are proving to be insufficient to meet  
11 the mobility demands of our growing State; and

12       Whereas, turnpikes, which comprise both individual toll roads and  
13 ValuExpress lanes alongside nontoll lanes, exhibit the potential to provide the State  
14 with a significant new source of highway funding revenue; and

15       Whereas, tolls alone are rarely sufficient to provide 100% of the financial  
16 resources required for constructing a new turnpike corridor, and one or more external  
17 sources of additional funding are required; and

18       Whereas, the enabling legislation for the North Carolina Turnpike Authority  
19 authorizes but does not require that the Department of Transportation participate in the  
20 cost of construction of a Turnpike Project; and

21       Whereas, in order to complement the efforts of the North Carolina Turnpike  
22 Authority, this proposed legislation targets an existing, albeit limited, source of revenue  
23 to encourage toll construction in the largest and most congested urban regions of the  
24 state; and

25       Whereas, this proposed legislation is designed to encourage urban regions to  
26 share in the burden of investing in their mobility future and to relieve some of the  
27 transportation funding burden of the State; Now, therefore,

1 The General Assembly of North Carolina enacts:

2 **SECTION 1.** G.S. 136-176(a) is amended by adding a new subdivision to  
3 read:

4 "(6) Revenue from the General Fund that may be provided to the Highway  
5 Trust Fund from time to time."

6 **SECTION 2.** G.S. 136-176(b)(2) reads as rewritten:

7 "(2) Twenty-five and five hundredths percent (25.05%) to plan, design, and  
8 construct the urban loops described in G.S. 136-180, and to pay debt  
9 service on highway bonds and notes that are issued under the State  
10 Highway Bond Act of 1996 and whose proceeds are applied to these  
11 urban loops, and to fund the North Carolina Turnpike Encouragement  
12 and Assistance Program (N.C. TEA) as described in subsection (e) of  
13 this section."

14 **SECTION 3.** G.S. 136-176 is amended by adding a new subsection to read:

15 "(e) A North Carolina Turnpike Encouragement and Assistance Program (N.C.  
16 TEA) is hereby established within the State Highway Trust Fund.

17 (1) A minimum of twelve and one-half percent (12.5%) of annual  
18 Highway Trust Fund loop funding or twelve million five hundred  
19 thousand dollars (\$12,500,000) of annual Highway Trust Fund loop  
20 funding, whichever is greater, shall be reserved for the N.C. TEA  
21 Program to provide gap funding and/or gap financing for eligible  
22 Turnpike Projects as defined in G.S. 136-89.181.

23 (2) Turnpike Projects that are eligible for loop funding pursuant to  
24 G.S. 136-180 will continue to remain eligible for additional loop  
25 funding from those portions of the annual State Highway Trust Fund  
26 loop allocation that are not reserved for Turnpike Projects under the  
27 N.C. TEA Program.

28 (3) Turnpike Projects that are not currently listed as loop-eligible  
29 roadways pursuant to G.S. 136-180 are also eligible for gap funding  
30 and/or gap financing from the N.C. TEA Program. No more than fifty  
31 percent (50%) of the annual allocation for the N.C. TEA Program shall  
32 be available for nonloop eligible roadways.

33 (4) In order to ensure financial feasibility of potential Turnpike Projects  
34 and in order to maximize the number of Turnpike Projects that can be  
35 assisted across the State, total funding from the N.C. TEA Program  
36 may be used to cover no more than twenty percent (20%) of any  
37 loop-eligible Turnpike Project cost, or no more than thirty percent  
38 (30%) of any nonloop-eligible Turnpike Project cost.

39 (5) To hold all loop cities harmless and to assist in the development of the  
40 N.C. TEA Program, twenty-five million dollars (\$25,000,000) in  
41 General Fund revenues shall be provided to the Highway Trust Fund  
42 Loop Fund in fiscal year 2006-2007.

43 (6) Within 18 months after this act becomes law, the Department of  
44 Transportation and the Turnpike Authority shall jointly provide a full

1 report to the Joint Transportation Legislative Oversight Committee as  
2 to the progress of the N.C. Turnpike Encouragement and Assistance  
3 Program and of the impact of the Program on both loop revenues and  
4 loop expenses of the Highway Trust Fund.

5 (7) While funds from the N.C. TEA Program may be used as one-time  
6 lump-sum gap funding payments, it is the intent of this legislation that  
7 a series of annual gap funding streams for multiple turnpike projects be  
8 pursued in order to minimize upfront costs, minimize effective interest  
9 rates and overall payments, and maximize the number of Turnpike  
10 Projects that can be assisted by this Program.

11 (8) It is the intent of this act that the twelve and one-half percent (12.5%)  
12 minimum funding level for the N.C. TEA Program shall be exceeded  
13 in subsequent years as the number of eligible turnpike projects  
14 increases.

15 (9) It is the intent of this act that the annual provision of twenty-five  
16 million dollars (\$25,000,000) in General Fund revenues for the N.C.  
17 TEA Program be continued or expanded until at least four Turnpike  
18 Projects are approved and under construction in at least three different  
19 urban regions in North Carolina.

20 (10) If the amount of funding available under this program exceeds the  
21 number of eligible Turnpike Projects during any fiscal year, these  
22 funds shall remain available to the Department for use in providing  
23 gap funding or financing for Turnpike Projects until expended.

24 (11) It is the intent of this act that additional funding sources be pursued  
25 and identified to assist with the development of the N.C. Turnpike  
26 Encouragement and Assistance Program. In addition to Highway Trust  
27 Fund loop allocations, additional funding for this Program may come  
28 from a surplus in the General Fund or from the reduction or  
29 elimination in transfer payments from the Highway Trust Fund to the  
30 General Fund."

31 **SECTION 4.** This act becomes effective July 1, 2006.

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2005**

**S****D**

**SENATE DRS65558-MA-206 (5/16)**

Short Title: Turnpike Revenue Retention.

(Public)

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Sponsors: Senator Jenkins.

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Referred to:

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A BILL TO BE ENTITLED

AN ACT TO ENSURE NORTH CAROLINA TURNPIKE AUTHORITY REVENUE  
RETENTION.

Whereas, the North Carolina General Assembly has noted that toll funding is feasible in North Carolina and that a toll program can speed the implementation of needed transportation improvements; and

Whereas, traditional transportation revenue sources, including Highway Use and Motor Fuel taxes, are indirect user fees; and

Whereas, these indirect fees limit the ability to efficiently target revenues to specific corridors and hamper congestion mitigation efforts; and

Whereas, by contrast, turnpike revenues are direct user fees, paid for by the user at the time and location of actual usage, turnpikes carry the clear potential to provide the State with a new and efficient source of highway funding revenue; and

Whereas, the North Carolina General Assembly's Blue Ribbon Commission to Study Solutions to North Carolina's Urban Transportation needs recommended that new revenues from turnpikes be allocated fairly to urban congestion relief efforts; and

Whereas, most of the current language in the General Statutes refers to Turnpike Project revenues and expenses as a whole across the State rather than establishing a direct user fee relationship, and the language permitting interstate tolling does establish a direct user fee relationship; and

Whereas, Turnpikes will be successful in North Carolina, that is, accepted and used by the public at large but only if turnpikes meet, to the greatest extent feasible, the direct user fee standard of a transportation service received for a transportation fee paid at the time and place of service; and

Whereas, this act is designed to provide a direct user fee assurance to the public and to help coordinate toll revenue generation with corresponding mobility needs, particularly in the increasingly congested regions of the State, by reserving the

1 vast majority of Turnpike revenues for the Turnpike Section where the revenue was  
2 generated; and

3 Whereas, this act provides the NC Turnpike Authority with sufficient  
4 flexibility to develop a statewide Turnpike System by authorizing up to 25% of  
5 Turnpike revenues generated annually on a given Turnpike Section to be spent on other  
6 Turnpike Sections along the same toll corridor or a nearby intersecting toll corridor with  
7 the approval of the affected metropolitan and rural transportation planning agencies;  
8 Now, therefore,

9 The General Assembly of North Carolina enacts:

10 **SECTION 1.** G.S. 136-89.181 is amended by adding new subdivisions to  
11 read:

12 "(6) "Turnpike" means any road, bridge, or tunnel containing one or more  
13 travel lanes where toll user fees are collected in one or both directions  
14 of travel on the facility. A facility operated as a Turnpike may or may  
15 not contain non-tolled travel lanes.

16 (7) "Turnpike Section" means a continuous length of Turnpike with the  
17 same route number and designation. A Turnpike Section terminates at  
18 any point where a route number changes, a route designation changes,  
19 a traffic signal that interrupts free-flow is found, or the collection of  
20 tolls ceases in both directions of travel.

21 (8) "Turnpike Corridor" means a continuous length of road, bridge, or  
22 tunnel with the same route number and designation that together form  
23 part or all of a continuous freeway or expressway route with at least  
24 one Turnpike Section. A Turnpike Corridor may or may not contain  
25 non-tolled sections. The same route number and designation must be  
26 continuously and logically maintained along the entire length of  
27 Turnpike Sections and any non-tolled sections along the route. A  
28 Turnpike Corridor terminates at any point where a route number  
29 changes, a route designation changes, or a traffic signal that interrupts  
30 free-flow is found.

31 (9) "Intersecting Turnpike Corridor" shall mean a Turnpike Corridor that  
32 interchanges with another Turnpike Corridor.

33 (10) "Alternate, Comparable, Non-toll route" as described in  
34 G.S. 136-89.197 may include one or more non-toll travel lanes of the  
35 Turnpike facility itself in addition to a separate roadway or roadways.

36 (11) "Net toll revenues" means toll revenues after Turnpike Authority  
37 administration costs. Turnpike Authority administration costs related  
38 and charged to a Turnpike Project or Turnpike Section shall not exceed  
39 five percent (5%) of the total revenue derived from the Turnpike  
40 Project or from a Turnpike Section."

41 **SECTION 2.** G.S. 136-89.188 is repealed.

42 **SECTION 3.** Chapter 136 of the General Statutes is amended by adding a  
43 new section to read:

44 **"§ 136-89.188A. Use of revenues.**

1        "(a) Revenues derived from a Turnpike Section or Turnpike Project authorized  
2 under this Article shall be used only for Authority administration costs; operation and  
3 maintenance costs for the Turnpike Section from which the revenues were generated;  
4 debt service on the Authority's revenue bonds associated with the Turnpike Project; and  
5 related purposes such as the establishment of debt service reserve funds as required by  
6 bond covenants. In addition, revenues derived from a Turnpike Section or Turnpike  
7 Project may be used for the design, development, analysis, right-of-way acquisition, and  
8 construction for a future Turnpike Project along all or a portion of the same Turnpike  
9 Section from which the revenues were generated.

10        (b) The Authority may use up to one hundred percent (100%) of the revenue  
11 derived from a Turnpike Section or Turnpike Project for debt service on the Authority's  
12 revenue bonds associated with the Turnpike Section or Turnpike Project or for a  
13 combination of debt service and operation and maintenance expenses for the Turnpike  
14 Section from which the revenues were generated.

15        (c) Notwithstanding the provisions in subsections (a) and (b) of this section, upon  
16 approval by all affected Metropolitan Planning Organizations and Rural Planning  
17 Organizations, up to twenty-five percent (25%) of toll revenues generated along a  
18 Turnpike Section may be spent on an existing or potential Turnpike Section of an  
19 Intersecting Turnpike Corridor within the same or an adjacent county.

20        (d) Notwithstanding the provisions in subsections (a) and (b) of this section, upon  
21 approval by all affected Metropolitan Planning Organizations and Rural Planning  
22 Organizations, up to twenty-five percent (25%) of toll revenues generated along a  
23 Turnpike Section may be spent on another existing or potential Turnpike Section of the  
24 same Turnpike Corridor.

25        (e) In no case shall toll revenues be used to design, develop, analyze, purchase  
26 right-of-way for, construct, expand, reconstruct, operate, or maintain a roadway that is  
27 not operated as a Turnpike Section or approved for consideration as a Turnpike Section  
28 by the Authority board.

29        (f) The Authority shall use not more than five percent (5%) of total revenue  
30 derived from any Turnpike Section or Turnpike Project for Authority administration  
31 costs."

32        **SECTION 4.** This act becomes effective July 1, 2006.

RESOLUTION EXPRESSING THE OPPOSITION OF THE  
DURHAM CITY COUNCIL  
TO PROPOSED LEGISLATION THAT WOULD DIMINISH HIGHWAY TRUST  
FUND LOOP FUNDING

WHEREAS the North Carolina General Assembly is considering Senate Bill 1819 and the companion bill, House Bill 2828;

WHEREAS these bills modify North Carolina's Highway Trust Fund (HTF) formula for constructing urban loops by taking a minimum of 12.5% of annual HTF loop funding or \$12.5M of annual HTF loop funding, whichever is greater for the NC Turnpike Encouragement and Assistance Program (NCTEA);

WHEREAS the current language in these bills refers to the 12.5% funding of NCTEA from loop funding as a minimum and the bill anticipates this amount will be increased in future years;

WHEREAS the bill proposes to hold all loop cities harmless by providing \$25 million in General Fund revenue to the HTF Loop fund, but only for FY 2006-2007;

WHEREAS local governments currently eligible for loop funding have planned and budgeted for their loop allocation;

WHEREAS the impact of this legislation has not been fully analyzed and a full report of the impact will occur within 18 months of this legislation becoming law and;

WHEREAS this legislation would create an unfair burden on urban areas with HTF loop projects that would not become turnpike projects;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Durham opposes the passage of S 1819/H 2828 in the present form, and any such bills that would reduce the allocation of State Highway Trust Fund loop funding for Durham's East End Connector and other eligible loop projects in Durham.

This resolution is effective upon adoption.

**From:** Craig-Ray, Deborah  
**Sent:** Monday, June 05, 2006 3:17 PM  
**To:** 'Lucya@ncleg.net'; 'Clarkj@ncleg.net'; 'boba@ncleg.net'; 'jeannel@ncleg.net'; 'mickeym@ncleg.net'; 'paull@ncleg.net'; 'paulmi@ncleg.net'; 'winkiew@ncleg.net'  
**Subject:** House Bill 2828 and Senate Bill 1819 -- NC Turnpike Encouragement and Assistance  
**Importance:** High

Good Afternoon.

On behalf of the Durham Board of County Commissioners, I am writing to express Durham County's strong opposition to House Bill 2828 and Senate Bill 1819. Our Board unanimously voted this morning to oppose the proposed legislation which seeks to take dollars from the Highway Trust Fund for loop roads to use for proposed toll roads.

What began years ago as the "Eno Loop" in Durham County has most recently become the "East End Connector" and the "Northern Durham Parkway". Neither of the urban loop projects has been fully funded. There have been no construction dollars in Durham since 1989 and Durham County has waited for its urban loop for years. At the same time we have seen the Highway Trust Fund raided time after time siphoning off funding for other spending priorities over the years and we believe that practice must end. While we are on record for our support of toll roads and broad transportation improvements for our state, our Board feels that the more appropriate funding stream for the Turnpike Project should be the General Fund.

It is our hope that you will reconsider the funding stream in considering this very important bill.

Sincerely,  
Deborah Craig-Ray  
Assistant County Manager  
919 560-0002  
919 560-0020 fax  
PLEASE NOTE NEW EMAIL:  
dcraig-ray@durhamcountync.gov

## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC)

**FROM:** LPA Staff

**DATE:** June 14, 2006

**RE:** Turnpike Bills Being Considered by the NC General Assembly

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Two bills have been introduced in the North Carolina House and Senate regarding turnpikes within the state. Both bills are supported by the Regional Transportation Alliance (RTA) as part of their effort to encourage the construction of the Triangle Parkway and Western Wake Freeway. The Durham City Council and Durham County Board of County Commissioners both oppose the SB 1819/HB 2828 (see Attachments 9B, 9C).

### **NC Turnpike Encouragement and Assistance (SB 1819; HB 2828)**

Because tolls alone are rarely sufficient to completely fund new turnpikes, this bill creates the NC Turnpike Encouragement and Assistance (NC TEA) program to provide funding for the construction of turnpikes. Funding for the NC TEA program would come from the Highway Trust Fund urban loop funding. The bill states that a minimum of 12.5% of the loop funding or \$12,500,000, whichever is greater, will be reserved for the NC TEA program.

The bill states that current loop-eligible projects that are candidates for turnpikes would still be eligible for loop funding. No more than fifty percent (50%) of the NC TEA program funds would be allocated to turnpike projects that are not loop-eligible. No more than twenty percent (20%) of a loop-eligible turnpike project's cost or no more than thirty percent (30%) of a non loop-eligible project's costs may be covered by funding from the NC TEA program. The bill also directs \$25,000,000 to be provided from the General Fund to the Highway Trust Fund urban loop funding in fiscal year 2006-2007 to hold all loop cities harmless.

**Effect on DCHC MPO:** The Triangle Parkway would be eligible for funding from the NC TEA Program. The Triangle Parkway is not loop-eligible so no more than thirty percent (30%) of its cost could be covered by the NC TEA program. The NC TEA program may expedite the construction of turnpikes such as the Triangle Parkway and Western Wake Freeway.

The DCHC MPO's existing loop projects, such as the East End Connector, US 70, I-85, Northern Durham Parkway, and Roxboro Rd., could be harmed by the reduction in loop funding available. Of the loop projects, the East End Connector, US 70, Northern Durham Parkway, and I-85 were ranked as higher priority projects than the Triangle Parkway in the 2006-2012 MTIP Priority List. The proposed \$25,000,000 additional

funding for the urban loop program in FY 2006-2007 will provide a very limited one-year increase in funding for urban loops. The long-term effect of this bill is that it may decrease the money available for the DCHC MPO's high priority loop projects.

### **Turnpike Revenue Retention (SB 1826; HB 2829)**

This bill clarifies that toll revenue will primarily be spent on the turnpike section from which it was collected. This bill is aimed to uphold the direct user fee relationship and gain public acceptance of turnpikes. It is also aimed to help the development of a system of intersecting turnpikes throughout the state to maximize their use and coordinate toll revenue generation.

Up to twenty-five percent (25%) of toll revenues from a turnpike may be spent on existing or potential turnpikes that intersect the turnpike within the same or an adjacent county. In addition, up to twenty-five (25%) of toll revenues from a turnpike may be spent on an existing or potential turnpike section of the same turnpike corridor. These two provisions are subject to the approval of the affected metropolitan or rural planning organization.

The bill also states that an alternate, comparable, non-toll route includes non-toll travel lanes of the turnpike facility itself in addition to separate roadways.

**Effect on DCHC MPO:** This bill would ensure that revenue from the Triangle Parkway or the Western Wake Freeway will stay in the region. Up to twenty-five percent (25%) of toll revenue from each of these two projects could be shared. This bill also allows for counting existing freeway lanes as free alternatives if new express toll lanes are considered for a roadway.

**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

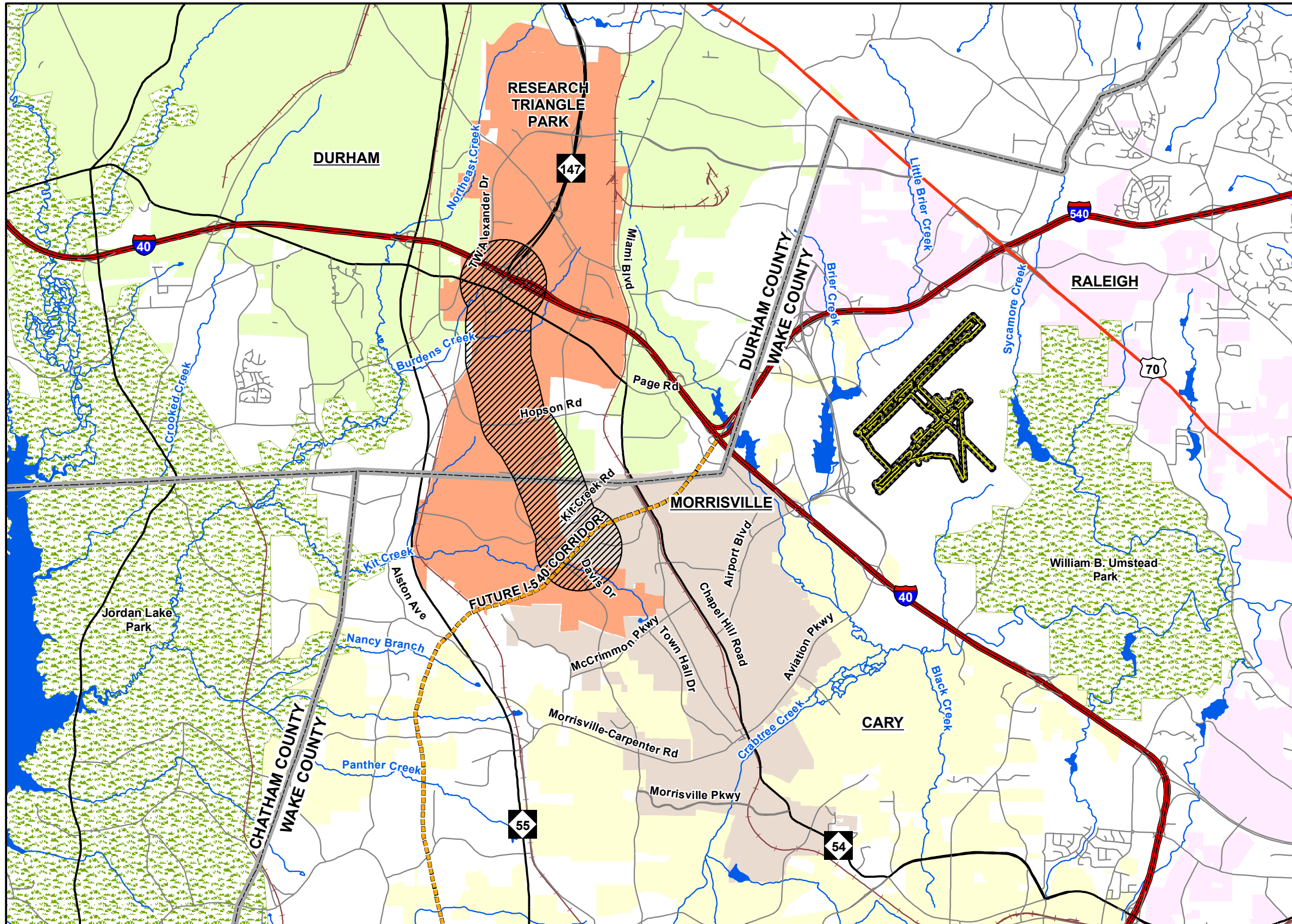
Input from FHWA/ Division 5 / NCDOT Branches and Units

Input from Local Governments

Summary/Final Comments

<b>U-4763 Project Overview</b>	
Description	<ul style="list-style-type: none"> <li>• Located in Wake and Durham Counties within the Research Triangle Park.</li> <li>• 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.</li> <li>• Strategic Highway Corridor Project</li> </ul>
Adjacent TIP Projects	<ul style="list-style-type: none"> <li>• R-2000(Northern Wake Freeway) – under construction</li> <li>• R-2635(Western Wake Freeway) – RW SFY 07-09 and Const. SFY 12</li> <li>• I-3306(I-40 Widening Orange and Durham Counties) – Const. PY</li> <li>• U-4026(Davis Drive Widening) – R/W in acquisition and Const. SFY06</li> <li>• U-3620(McCrimmon Parkway Ext.) – R/W and Const. PY</li> </ul>
Purpose and Need	<p>The primary purposes of the proposed action include the following:</p> <ul style="list-style-type: none"> <li>• <b>Improve regional mobility and access between Durham and Wake Counties and improve high speed regional travel along I-40, NC 147 and I-540.</b></li> <li>• <b>Improve traffic flow along NC 55, NC 54 and Davis Drive.</b></li> <li>• <b>Improve commuter mobility, access and connectivity to the Research Triangle Park (RTP) Employment Center and sustain the RTP's economic development.</b></li> </ul>
Existing Conditions	<ul style="list-style-type: none"> <li>• <b>I-40</b> 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).</li> <li>• <b>NC 55</b> 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.</li> <li>• <b>NC 54</b> varies from a five-lane facility to a two-lane facility from NC 55 to McCrimmon Parkway. The posted speed limit is 45 mph.</li> <li>• <b>Hopson Road</b> is a two-lane facility with a posted speed limit of 45 mph.</li> <li>• <b>Davis Drive</b> 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.</li> <li>• <b>NC 147 (I.L. Buck Dean Durham Freeway)</b> in the vicinity of I-40 is a four-lane divided freeway. The posted speed limit is 65 mph.</li> <li>• 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.</li> </ul>
Future Traffic Projections	<ul style="list-style-type: none"> <li>• The projected 2030 traffic volumes are being prepared and are unavailable at this time.</li> </ul>

<b>U-4763 Project Overview</b>	
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 TTP
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.





**JOIN US FOR A  
PUBLIC MEETING TO DISCUSS THE  
TRIANGLE PARKWAY  
NCDOT TIP No. U-4763**

The North Carolina Turnpike and North Carolina Department of Transportation will hold a public meeting to discuss the proposed Triangle Parkway that will extend from McCrimmon Parkway (SR 1635) near Morrisville in Wake County to I-40/NC 147 in Durham County. The Triangle Parkway is a proposed 4.5-mile, median-divided facility on new location. The Triangle Parkway is being considered for construction as a toll road.

**TUESDAY JUNE 20, 2006  
FROM 4:00 TO 8:00 P.M.  
SIGMA XI  
3106 EAST NC 54  
RESEARCH TRIANGLE PARK, NC 27709**

NCTA and NCDOT staff will present information, answer questions and receive comments regarding the proposed project. The meeting will be an "open house" style workshop designed to foster discussion on issues such as the purpose and need for the project, alternatives, access, and future steps in the project development study process. Citizens also may submit written comments or questions. *There are not formal presentations. Participants are encouraged to drop in at any time between 4:00 - 8:00 p.m.*

For additional information contact Ms. Gail Grimes, North Carolina Turnpike Authority at 919-571-3000; or Mr. Jay Bissett, Mulkey Engineers & Consultants at 919-851-1912.

NCTA will provide auxiliary aids and services for disabled persons who wish to participate in the meeting. For more information or to receive special services, call 919-851-1912 by June 13, 2006.

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** June 14, 2006

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

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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 August.

#### **Greenhouse Gas (GHG) Emission Inventory and Action Plan**

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- Base Year data Collection and Information Gathering to be completed in March-April-May 2006 (Durham County – complete; Orange County – in progress).
- Data Analysis and Projection likely to be completed in June 2006.

- Determine and quantify historic and existing measures likely to be completed in June 2006.
- Identify new measures to be completed in June 2006.
- Identify GHG target and model reduction targets anticipated to be completed in August 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in August 2006.
- Formulate Action Plan anticipated to be completed in September 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by September 2006.
- Draft Report likely to be done in September 2006.
- Final Plan anticipated to be finalized in October 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of October and November 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 June 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in December 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 is complete; final report is scheduled for release June 27, 2006.

**Transit On-Board Survey**

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Survey to take place in fall of 2006.

**Transit Boarding and Alighting Counts**

- ✓ Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- ✓ Counts have been completed by all agencies.
- Data entry is being completed, with 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).
- Consultant's solicitation is expected in May 2006.

**Land-use Model development**

- LPA staff is developing work scope and Request for Proposal (RFP)
- Consultant's solicitation is expected in May 2006

**Non-Motorized Model development**

- LPA staff is developing work scope and Request for Qualifications (RFQ)
- Consultant's solicitation is expected in May 2006
- First phase of project to be complete in parallel with validated Triangle Regional Model (December 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](http://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 will be presented to Council for adoption on May 1, 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.
- ✓ Bicycle facility guideline draft to be completed by April 2006.
- ✓ Three (3) public open house meetings planned. First public workshop held on January 31. Second public workshop held for March 23, 4-8pm. Third public workshop to be held on May 30, 5-7pm, at Durham City Hall.
- ✓ Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March, third in May/June.
- ✓ Bicycle route network draft plan anticipated to be completed in May 2006.
- Four advisory committee meetings planned for the study.
- Draft Comprehensive Bicycle Master Plan anticipated to be completed in June 2006.
- Final Plan, presentation and adoption likely to occur in the months of July/August 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 - 6/2/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	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, 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%	8/1/2006
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	100.0%	99.9%	6/15/2006
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	97%	96.3%	6/30/2006
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	94.5%	76.2%	11/30/2006
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	94.0%	84.3%	12/31/2006
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	71.9%	72.7%	08/01/2007
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	58.0%	67.4%	6/6/2006
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006			
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006			

### NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 6/2/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 33,100,000.00	5.7 miles	D. TAYLOR	(919) 250-4016	12/19/2006
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	4/17/2007
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	7/17/2007

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 - 1/30/06

TAC 06/14/06 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	
<b>NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTING LIST</b>										
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				Project Awarded

## East End loop faces financial squeeze

BY GREGORY PHILLIPS, The Herald-Sun

May 17, 2006 8:06 pm

DURHAM -- A loss of funds and rising construction costs could cast a bleak outlook on Durham's proposed East End Connector. But local officials aren't giving up on securing money for the long-sought loop project in the short term.

State transportation planners expect to have \$920 million less than they need over the next three years, including a \$720 million shortfall in federal funds and \$115 million less than expected from the state's Highway Trust Fund.

Gasoline sales are down and tax revenues are below projections. A congressional spending plan passed last year was supposed to increase the amount of return North Carolina gets on every \$1 in gas tax revenues from 90.5 to 92 cents. Instead, it's dropped to 86 cents, due to the twin drains of the war in Iraq and Hurricane Katrina relief and rebuilding efforts, officials said.

A 45 percent increase in construction costs over the last three years, exacerbated by rising gas prices, almost doubles the impact of the loss in funding.

"Our dollars are not going real far like they used to," said Jon Nance, N.C. Department of Transportation Division Engineer.

Spending plans have to be drafted according to revenue projections. Contracts that have already been awarded won't be affected by the anticipated cuts, but local road projects still awaiting a green light -- such as the connector -- may be stuck in park for a while longer.

The half-century-old connector proposal would provide a freeway link between Interstates 40 and 85 in Durham by linking the Durham Freeway with U.S. 70, allowing drivers between northern Durham and Research Triangle Park to avoid downtown and residential areas.

The \$73.6 million project is one of \$4 billion in loop projects competing for a pot of money in the Highway Trust Fund that's just a quarter of that size designated for city loop roads over the next seven years.

The state warned local leaders earlier this year not to get their hopes up, partly because construction readiness would be a factor in the selection process. Also, ongoing environmental studies and land acquisition mean construction probably couldn't begin on the connector until 2010.

But local officials had hoped their pressure -- and that from a grass-roots e-mail and letter-writing campaign -- might produce some funding. Although loop money in the state trust fund is separate from federal funding, another squeeze on state dollars was the last thing they needed. But Mayor Bill Bell has signed another letter crafted by local transportation staff to push the connector, pointing out Durham has been eligible for loop money since the trust fund was created in 1989, but still hasn't received any.

"We still feel we have an obligation from the state to fund that project," Bell said Wednesday.

State officials say they haven't decided which projects to push back in the three-year road-building plan due this summer.

"Basically, we haven't determined what projects may have to be delayed," DOT spokesman Ernie Seneca said. "We're still trying to narrow our focus."

Local officials hope the losses might be mitigated by state lawmakers, some of whom are saying they might stop their annual plundering of about \$80 million per year for other spending from the Highway Trust Fund. Lawmakers also say they may repay \$125 million lifted from the fund in the 2002 budget crunch.

Orange County Commissioner Alice Gordon, who serves on the Transportation Advisory Committee for Durham, Chapel Hill and Carrboro, called the cuts a shocking development.

"That's a huge amount of money," she said. "How are we going to make that up? I almost don't have words to describe it."

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## **\$2.9 million segment of MLK Jr. Parkway should be complete by August**

BY GREGORY PHILLIPS, The Herald-Sun  
May 18, 2006 8:33 pm

DURHAM -- By the end of summer, traffic lights and a landscaped median will replace the traffic cones and four-way stop signs that have been part of the scenery on the Martin Luther King Jr. Parkway across southern Durham.

Once finished, the \$2.9 million segment will complete a four-lane thoroughfare from U.S. 15-501 in the west to N.C. 55, providing a swift alternative to Interstate 40 for crossing south Durham.

City Engineering Manager Lee Murphy said work on the three-quarter-mile stretch of the parkway east of Old Chapel Hill Road -- once part of Archdale Drive -- should be completed by the end of August.

Drivers are currently using the two new lanes built on the south side while work is wrapped up on the original north side lanes and the narrow landscaped median. There's still permanent asphalt to lay, the median to complete, traffic lights to install and road markings to paint.

Having to work while some lanes are open slows projects down, Murphy said.

"You've got to be very systematic when you're working under traffic," he said.

The four-way stop signs at the Old Chapel Hill and Dixon Road intersections will be replaced with stop lights on metal mast arms rather than dangling from wires, in keeping with city policy for new signals.

David Archer has lived on the Archdale Road segment of the parkway for 20 years and said he's ready to see the stop signs go.

"Some times of day traffic is at a dead stop going both ways," he said. "Some days it's hard to get out."

Archer, who retired from IBM in 2000 after 20 years, can see the virtue of the project.

"I used to have to go around South Roxboro to Cornwallis to go to work," he said.

But his neighbor Meika McEachern isn't so keen.

"There might have been a need, but I don't see the point," she said. "We were doing fine."

McEachern is concerned the completed thoroughfare will bring unwelcome traffic to her neighborhood.

"It's going to make the road busier because people will know they can just shoot through here," she said.

The zippy traffic is something that also concerns Archer, who worries drivers won't obey the posted 35 mph speed limit, especially if they get several green lights in a row.

"They come by here running entirely too fast," he said. "People just don't obey the speed limit. I kind of think there's going to be an accident out here."

Mark Ahrendsen, Durham's transportation manager, said there won't be any traffic-calming measures used on the parkway, because it's a thoroughfare.

"There are quite a few traffic signals interspersed along that whole corridor that to some extent will help control the speed," he said, adding that making drivers obey the posted speed limit is a matter for the police.

The prospect of a median has generated resistance to the project on the Archdale Road stretch. Residents of nearby Lassiter Street complained in 2003 that they wouldn't be able to turn left from Mossdale Avenue onto the finished parkway. Traces of that resentment appear to remain in the area.

"It's worse for us because I can't go to Harris Teeter without going around the block," McEachern said. "I'm not excited about that."

Work also remains ongoing at the N.C. 55 end of the parkway, where the road has been widened but the unfinished westbound lanes remain closed for several hundred yards. That work is part of the N.C. 55 widening project from Durham to Apex handled by the state Department of Transportation. The DOT agreed to build interchanges at both ends 20 years ago. In exchange, the city said it would build the parkway in between.

DOT Engineer Phillip Johnson said Wednesday afternoon that the contractor expects to complete the parkway intersection by July 21.

The original concept for the parkway included an extension to U.S. 70. Near Wake County. Part of it was built and became a continuation of T.W. Alexander Drive, but there's no time frame for construction of the segment between Alexander and N.C. 55 that would cross Cornwallis Road.

Although it's part of the local, long-range transportation plan as something planners want, "It's not programmed for funds right now," Ahrendsen said. That's because it's expensive. As planned, the road would have to go over or under a CSX rail line, which drives up the cost.

Ahrendsen said the DOT has been asked to look at alternative designs, including the possibility of a grade-level crossing, to make the project more financially feasible.

URL for this article: <http://www.herald-sun.com/durham/4-736294.html>

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## Sidewalk project receives no bids

BY EMILY COAKLEY, The Herald-Sun  
May 29, 2006 5:30 pm

CHAPEL HILL -- A project to add sidewalks and bike lanes to Homestead Road near Chapel Hill High School will start later than officials had hoped and may not be completed until the end of November.

"We received no bids the first time we advertised," said John Hunsinger, the project's manager.

The state Department of Transportation sent out requests to contractors they had worked with in similar past projects, Hunsinger said.

He believes a few factors contributed to receiving no bids.

All along, officials hoped to have the project finished by the beginning of the next school year. To that end, the original bid request required a contractor to finish the project by Aug. 24. If the project wasn't finished, then work could only go on between 9 a.m. and 3 p.m., "trying to reduce any impact on school traffic," Hunsinger said.

Contractors working outside those hours after Aug. 24 could have been fined, he said.

Another factor, he said, was that the road-widening project includes moving utilities. Some contractors did not feel comfortable working around the utility companies while widening the road. Combined with the tight time frame, Hunsinger believes that led to a lack of interest.

Jim Ward, a member of Chapel Hill town council, said he didn't realize the time frame was part of the process.

After receiving no bids for the project, Hunsinger said he talked to Chapel Hill-Carrboro City Schools officials, who said they would work with the department in any way needed.

That would include re-routing buses, if necessary, away from the project.

Chapel Hill-Carrboro City Schools, he said, "bent over backwards" to help him with the situation.

The Department of Transportation on May 17 re-issued the request for bids, but now contractors may work until Nov. 30. There will be no fines if they work outside the school day, Hunsinger said. A larger pool of applicants can also submit a bid.

The new round of bids will be opened June 7, and work could begin July 10 Hunsinger said.

This is the latest step in a project that has encountered a variety of delays. It started with parents concerned about their children walking from neighborhoods along Homestead to Chapel Hill High, Seawell Elementary and Smith Middle School, which are on High School Road.

Homestead Road is on the Chapel Hill-Carrboro border and it took awhile to figure out who had jurisdiction. A committee was formed with representatives from Chapel Hill, Carrboro and Orange County, the school district and area residents.

A state grant application was delayed after a miscommunication, but the state ultimately reserved \$650,000 in Moving Ahead! funds for the project.

After working with the committee on a design, which includes widening the road for bike lanes and adding sidewalks, the state had to acquire land from property owners. Moving Ahead! projects don't typically require the state to acquire land or permission to go onto land, Hunsinger has said, and it took longer than they had hoped.

Even with this latest setback, Ward said he is glad the process is as far along as it is, and the committee's work is still a good example of different government agencies working together.

URL for this article: <http://www.herald-sun.com/orange/10-739521.html>

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## **City Council wants to study bus system fees**

By Ray Gronberg, The Herald-Sun  
May 23, 2006 9:12 pm

DURHAM -- A city councilman wants to know how much extra money the Durham Area Transit Authority could generate in the coming fiscal year by raising its \$1 fares.

Councilman Thomas Stith said Thursday that as administrators study fares, they should look at what it would take to recover 25 percent of the bus system's costs from riders.

That would require a substantial fare increase. City Manager Patrick Baker's fiscal 2006-07 budget request calls for riders to bear a little more than 18 percent of the \$13.4 million bill for running DATA in the upcoming year. Baker has recommended holding the line on fares.

Pushing the riders' share of the bill up to the 25 percent level would require the city to come up with about \$874,000 in additional fare revenue, beyond the \$2.5 million Baker expects.

Officials also would have to reckon with the ridership losses a fare increase would trigger, city Transit Administrator Steve Mancuso said, noting that the last time DATA increased fares, the number of riders dropped off slightly.

Stith and other elected officials, however, are looking for ways to trim Baker's request for an increase in Durham's property tax rate of 3.75 cents per \$100 of assessed value.

Baker and his staff have said about 2 cents of the requested tax increase is ticketed for DATA, which is short of funds because the council has all but exhausted a trust fund established years ago to support the bus system.

Initially, officials dipped into the \$9 million trust fund when they needed to come up with money to match federal grants for equipment and construction. But in recent years, they'd also spent it on day-to-day operations in an effort to hold the line on fares and subsidies from the property tax.

That option is now gone, just as DATA managers are expecting higher bills for fuel and other expenses.

But Baker's tax request isn't getting a pass from a council that's fretting about both the size of the potential increase and the reality that several programs it'd like to pursue -- including a \$1.6 million "neighborhood revitalization fund" -- won't receive money unless they can find offsetting cuts or the will to raise taxes even more than the manager wants.

At 2 cents, the tax-rate increase for DATA "is the 800-pound elephant that's in the room we need to look at," Councilman Mike Woodard said during a Thursday budget review.

A fare increase has its own problems, however. DATA's 4.5 million annual riders are predominantly poor. Most earn less than \$20,000 a year and are totally dependant on the system to get around, according to a recent study published by the John Locke Foundation, a conservative think tank based in Raleigh.

Councilman Howard Clement made it clear Thursday that he's dubious about fare increases.

"We have an obligation to enhance [DATA's] standing and increase its safety quotient," he said. "I hope we can maintain that philosophy that this is a core necessity."

The Locke Foundation study, authored by UNC Charlotte transportation studies professor David Hartgen, urged officials in most North Carolina cities to make sure that riders shoulder 25 percent of the operating cost of their bus systems. The Locke Foundation and Stith's employer, the Civitas Institute, are both subsidized by the family of former state Rep. Art Pope, a Wake County Republican.

Hartgen's study, however, also suggested that Durham officials consider something their next-door neighbors in Chapel Hill have done: Eliminate their system's fares.

Chapel Hill's decision to go fare-free led to a major increase in its bus ridership and helped make its system one of the most efficient in North Carolina, Hartgen said earlier this month.

It also gained for Chapel Hill Transit a major increase in state operating subsidies, which regulators dole out based on ridership. Chapel Hill is expecting \$3.3 million from the state in the coming fiscal year. Durham, despite being a much larger city, is only expecting \$2.3 million in bus subsidies from the state.

However, Chapel Hill did have to buy more buses when it made the switch, and it had an advantage Durham doesn't in the form of a business partner, UNC, that was willing to cover the lost fares. Baker has said he doesn't see fare-free "as a viable option at this time" for Durham, and none of the city's elected officials have disagreed with him.

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## **Relief ahead on U.S. 15-501**

**Work to start this month in Chapel Hill**

**BRUCE SICELOFF AND LISA HOPPENJANS, Staff Writers**

CHAPEL HILL - U-turns will replace left turns next year at U.S. 15-501's clogged intersection with Europa Drive and Erwin Road.

There will be more traffic signals, but drivers will spend less time waiting for green lights.

Traffic engineers say that's how they will fix one of Chapel Hill's worst bottlenecks with an elongated, elaborate roundabout called a "superstreet."

The state Board of Transportation is expected to award a \$5 million contract today to build the superstreet. Triangle Grading and Paving of Burlington, the low bidder, will start work this month and finish by November 2007.

The move is welcome news for Mike Brough, an attorney for a developer who wants to build an office building near the intersection. The developer received a special-use permit for the building from the Town Council, but it came with the catch that the building wouldn't get its occupancy permit until the roadwork was complete.

That was four years ago.

"It effectively means you can't really start it," Brough said. "You can't have a built and unusable project. You can't start it until you're pretty darn sure that it's going to be finished."

Brough approached the council last week about setting an alternate deadline for occupying the office building. Though he is optimistic that it may no longer be needed, he still plans to seek one.

Motorists regularly get backed up at the intersection now, waiting through a four-minute cycle while drivers from the side streets get their chances to turn or drive through the intersection.

"You have to sit there a long time," said James H. Dunlop, the state Department of Transportation congestion management engineer, in an interview.

"The superstreet spreads out these conflicting movements so they can move at the same time. Your time moving through the intersection is reduced because you don't have to stop as long" for other drivers, he said.

Drivers who want to turn left will drive through the reconfigured intersection, make a loop across the wide median, then head back toward the intersection -- and turn right.

The DOT sought bids on the job in 2004 and a second time last year, but the bids exceeded cost estimates by more than 26 percent. After Triangle Grading came within 14 percent of a new estimate last month, DOT engineers recommended approval of the contract Wednesday.

Town Council member Ed Harrison said the DOT action has taken longer than the town hoped, but he looks forward to providing some relief from congestion on U.S 15-501.

The road is the largest carrier of commuters into UNC-Chapel Hill.

"[The project] delays the road getting worse, which it is doing because of all the traffic from all over," Harrison said. "It's not like we like, as a community, seeing roads torn up. But the idea is seeing a road that works better by the end of that."

In Brunswick County, private developers are building superstreets this summer at three intersections along U.S. 17 near Wilmington. That was the price they paid to win approval for big new projects, including a Wal-Mart and a housing subdivision that otherwise would have clogged the highway.

Lanny T. Wilson of Wilmington, a state Board of Transportation member, said he thinks superstreets will prove a good way to improve the flow at busy intersections. But it will take time to get used to a different way of driving.

"People are not familiar with, if they want to make a left turn, first having to make a U-turn and then a right turn," Wilson said.

Staff writer Bruce Siceloff can be reached at 829-4527 or [bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com).

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## Federal program could help fund TTA rail system

BY GREGORY PHILLIPS, The Herald-Sun  
May 24, 2006 9:18 pm

DURHAM -- The Triangle Transit Authority is hoping a possible federal pilot program could provide another path to funding for a regional commuter rail line through the region and deflect some of the criticism the project has been fielding.

The Federal Transit Administration is looking for three mass transit projects to demonstrate whether public-private partnerships could get rail projects built more quickly and with less federal money.

The proposal is sketchy and there's no funding associated with it yet, but the TTA Board of Trustees seemed enthused Wednesday at the possibility that their \$810 million, 28-mile commuter rail project to connect Durham and Raleigh could fit the program's goals.

TTA is attempting to meet cost-effectiveness standards by a Sept. 30 deadline to get \$485 million in next year's federal budget. TTA General Manager John Claflin said he understands money for the pilot program would probably come from money already set aside for new projects, but projects eligible for the new program could compete in a smaller field.

The program is seeking projects that need money and aren't fully funded but do have construction and operation plans.

A public-private partnership would see the rail line's construction funded in part by private businesses, that, "when appropriately compensated for performance and the assumption of risk, can deliver goods and services for less and on better terms than the public sector," according to the federal announcement of the proposal.

"There's no downside. ... because it will offset the costs generated by the project," Claflin said.

TTA officials said using such a partnership to build a commuter rail line in the Triangle would address complaints that it's a waste of public money.

"This is an opportunity, to me, for a win-win," board member Lewis Hannah said. "I think it does meet some of the harshest criticism we receive."

Board members said if the TTA project were selected, any possible partnerships with private entities would have to endure full public scrutiny.

"This needs to pass through a very careful filter from our perspective," member Bill Strom said.

Federal funding remains the light at the end of the tunnel. The pilot program may offer TTA a parallel passage to explore, but it's one yet to be dug. With a June 1 deadline for showing interest in the pilot program and federal officials pledging to respond by July 15, TTA officials should know this summer whether there's a chance its rail project could benefit.

"We'll see what they do with it, but it does seem tailor-made for us," the board's attorney Wib Gulley said.

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Road Worrier:

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## **Rail plan may seek private partner** **BRUCE SICELOFF, Staff Writer**

Now warming up on a side track: It's the little engine that could become Plan B.

Triangle Transit Authority leaders are still slogging away in an uphill fight for federal funds to build a 28-mile commuter train line from Durham to Raleigh. "We think we can, we think we can ... "

But they know they can't.

TTA officials admit they cannot cut costs or boost benefits enough to meet a strict new standard for winning rail construction money from the Federal Transit Administration. North Carolina Sens. Elizabeth Dole and Richard Burr said as much last December when they urged the TTA to "explore other possibilities."

Until recently, the only hope was to win an exemption from regular FTA rules -- which favor old cities that already have trains.

Now there's a push in Congress and the Bush administration to infuse public transit with private capital and entrepreneurial vigor. This new interest in private enterprise plays to what the TTA claims as its special strength.

Maybe this is another possibility.

"This is Congress acknowledging what we've felt all along was a hallmark of this project," W. Lewis Hannah Jr. of Raleigh, a TTA trustee, said at an authority meeting last week.

The TTA is working out a deal to establish Raleigh-based Cherokee Investment Partners as master developer to oversee new mixed-use urban projects around its 12 rail stops. So-called "transit-oriented development" is intended to provide new urban lifestyle options in homes, shops, offices and other growth along the rail corridor, generating local tax revenue and attracting more train riders.

The TTA and Cherokee, a major urban redeveloper in several states, would be equity partners in projects around the stations. The TTA has predicted that its investment would return at least \$65 million in the first few years to defray costs and reduce the need for taxpayer subsidies.

Other cities have found success in similar transit development projects, some of them involving Cherokee. The TTA says its plan is unique because it would start early, rather than wait until the trains are running. And it would involve every station, not just the prime downtown sites.

A 2003 economic study commissioned by the TTA said that development around the rail stations had the potential to create 46,600 jobs and generate \$229 million in yearly state and local tax revenues.

"It will leverage public dollars and help them go farther by marrying them with private [dollars]," said Ellen W. Reckhow, a TTA trustee and chairman of the Durham County commissioners.

Last year Congress told the FTA to set up pilot projects to demonstrate whether public-private partnerships can make public transit better and cheaper.

The pilot program is to focus on local agencies that have developed plans to build and run rail lines but cannot get going because of fiscal constraints. If they could find private-sector partners to take on some of the risk and reduce the taxpayer cost, maybe Uncle Sam could bend a few rules to help make it happen.

"It does seem to be tailor-made for us," Wib Gulley, the TTA's lawyer, told the trustees.

Gulley quickly added that no one should get his hopes up yet. The TTA and Cherokee are still working out the terms of their relationship. The FTA has not figured out how the public-private program should work, which transit projects would qualify, or what federal help they might receive.

Meanwhile, the federal agency has set a Sept. 30 deadline for the TTA to resolve long-standing questions about how many Triangle residents would ride the trains and whether the travel time savings would justify the expense of building and operating them.

The FTA has said it would consider relaxing technical rules that helped minimize some of the benefits the TTA claims for the \$810 million project.

John Claffin, the TTA general manager, said in a recent interview that the TTA could not meet the tough cost-effectiveness standard set by FTA last year.

But he hopes to improve the numbers enough to reattain the lesser standard that governed the development of TTA plans for the previous decade. Then he could make the case for waiving the new standard.

Spokesmen for Dole and for Rep. David Price were not ready to comment on the FTA program or on the TTA's prospects. The FTA was still gathering public comment on how to set up the new program. TTA officials drafted their own suggestions last week and said they might be interested in taking part in the pilot program.

Gulley will head to Washington this week to meet with his federal counterpart, the FTA's lawyer. He hopes to help the federal agency shape its public-private partnership program in terms that favor the plans of TTA and Cherokee.

"I think it's actually a pretty good Plan B," Claflin said.

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Modified: Jun 02, 2006 03:12 AM

## **Carolina North panel tackles transportation**

Plans for a study of the proposed campus's needs divide towns, university  
**MATT DEES, Staff Writer**

CHAPEL HILL - The Carolina North Leadership Advisory Committee finally got down to business Thursday with a frank discussion about perhaps the most critical issue dividing town and university leaders: transportation.

It was a step forward for the group, which had been bogged down in procedural questions during its first three sessions.

The rush to substance was in no small part compelled by the UNC-Chapel Hill board of trustees, which last week called for plans for the proposed research campus to be submitted for approval by October 2007.

Town and gown agreed they wanted Carolina North to be served as much as possible by public transit -- a bus and/or rail system -- and bicycle and pedestrian access.

That means both paying for a new and improved transit system connecting Chapel Hill, Carrboro, Carolina North and the main campus, and limiting access to single-occupancy vehicles.

Chapel Hill and Carrboro officials worry about congestion and pollution with a concept plan calling for 17,000 parking spaces at Carolina North once it's complete.

The sticking point is a proposed study looking at the area's transportation needs.

The towns want a "transit study" looking only at how to improve the public transit system. The university wants a full-blown "transportation study" that also will look at possibly widening roads.

This disagreement got a thorough airing Thursday.

Tony Waldrop, UNC-CH's vice chancellor for research and economic development, said he didn't want to "artificially cut out" any part of the picture.

"We would want a mass-transit-focused [Carolina North]," he said. "But if it's not possible in the short term, medium term, or long term, what do we need to do? For me, I need to have all the facts in front of me before I settle in on any one thing."

Carrboro Alderman Dan Coleman, though, said there already is a state-recognized body that studies roads called the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. It has a long-range transportation plan to 2030 that takes Carolina North into account.

"We've got a roads plan," Coleman said. "We don't have a transit plan. We should have both."

Carolyn Elfland, vice chancellor for campus services, noted that only 30 percent of UNC-CH employees live within the local transit system. The study must look at roadways along with transit, she said.

"Transit is the top priority," Elfland said. "But it doesn't stop with just transit."

Chapel Hill Town Manager Cal Horton suggested that the towns and university jointly fund a transit study, and that UNC-CH could pay for its own roadway report.

Carrboro Mayor Mark Chilton and others fear that road widening will win out over transit if they're studied together.

He put it this way:

"After we add two travel lanes to MLK Boulevard, what kind of transit system would we need?"

Versus ...

"If we improve our public transit system, will we ever need two more lanes on MLK?"

The group agreed to meet July 6 after initially canceling the meeting for that month.

**Staff writer Matt Dees can be reached at 932-8760 or [matt.dees@newsobserver.com](mailto:matt.dees@newsobserver.com).**

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**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2005**

**H**

**1**

**HOUSE BILL 2301**

Short Title: Funds for "Eat Smart....Move More" Initiative. (Public)

Sponsors: Representatives L. Allen; Adams, Faison, Glazier, Harrison, Insko, Luebke, Weiss, and Womble.

Referred to: Appropriations.

May 22, 2006

**A BILL TO BE ENTITLED**

**AN ACT TO APPROPRIATE FUNDS TO THE DEPARTMENT OF HEALTH AND HUMAN SERVICES, DIVISION OF PUBLIC HEALTH, FOR ALLOCATION TO PARTICIPATING COUNTIES FOR THE EAT SMART...MOVE MORE HEALTH INITIATIVE.**

The General Assembly of North Carolina enacts:

**SECTION 1.** There is appropriated from the General Fund to the Department of Health and Human Services, Division of Public Health, the sum of three million dollars (\$3,000,000) for the 2006-2007 fiscal year. These funds shall be allocated as a grant-in-aid to support county participation in the "Eat Smart...Move More" Community Grant Program health initiative to promote community environments that support physical activity, thus also supporting healthy lifestyles and personal well-being.

**SECTION 2.** This act becomes effective July 1, 2006.



## Eat Smart, Move More...North Carolina



- What** *Eat Smart Move More...North Carolina* is a statewide campaign to promote increased opportunities for physical activity and healthy eating through policy and environmental change. Increasing public awareness of the need for such changes is an integral aspect of the initiative.
- Who** The Physical Activity and Nutrition Branch, N.C. Division of Public Health, developed and leads the *Eat Smart, Move More...North Carolina* initiative. Throughout North Carolina, many programs, agencies and organizations that promote healthy eating and physical activity support this initiative.
- Where** *Eat Smart, Move More...North Carolina* is statewide. Headquartered in Raleigh, *Eat Smart, Move More...North Carolina* operates in all 100 counties of the state, through the state's 85 local and regional health departments, in addition to many community settings. Some of these settings include preschools and child care, schools, faith organizations, community-based organizations, health care, worksites and homes.
- When** *Eat Smart, Move More...North Carolina* was launched in 2001 with the release of the North Carolina Blueprints: *N.C. Blueprint for Changing Policies and Environments in Support of Healthy Eating* and *N.C. Blueprint for Changing Policies and Environments in Support of Increased Physical Activity*.
- Why** The overall mission of *Eat Smart, Move More...North Carolina* is to help North Carolinians eat smart, move more and achieve a healthy weight, thereby reducing their risk of obesity and other chronic diseases.
- How** The *Eat Smart, Move More...North Carolina* initiative is implemented by state and local agency representatives who commit time and resources in helping North Carolinians eat smart and move more. The promotion of one message and engaging every North Carolinian ensures success in reducing the rising tide of obesity and chronic disease. This initiative is carried into communities through its core physical activity and nutrition programs, which include the following:
- Active Community Environments (ACEs) Guide
  - African-American Churches Eating Smart and Moving Move: A Planning & Resource Guide
  - Color Me Healthy
  - Schools Eating Smart and Moving More Tools
  - Families Eating Smart and Moving More
  - Local Physical Activity and Nutrition (LPAN) Manual
  - NC 5 A Day Program
  - NC Blueprint for Changing Policies and Environments in Support of Healthy Eating
  - NC Blueprint for Changing Policies and Environments in Support of Increased Physical Activity
  - NC Statewide Health Promotion Program
  - Nutrition and Physical Activity Self Assessment for Child Care (NAP-SACC)
  - Sybershop
  - Winner's Circle Healthy Dining Program
  - Women Living Healthy, Women Living Well

For more information about the *Eat Smart, Move More...North Carolina* initiative, its programs, statistics and staff please visit <http://www.EatSmartMoveMoreNC.com>

Contact: Sheree Thaxton Vodicka  
 Phone: (919)707-5217  
 Email: Sheree.Vodicka@ncmail.net

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2005**

**S**

**1**

**SENATE BILL 1751**

Short Title: Transportation Corridor Study Funds. (Public)

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Sponsors: Senator Atwater.

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Referred to: Appropriations/Base Budget.

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May 23, 2006

A BILL TO BE ENTITLED

AN ACT TO ALLOCATE FUNDS FOR THE STUDY OF A TRANSPORTATION  
CORRIDOR IN NORTHEAST CHATHAM AND SOUTHWEST DURHAM  
COUNTIES IN THE FARRINGTON ROAD, FARRINGTON MILL ROAD, AND  
STAGECOACH ROAD AREAS.

The General Assembly of North Carolina enacts:

**SECTION 1.** There is appropriated from the General Fund to the  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization the sum of fifty  
thousand dollars (\$50,000) to study the feasibility of a transportation corridor in  
Northeast Chatham and southwest Durham counties in the Farrington Road, Farrington  
Mill Road, and Stagecoach Road areas to determine issues related to congestion, traffic  
flow, and safety.

**SECTION 2.** This act becomes effective July 1, 2006.

**DCHC****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

Sen. Bob Atwater  
 North Carolina Senate  
 522 Legislative Office Building  
 Raleigh, NC 27603-5925

March 11, 2006

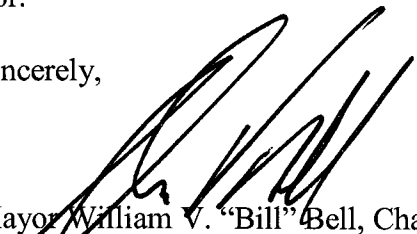
Dear Senator Atwater:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is requesting \$50,000 for a transportation corridor study of Farrington Mill, Farrington, and Stagecoach Roads in northeast Chatham and southwest Durham County. This corridor has quickly become a major route to Research Triangle Park and Durham County for residents of Chapel Hill, Durham, and northeast Chatham County. The employment centers in southern Durham County and the residential population of northeast Chatham County have been rapidly expanding in recent years. In addition, congestion on US 15-501, NC 54, I-40, and other roads has compelled citizens to seek new routes into Durham County. Consequently, congestion, traffic, and safety along this corridor have become significant issues.

Generally, the corridor study will include an analysis of historic, existing, and future traffic demand. Future land use projections in the area will be used to predict future traffic levels. This future demand will then be compared to the capacity and operational characteristics of the current road system to identify future congestion and other problems. Social and environmental issues will also be investigated in the corridor to address potential impacts. The corridor study will include a comparison of alternative solutions to the future problems and will recommend a course of action. Additional analyses may also be included in the study as issues are identified.

The DCHC MPO has received several requests from elected officials and citizens to study this corridor. Because of the rapid growth in the area, the DCHC MPO needs to initiate this study without delay. We appreciate your support in addressing the Farrington Mill, Farrington, and Stagecoach Roads corridor.

Sincerely,

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

Cc: DCHC MPO TAC Members  
 Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee

# Bicycle Friendly Communities



ENHANCING CITIES THROUGH CYCLING

# table of contents

## What is a “bicycle-friendly” community? Where are they?

How can I make my own community a better place to ride a bike? The League of American Bicyclists’ Bicycle Friendly Community program is answering these questions. Inside this, our second case study of bicycle friendly communities, you’ll find answers from communities of all shapes and sizes. While there isn’t a magic bullet solution to turn your community into Davis, Calif., the recipient of our platinum level award (see facing page), each of these case studies proves that change is possible. Study these communities, learn from their success and if it isn’t already, get your community involved.

The Bicycle Friendly Community program is supported with a generous grant from the Bikes Belong Coalition.

For more on the League of American Bicyclists and the Bicycle Friendly Community program, visit [www.bikeleague.org](http://www.bikeleague.org) or contact the League at 202-822-1333.



**Andy Clarke**

*Executive Director*  
League of American Bicyclists

### Award Level

- Platinum
- Gold
- Silver
- Bronze

<span style="color: green;">■</span> Davis, CA	1
<span style="color: red;">■</span> Boulder, CO	3
<span style="color: red;">■</span> Corvallis, OR	4
<span style="color: red;">■</span> Palo Alto, CA	5
<span style="color: red;">■</span> Portland, OR	6
<span style="color: teal;">■</span> Chicago, IL	7
<span style="color: teal;">■</span> Eugene, OR	8
<span style="color: teal;">■</span> Folsom, CA	9
<span style="color: teal;">■</span> Fort Collins, CO	10
<span style="color: teal;">■</span> Gainesville, FL	11
<span style="color: teal;">■</span> Olympia, WA	12
<span style="color: teal;">■</span> Santa Barbara, CA	13
<span style="color: teal;">■</span> Scottsdale, AZ	14
<span style="color: teal;">■</span> Tempe, AZ	15
<span style="color: teal;">■</span> Tucson, AZ	16
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<span style="color: orange;">■</span> Albuquerque, NM	18
<span style="color: orange;">■</span> Ann Arbor, MI	19
<span style="color: orange;">■</span> Arlington, VA	20
<span style="color: orange;">■</span> Ashland, OR	21
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<span style="color: orange;">■</span> Brunswick, ME	27
<span style="color: orange;">■</span> Burlington, VT	28
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<span style="color: orange;">■</span> Cary, NC	30
<span style="color: orange;">■</span> Chandler, AZ	31
<span style="color: orange;">■</span> Chattanooga, TN	32
<span style="color: orange;">■</span> Chico, CA	33
<span style="color: orange;">■</span> Denver, CO	34
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<span style="color: orange;">■</span> Mountain View, CA	39
<span style="color: orange;">■</span> Orlando, FL	40
<span style="color: orange;">■</span> Portage, MI	41
<span style="color: orange;">■</span> Redmond, WA	42
<span style="color: orange;">■</span> Rockville, MD	43
<span style="color: orange;">■</span> Schaumburg, IL	44
<span style="color: orange;">■</span> Shawnee, KS	45
<span style="color: orange;">■</span> Vancouver, WA	46
<span style="color: orange;">■</span> Washington, DC	47



# Carrboro NORTH CAROLINA



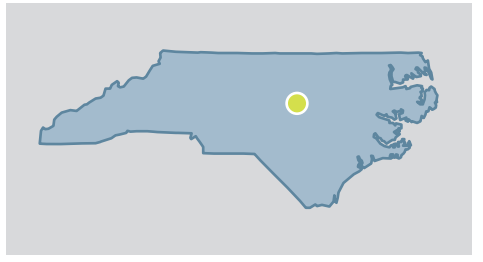
**Level Awarded: Bronze**

**Date Awarded: May 2004**

**Population: 17,648**

**Square Miles (land): 5.0**

**Location:**



## MOST SIGNIFICANT ACCOMPLISHMENT

Incorporating bike lanes on many arterial and collector streets in the town.

## HIGHLIGHTS

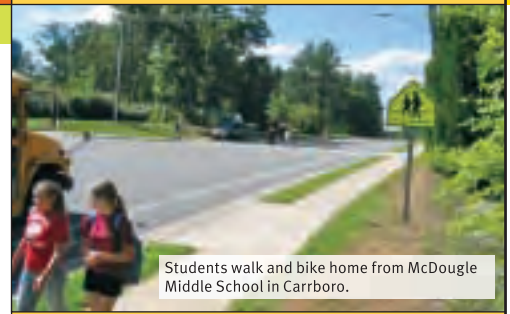
Since the early 1970s, Carrboro has considered bicycles in all parts of its planning, and the result is a comprehensive system of on- and off-street bicycle facilities. Over the past 25 years, the town has utilized its bonding authority to develop bike lanes and shared-use paths, has worked cooperatively to include bike lanes in all state road improvement projects, and has amended its street standards to include bike lanes as a requirement on all collector roads.

The provision of these facilities has improved conditions for bicycle use. According to the 2000 Census, 5.2 percent of residents in Carrboro bike to work. In recognition of these achievements, Carrboro has received the Outstanding Government Award from the North Carolina Department of Transportation's Bicycle Committee for "its significant advances in bicycle facility development."

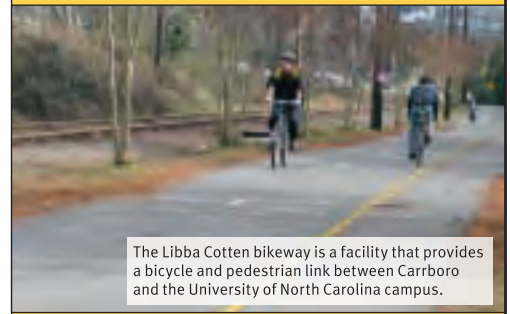
Carrboro has adopted ordinance and policy provisions regarding bicycle safety and to promote bicycle use. To promote low-speed streets, Carrboro developed and implemented a residential traffic-calming program. All transit buses are equipped with bicycle racks. The town has also promoted higher density development along transit and bicycle commuting routes. Employees in the town's planning department have access to town-owned bicycles for use in making site visits and carrying out other duties.

Carrboro spends at least \$1 per capita on bicycle facilities and events. Currently, the town's transportation planner allocates approximately one-fifth of his time to bicycle facility planning. Carrboro publishes bicycling information, identifying routes and stressing safety.

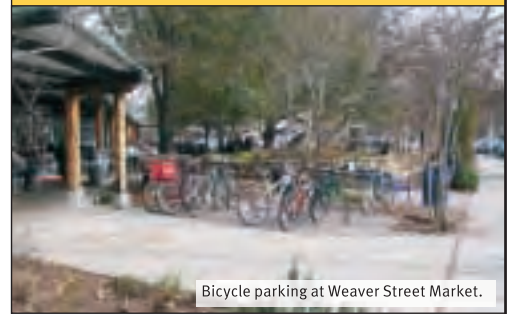
Carrboro's Transportation Advisory Board (TAB) studies and makes recommendations regarding transportation matters, including bicycles. The TAB recently concluded a review of design standards for bicycle parking and recommended changes to the Carrboro Land Use Ordinance.



Students walk and bike home from McDougle Middle School in Carrboro.



The Libba Cotten bikeway is a facility that provides a bicycle and pedestrian link between Carrboro and the University of North Carolina campus.



Bicycle parking at Weaver Street Market.

PRESENTED BY **League of American Bicyclists**

SPONSORED BY **Bikes Belong**  
COALITION

*Creating a Bicycle Friendly America:*

# The League of American Bicyclists



**The League of American Bicyclists**, supported by thousands of cyclists, works through innovative programs like Bicycle Friendly Communities to encourage cycling across America. You can help by joining the League at [www.bikeleague.org](http://www.bikeleague.org).

The League uses membership dues and donations to advocate on behalf of bicyclists at the federal, state, and local levels, helping to bring more than \$5 billion dollars to bicycling in the next five years. The League also promotes bicycling newspapers and magazines nationwide and sponsors National Bike Month each May.

The League's educational program is the most respected and advanced in the country, offering courses and curriculum, for everyone from new cyclists to expert riders.

To find out more about how joining the League of American Bicyclists makes a difference in your community, visit [www.bikeleague.org](http://www.bikeleague.org) or call 202-822-1333.

**Join today!**



**The League of American Bicyclists**  
1612 K Street NW  
Suite 800  
Washington, DC 20006

[bikeleague@bikeleague.org](mailto:bikeleague@bikeleague.org)

[www.bikeleague.org](http://www.bikeleague.org)

**202-822-1333**

**Fax: 202-822-1334**



Bikes Belong, the lead sponsor of the Bicycle Friendly Community program, is the national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Through national leadership, grassroots support, and promotion, Bikes Belong works to make bicycling safe, convenient, and fun.



WWW.BIKELEAGUE.ORG



**League of  
American  
Bicyclists**

LEAGUE OF AMERICAN BICYCLISTS  
1612 K Street, NW | Suite 800 | Washington, DC 20006



FY2003-2004  
**Operating Statistics Summary**

**EXECUTIVE SUMMARY**

N.C. Department of Transportation  
 Public Transportation Division

## **Transit Ridership on the Increase**

*Fueled by New Systems,  
 Expanded and Fare-Free Service*

Starting in the late 1990s and continuing today, transit ridership has been growing, reversing a slight downward trend during the mid- to late 1990s. Transit ridership statewide has increased 29 percent since 1999, due in part to the implementation of four urban transit systems in cities that were without public transportation (Cary, Concord, Goldsboro and Jacksonville), the creation of a regional transit system in the Piedmont Triad, significantly expanded service in a number of cities, and fare-free service initiated in Chapel Hill. This period of increased ridership has coincided with the continuing growth of state operating funding for rural and urban area systems. The majority of the rural systems report that there would not have been service expansion without the additional operating assistance. The cities with existing transit systems that implemented significant service expansions include Chapel Hill, Charlotte, Durham, Greensboro and Wilmington. Many urban areas have increased their level of service, providing expanded weekend and night service. Increased ridership also has coincided with a growing

interest in transit among both elected officials and the business sector because of transit's role in maintaining mobility, mitigating air quality degradation, supporting a positive economic development climate and providing alternatives for growing numbers of elderly and disabled citizens.

### **Urban System Ridership Trends**

**Small Systems:** Ridership has remained remarkably stable over the last 11 years for these systems as a whole. Services provided in many areas also have remained fairly stable.

**Mid-Size Systems:** After declining in the late 1990s, ridership has begun to increase, a trend expected to continue. Greensboro and Wilmington have made significant service enhancements in recent years, and Greensboro opened a new transfer facility in the city's historic railroad station. A strong positive trend is expected in Greensboro and Wilmington when the final FY2005 operating statistics are compiled.

**Large Systems:** Although ridership dipped slightly in the mid-1990s, it has begun to increase. Chapel Hill expanded service and became fare free. Durham expanded both hours and days of service. Raleigh initiated a vigorous U-Pass program with universities and state and local government that attracted more riders.

**Very Large System:** Charlotte is the largest transit system in the state. In the late 1990s, Charlotte adopted a 2025 plan that called for major increases in transit services as part of a comprehensive plan that included related highway and land use goals. In response to the plan, Mecklenburg County voters approved a one-half percent sales tax to fund transit service expansion. The Charlotte transit system plan is in full implementation, resulting in substantial ridership increases.

**Regional Transit Systems:** During the 1990s, there was steady growth in both the ridership and the number of services provided by the sole regional transit system – the Triangle Transit Authority (TTA). In 2003, the new regional system in the Triad, the Piedmont Authority for Regional Transportation (PART), started service.

## Rural System Ridership Trends

**Small Urban Systems:** Only a very slight increase (3 percent) in operating performance was realized in FY2004 as compared to FY2003. Passengers per mile and passengers per hour increased due to expanded general public service. Cost per mile, passenger trip and hour increased in association with increased operational costs.

**Regional Systems:** An average increase of 0.38 percent occurred in systems that are regionalized (serving more than one county). The average passengers per mile decreased by 0.54 percent, and passengers per hour decreased an average of 2.13 percent. Cost per mile increased a slight 1.71 percent, and cost per passenger trip increased 2.65 percent. Increases in costs were slight in comparison to single county systems.

**Single County Community Transportation Systems:** The average increase in operational performance for single county systems was 10.15 percent. Passengers per mile increased by 3.71 percent, and passengers per hour increased by 5.56 percent. The increases appear to be due primarily to the single county systems making concerted efforts to expand their general public transit routes and services. Cost per mile, hour and passenger trip showed significant increases (11.09 percent, 16.87 percent and 13.55 percent, respectively). Single county systems operate at greater cost per trip, hour and mile than regional systems.

**Human Service Transportation Systems:** Human service transportation systems are continuing to provide safe and reliable transportation for human-service agency clients in an efficient and cost-effective manner.

## The Future of Transit

As in the past, transit service of the future will evolve from the needs of North Carolina's citizens. The type and level of "mobility options" will continue to grow to reflect the character of the population and changing life patterns.

North Carolina is quickly becoming one of the most attractive places to retire in the country. The number of persons over the age of 60 in North Carolina is expected to increase from the current level of 16.4 percent of our state's total population to over 22 percent by 2025. The need for mobility will only grow as our state's senior population increases, placing a greater demand on transit systems to provide choices and flexible service.

Life patterns are changing also. Individuals are willing to travel farther on a routine basis. Residents of the state's rural areas travel to urban centers for employment because of job loss in rural areas, frequently crossing one or more county lines. A regional medical center provides services for clients who live within a region that might be comprised of a half-dozen counties. Regional transit agencies, including both rural and urban, are expected to play an increasing role in the state's public transportation arena. They are more efficient and effective at providing trips that cross jurisdictional lines. The trend toward regional systems that has begun in North Carolina will likely continue because of projected strong population growth and subsequent increase in demand for services from public transit systems.



# **NATIONAL STRATEGY TO REDUCE CONGESTION ON AMERICA'S TRANSPORTATION NETWORK**



**May 2006**

# **NATIONAL STRATEGY TO REDUCE CONGESTION ON AMERICA'S TRANSPORTATION NETWORK**



**May 2006**



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

Congestion is one of the single largest threats to our economic prosperity and way of life. Whether it takes the form of trucks stalled in traffic, cargo stuck at overwhelmed seaports, or airplanes circling over crowded airports, congestion is costing America an estimated \$200 billion a year.

Each year, Americans lose 3.7 billion hours and 2.3 billion gallons of fuel sitting in traffic jams and waste \$9.4 billion as a result of airline delays. Worse, congestion is affecting the quality of Americans lives by robbing them of time that could be spent with families and friends.

Congestion is not a fact of life. It is not a scientific mystery, nor is it an uncontrollable force. Congestion results from poor policy choices and a failure to separate solutions that are effective from those that are not. President Bush and I recognize the challenge that congestion poses and the opportunity that we have to do something about it. That is why we have launched a new, national initiative to reduce congestion in America.

This plan, the *National Strategy to Reduce Congestion on America's Transportation Network*, provides a blueprint for federal, state and local officials to follow as we work together to tackle this growing problem. Over the coming months, we will focus the Department's resources, funding, staff and technology to cut traffic jams, relieve freight bottlenecks, and reduce flight delays. We must not be afraid to embrace new solutions if we are going to make any meaningful progress in reducing congestion.

The plan itself calls upon the leadership of the Department to establish Urban Partnership Agreements with selected communities and encourages states to pass legislation giving the private sector a broader role in investing in transportation. It calls for more widespread deployment of new technologies and practices that end traffic tie ups, designates and funds new "corridors of the future," takes on port and border congestion, and expands aviation capacity.

The bottom line is that every person and every business in American has a vested interest in reducing congestion. Congestion kills time, wastes fuel, and costs money. But we don't have to let traffic delays put our lives on hold any longer. We have the tools, the technology, and the plan to make today's congestion a thing of the past.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Norman Y. Mineta', written over a circular blue stamp or seal.

Norman Y. Mineta  
U.S. Secretary of Transportation  
May, 2006

*“Transportation is key to the productivity, and therefore the success, of virtually every business in America. Congestion and delay not only waste our time as individuals, they also burden our businesses and our entire economy with inefficiency and higher costs.”*

**- Secretary of Transportation Norman Y. Mineta  
January 2001**

*“Congestion is not a fact of life. We need a new approach and we need it now.”*

**- Secretary of Transportation Norman Y. Mineta  
May 2006**

**CONGESTION DRAINS THE ECONOMY**

Growing congestion in U.S. transportation systems poses a substantial threat to the U.S. economy and to the quality of life of millions of Americans.

- According to the Texas Transportation Institute (TTI), in 2003, congestion in the top 85 U.S. urban areas caused 3.7 billion hours of travel delay and 2.3 billions gallons of wasted fuel, for a total cost of \$63 billion.
- In the 10 most congested areas, each rush hour traveler “pays” an annual virtual “congestion tax” of between \$850 and \$1,600 in lost time and fuel and spends the equivalent of almost 8 work days each year stuck in traffic.
- The cost of annual commercial airline passenger delays in the United States costs another \$9.4 billion.

**CONGESTION HURTS FAMILIES**

Congestion and the growing unreliability of the highway system impose severe costs on the quality of life of millions of Americans. Parents are increasingly missing events with their children, friends and families are finding it harder to spend time together, and civic participation broadly is being negatively impacted. Evidence suggests that each additional 10 minutes in daily commuting time cuts involvement in community affairs by 10 percent (*Robert Putnam, Bowling Alone, 2000*).

**CONGESTION THREATENS BUSINESSES**

Beyond lost time and fuel, transportation congestion imposes significant additional costs on U.S. businesses. As transportation congestion mounts, the economic benefits generated by trucking, rail and aviation deregulation are increasingly threatened. The TTI totals and aviation figures take into account only time and fuel, and would be much higher if unreliability, inventory, environmental, and other costs were included. To date, these costs have been insufficiently quantified, so most evidence is anecdotal. However, even these anecdotes are telling:

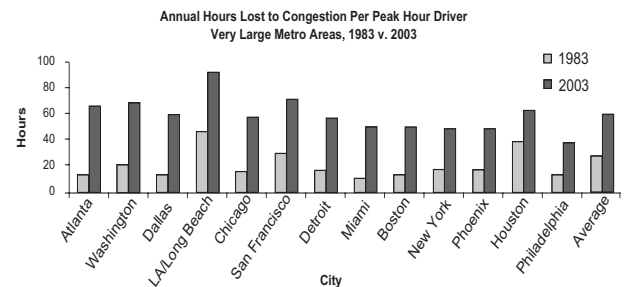
Cost of Congestion in Wasted Time and Fuel in the Largest Urban Areas

Metro Area	Total Cost (\$ in Millions)	Cost Per Peak Traveler
Los Angeles-Long Beach-Santa Ana CA	\$10,686	\$1,598
San Francisco-Oakland CA	\$2,604	\$1,224
Washington DC-VA-MD	\$2,465	\$1,169
Atlanta GA	\$1,754	\$1,127
Houston TX	\$2,283	\$1,061
Dallas-Fort Worth-Arlington TX	\$2,545	\$1,012
Chicago IL-IN	\$4,274	\$976
Detroit MI	\$2,019	\$955
Miami FL	\$2,485	\$869
Boston MA-NH-RI	\$1,692	\$853
Phoenix AZ	\$1,295	\$931
New York-Newark NY-NJ-CT	\$6,780	\$824
Philadelphia PA-NJ-DE-MD	\$1,885	\$641

Source: Texas Transportation Institute, 2005 Urban Mobility Report

Growth in Wasted Hours

- Congestion has increased dramatically over the past 2 decades
- In the 13 largest cities, drivers spend the equivalent of almost eight work days each year stuck in traffic



Source: Texas Transportation Institute, 2005 Urban Mobility Report

- A national retailer that keeps \$2.5 billion worth of merchandise on-hand recently added 10 days of “buffer stock” to its inventory due to increased delays. This buffer stock cost the retailer \$2.7 million annually.
- A computer chip manufacturer advanced its last shipment departure time two hours ahead for outbound shipments through Portland International Airport due to increased afternoon peak congestion on area roads.
- An Atlanta area distributor of pet food with an 11-truck fleet finds it difficult for one truck to make more than 12 daily deliveries; in 1984, one truck made as many as 20 deliveries each day.
- In 2005, congestion at the Otay Mesa and Tecate crossings along the California-Mexico border was estimated by the San Diego Association of Governments to cost the U.S. economy \$3.7 billion in output and almost 40,000 jobs.
- In 2000, Global Insight, an economic forecasting firm, estimated congestion at the Ambassador Bridge between Detroit, Michigan and Windsor, Canada cost motor carriers between \$150 million and \$200 million.

## **ALARMING TRENDS**

### **Highway Congestion on the Rise**

Highway congestion has increased dramatically over the past two decades. Between 1982 and 2003, U.S. highway congestion has increased in extent, duration, and intensity. In 2003, in the largest U.S. cities, highway congestion:

- Impacted 67% of travel (up from 33% in 1982);
- Lasted 7 hours per day in duration (up from 4.5 hours in 1982); and
- Added an additional 37% to the length of the average rush hour driver’s trip (up from 13% in 1982).

### **Congestion Spreading to Suburban and Rural America**

Based on current trends, highway congestion is on its way toward becoming a problem in medium-sized cities within the next 10 years, while smaller cities, towns, and the suburban and rural fringe can expect to face similar challenges over the next 10 to 15 years.

For example, a medium-sized city such as Birmingham, AL, should expect its congestion in 2013 to be as bad as, or worse than, that currently experienced by a large city such as St. Louis, MO. The rate of congestion growth has also been even greater in rural than in urban areas, portending increased congestion in communities of all sizes.

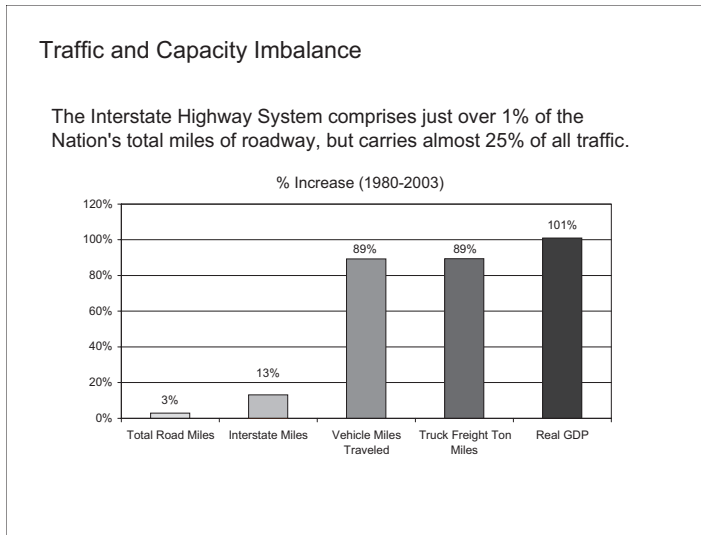
### **Public Frustration Growing**

The American public has become increasingly frustrated with the performance of its highway network. In a 2005 National League of Cities survey, traffic congestion led all other categories – including education and healthcare – when subjects were asked to identify the most deteriorated conditions in their cities over the last 5 years.

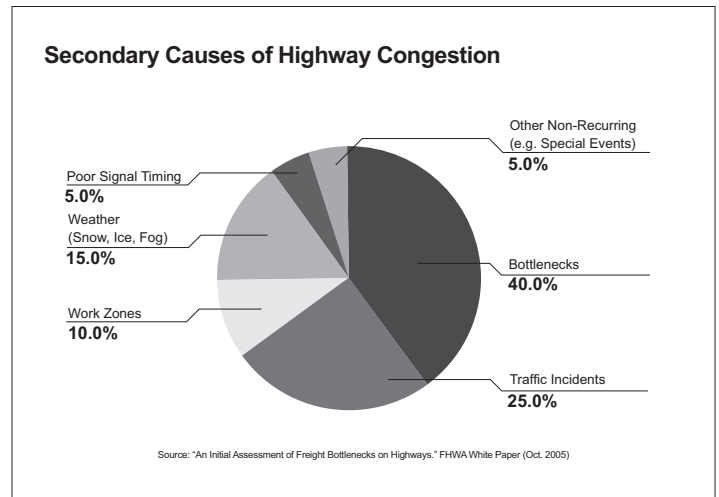
In a 2001 survey by the U.S. Conference of Mayors, 79% of Americans in the 10 metro areas surveyed believed that congestion had gotten worse over the last 5 years; 50% believed that congestion had become “much worse.”

## CAUSES OF CONGESTION

At its most fundamental level, highway congestion is caused by the lack of a mechanism to efficiently manage use of existing capacity. While congestion in our aviation and rail systems also deserves national attention, the ability to formally assign rights to various users through air traffic control and dispatch systems helps prevent the type of gridlock we see on our highway system. Economists have long advocated that pricing the costs of congestion directly is the most viable means to address this problem and reduce overall congestion costs. The price of highway travel (gas taxes, registration fees, etc.) currently bears little or no relationship to the cost of congestion, however. Put differently, the average rush hour driver pays out of pocket costs that do not reflect the true costs of the travel. As a result, the network gets swamped, vehicle throughput collapses, and the cost of congestion to all users grows rapidly.



In more immediate terms, congestion is caused by a number of additional factors, including traffic incidents, special events, weather, work zones, and poor signal timing. According to the Federal Highway Administration, approximately half of all congestion can be traced to “recurring” causes (physical bottlenecks, poor signal timing, etc.), and the other half to “non-recurring” (accidents, work zones, weather, etc.). We have significant ability to mitigate the impacts of congestion and provide critical additional capacity during peak traffic periods by more effectively addressing these factors.



## CONGESTION IS NOT A FACT OF LIFE

We know that congestion is a problem facing families, communities and businesses, and we know that more can be done to improve the performance of the existing transportation network. As a country, we justifiably do not accept equivalently low service levels from our other network and public utility services, and there is no reason to accept it in our transportation system.

Transportation congestion is not a fact of life. It is not a scientific mystery, an uncontrollable force, or the insurmountable fate of the American people. Rather, congestion results from poor policy choices and a failure to separate and embrace solutions that are effective from those that are not. A confluence of trends provides a ripe opportunity to deliver better results:

- **Public dissatisfaction.** The American people have registered strong public discontent with congestion and with spending decisions that do not produce high returns in terms of congestion relief.
- **The development of new transportation technologies.** Newly available technologies can greatly improve system management, provide more timely information for system users and responders, and lower the costs of toll collection.
- **The demonstrated success of road pricing.** Other major cities around the world, including London, England and Stockholm, Sweden most recently, have reduced congestion and improved throughput almost immediately through the implementation of congestion pricing strategies.

- **Increased private sector interest in U.S. transportation infrastructure investment.**

Transactions such as the \$1.8 billion 99-year lease of the Chicago Skyway and the pending \$3.8 billion 75-year lease of the Indiana Toll Road, as well as the recent creation of large transportation infrastructure funds, demonstrate the growing interest of private sector capital investors in U.S. transportation systems.

- **Consensus on the limitations of current financing mechanisms.** There is a growing consensus among transportation policymakers and economists that existing financing mechanisms for highway and aviation infrastructure are unsustainable in the long-term and will be unable to keep pace with projected demands on the transportation network.

- **Challenges to the supply chain revolution.**

The deregulation of the trucking, rail and aviation industries has produced enormous supply chain efficiencies and has led to a reduction in total logistics costs for businesses. However, growing congestion and unreliability threatens supply chain productivity and ultimately the ability of sellers to deliver products to market.

## THE SIX-POINT PLAN

The Department of Transportation proposes the following six areas of emphasis. Each of these areas shows potential to both reduce congestion in the short term and to build the foundation for successful longer-term congestion-reduction efforts.

**Relieve urban congestion.** The Department will seek to enter *Urban Partnership Agreements* with model cities, pursuant to which the cities and Department will commit to the following actions:

- Implementing a broad congestion pricing or variable toll demonstration;
- Creating or expanding express bus services, which will benefit from free flow traffic conditions;
- Securing agreements from major area employers to establish or expand telecommuting and flex scheduling programs; and

- Expediting completion of the most significant highway capacity projects currently underway that hold the greatest potential for reducing congestion and bottlenecks.

To the maximum extent possible, the Department will commit discretionary resources and expertise to support the above actions, including potentially Small Starts funds, Open Roads Pilot Program funds (if appropriated in FY '07), and Value Pricing Pilot Program funds. The Department will work to expedite completion of capacity projects through: i) inclusion of such projects on the Executive Order on Environmental Stewardship and Transportation Infrastructure Project Reviews; and ii) providing tolling flexibility, private activity bond borrowing authority, and TIFIA program credit assistance, if necessary.

**Unleash private sector investment resources.** The Department will work to reduce or remove barriers to private sector investment in the construction, ownership, and operation of transportation infrastructure by:

- Developing an organized effort to encourage states to enact legislation enabling them to enter into infrastructure agreements with the private sector;
- Overcoming institutional resistance to reform through education, demonstrations and relationship building with state agencies and private investors/developers; and
- Utilizing existing Federal program authorities, including the major surface transportation legislation signed by President Bush last August, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), to encourage formation of public-private partnerships.

**Promote operational and technological improvements.** The Department will work to advance low-cost operational and technological improvements that increase information dissemination and incident response capabilities by:

- Encouraging states to utilize their Federal-aid formula funds to improve operational performance, including providing better real-time traffic information to all system users;
- Emphasizing congestion reducing technologies in the implementation of the Intelligent Transportation Systems program; and
- Promoting best practices and identifying private sector partnering and financing opportunities to improve incident and intersection management (e.g., formation of roving response teams, enactment of quick clearance and “move it” laws, and deployment of adaptive intersections).

**Establish a “Corridors of the Future” competition.** The Department will accelerate the development of multi-state, multi-use transportation corridors by:

- Running a competition to select 3-5 major growth corridors in need of long-term investment;
- Convening a multi-state process to advance project development and seek alternative financial opportunities; and
- Fast-tracking major congestion reducing corridor projects that received funding in SAFETEA-LU.

**Target major freight bottlenecks and expand freight policy outreach.** The Department will address congestion in the nation’s freight system by:

- Transforming DOT’s existing Gateway Team in Southern California into a larger Intermodal Hot Spot Team to convene the region’s diverse freight stakeholder community to forge consensus on immediate and longer term transportation solutions;
- Engaging shippers from the retail, manufacturing, agricultural and technology sectors, as well as freight carriers and logistics firms, through a series of “CEO Summits,” structured around the Department’s National Freight Policy Framework; and
- Establishing a senior-level DHS-DOT border congestion team to prioritize operational and infrastructure improvements at the nation’s most congested border crossings.

**Accelerate major aviation capacity projects and provide a future funding framework.** The Department will address congestion in the aviation system by:

- Designing and deploying the Next Generation Air Transportation System – a modernized aviation system with greater capacity and less congestion;
- Improving efficiency and reducing delays at New York City’s LaGuardia Airport. In the short-term this will involve replacing the current High Density Rule. In the longer-term, it will include a redesign of the region’s airspace and the use of market-based tools to manage congestion at our most crowded airports;
- Giving priority treatment and agency resources to projects that enhance aviation system capacity; and
- Streamlining environmental reviews for aviation capacity projects.

## CONCLUSION

Economic prosperity and a population fast approaching 300 million have combined to produce record demand for personal and freight mobility. Transportation is woven into the economic fabric of our nation as never before. But continued economic growth is seriously threatened by congestion, the costs of which shippers, manufacturers, operators, and ultimately, consumers, bear. The Administration's objective must be to reduce congestion, not simply to slow its increase. Congestion is not an insurmountable problem. But solutions will require a smarter approach to capacity expansion and improved productivity of existing transportation assets.

Reducing congestion is about making the right investments in our transportation capital stock. The public sector has limited funds and the needs are great, despite record funding for surface transportation in recent decades. The Federal Government's most important role is to establish mechanisms to ensure that the right investments get made. In order to sustain economic growth and job creation, we must be open to new approaches to building, financing, and managing our transportation infrastructure.

We must end the era of complacency about congestion. The **National Strategy to Reduce Congestion on America's Transportation Network** provides the framework for government officials, the private sector, and most importantly, the citizen-user, to take the necessary steps to make today's congestion a thing of the past. This new initiative allows leaders at all levels of government to embrace new solutions that reduce congestion, sustain economic growth, and give Americans more time to pursue their dreams.

The North Carolina State Budget \_\_\_\_\_

# Recommended Adjustments

\_\_\_\_\_ 2006-2007



**Michael F. Easley**  
Governor

The North Carolina State Budget

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**Recommended Adjustments**

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**2006-2007**

Office of State Budget and Management  
Office of the Governor  
Raleigh, North Carolina

[www.osbm.state.nc.us](http://www.osbm.state.nc.us)

David T. McCoy, State Budget Officer  
Charles E. Perusse, Deputy State Budget Officer

May 2006



STATE OF NORTH CAROLINA  
OFFICE OF THE GOVERNOR  
20301 MAIL SERVICE CENTER • RALEIGH, NC 27699-0301

MICHAEL F. EASLEY  
GOVERNOR

May 9, 2006

The North Carolina Senate  
The Honorable Marc Basnight, President Pro Tempore

The North Carolina House of Representatives  
The Honorable James Black, Speaker

The Citizens of North Carolina

Dear Mr. President, Mr. Speaker, Ladies and Gentlemen of the General Assembly and Fellow North Carolinians:

I am pleased to submit to you my operating and capital budget recommendations for fiscal year 2006-07. This budget reflects my continued commitment to build ONE NORTH CAROLINA, where all North Carolinians have access to the educational opportunities they need to be successful in the global economy.

When I took office in January 2001, North Carolina faced cumulative budget deficits that had not been encountered since the Great Depression. A national recession, the terrorist attacks of September 11 and unfair federal trade policies dealt a blow to North Carolina's economy. Despite these challenges, together we continued to make critical investments in education and job creation strategies to promote long-term economic growth across our state. As a result of our efforts, our unemployment rate is now below the national average and is at a six-year low of 4.5 percent. North Carolina has added 68,000 jobs over the last 12 months (a 1.8 percent increase), ranking among the national leaders in job creation. Due to our strong, transitioning economy and our commitment to conservative budget practices, we were able to report a surplus of over \$680 million at the end of fiscal year 2004-05. It is estimated that the surplus will total almost \$1.1 billion at the end of fiscal year 2005-06 and we anticipate continued revenue growth throughout fiscal year 2007.

My fiscal year 2007 budget contains \$10.7 billion in investments in education from pre-K through the university to build a skilled workforce prepared to compete in the global economy. It includes an average 8 percent pay increase for teachers in order to surpass the national average by 2008-09. Additional funds are provided to expand the Disadvantaged School Supplemental Fund, to fully fund the Low Wealth formula, and to expand middle and high school reform programs in order to improve graduation rates. It provides increased access to higher education opportunities at the community college and university systems. Additional monies are also included for need-based financial aid, scholarships for nurses, professional training to recruit and retain quality teachers and principals, and several biotech and economic development initiatives. In addition to the General Fund increases, the new North Carolina Education Lottery will provide proceeds for reduced class sizes, additional academic pre-K slots, school construction and college scholarships for needy students.

This budget makes unprecedented investments in improving our court system. Funds are included to add core court personnel, including assistant district attorneys, deputy clerks, district court judges and

magistrates. It also provides funds to modernize several court information programs and to operate the Custody Mediation and Drug Treatment Court Programs statewide.

My budget recommendations continue our commitment over the last five years to keep spending at responsible levels, while cutting taxes by \$220 million for hard-working North Carolina taxpayers. It caps the gas tax at current levels and reduces the state sales tax rate from 4.5 percent to 4.25 percent. The budget also recommends depositing an additional \$324 million in the State's Rainy Day Fund, setting aside \$50 million for future disaster-related expenses, and providing an additional \$195 million to the Highway Trust Fund. By the end of the current fiscal year, the Rainy Day Fund balance will be \$637 million, 4 percent of last year's operating budget.

My budget includes funds to hold several programs harmless due to federal budget cuts and reduces the waiting list for child care subsidies. Funds are provided for community capacity enhancement and the Mental Health Trust Fund to assist with mental health reform programs. Additional monies are also included for early intervention services, adoption and foster care assistance, and child welfare services. I include a recommendation for a new adoption tax credit based on the current federal tax credit.

The budget solidifies North Carolina as a national leader in recruiting new business and growing existing businesses. It includes recurring funds for the One NC Fund, which has resulted in the creation of 18,875 jobs and \$2.4 billion in investment throughout the state. The budget also provides support for new and emerging companies through investments in the Small Business Innovation Research matching grant program and in biotechnology. Sales tax refunds that would benefit the motor sports industry and a sales tax exemption on research and development equipment will help strengthen these emerging industries.

The fiscal year 2007 budget proposal provides additional funds for the environment and agriculture. It includes funds to enhance well water safety programs and to protect drinking water supplies. Funds are provided for land conservation, forest development and habitat protection programs. The budget also includes funds to increase disease surveillance and detection programs to ensure a safe food supply.

The budget provides funding for priority health, public safety, education and economic development projects outlined in the state's Capital Improvement Plan. Projects include constructing a new public health lab and emergency operations center, expanding facilities at the UNC Wilmington School of Nursing, UNC-Charlotte, and the NC State University Engineering Complex, adding two skilled care nursing homes for the state's veterans, and expanding the Museum of Art.

I recognize and appreciate the work of our state employees and recommend a 4% cost of living increase. The fiscal year 2007 budget also provides a 3.7% cost of living adjustment for state retirees and makes another payment to the retirement system for funds that were withheld in fiscal year 2000-01.

I look forward to working cooperatively with members of the General Assembly to ensure that the fiscal year 2007 budget is fiscally responsible and meets the needs of all North Carolinians.

With kindest regards, I remain

Very truly yours,



Michael F. Easley

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# Economic Development and Infrastructure

## Major Recommendations

Governor Easley remains committed to fostering long-term economic growth and enhancing the state's aggressive strategies for creating jobs. In addition, the governor's budget recommendations focus on restoring and maintaining the state's transportation infrastructure and promoting public transit initiatives as key components for continued economic growth.

### The One North Carolina Fund

- Provide \$10 million to recruit new businesses or support industries interested in significantly expanding in the state.

### The One North Carolina Small Business Innovation Research Program

- Appropriate \$5 million as incentive funding for small businesses to apply for federal innovation research grants. The program reimburses applicants 50% of the costs of preparing and submitting a proposal and also helps bridge the funding gap between proposal completion and initiation of an award, up to an annual limit of \$100,000.

### Motor Sports Program

- Fund the promotion of motor sports, an industry contributing more than \$5 billion annually to North Carolina's economy with its 24,400 jobs.
- Establish a sales tax exemption for racing-vehicle components.

### Biotechnology

- Provide \$2 million for the North Carolina Biotechnology Center to help the state remain an internationally recognized biotechnology leader.
- Approve \$480,000 for community college biotechnology programs.
- Appropriate \$4.5 million for biomanufacturing research and training at North Carolina State University and North Carolina Central University.

### North Carolina as a Business Location

- Allocate \$1.5 million to advertise and promote North Carolina as a location for business and industry in order to help stem job losses and compete with neighboring states and foreign countries.
- Establish a research and development sales tax reduction.

### North Carolina Housing Trust Fund

- Add \$5 million in recurring dollars for the Housing Trust Fund to help families secure safe, decent, and affordable homes, create jobs, increase state and local tax revenues, and leverage millions of dollars in additional business investment.

### Transportation

- Provide an additional \$83 million (a 44% increase over the previous year) in contract resurfacing funds to address degrading pavement conditions.
- Approve \$57 million for highway system preservation and maintenance, including pavements, bridges, and traffic signal systems.
- Appropriate an additional \$10 million (a 29% increase over the previous year) in small urban construction funds for use statewide for economic development, spot safety, or transportation improvement projects.
- Allocate a \$9.4 million increase (14% over the previous year) in public transportation funding to provide access to dial-a-ride services for citizens, operating costs of fixed-route systems, and additional state matching of federal funds for public transportation initiatives.
- Approve a \$2 million increase (15% over the previous year) in state aid to assist rural airports with capital improvements critical to attracting new business and industry to local communities.
- Provide \$2 million for short-line railroad rehabilitation projects.

# Revenue

## Highway Fund

The Highway Fund receives its support from three primary sources: (1) three-fourths of the motor fuel taxes collected by the Department of Revenue, 2) licenses and fees collected by the Division of Motor Vehicles, and 3) interest earned from investments of the Highway Fund cash balance held by the State Treasurer.

In 2005, the North Carolina General Assembly authorized an increase in many of the licenses and fees collected under the Highway Fund. Some of these licenses and fees were last adjusted in 1981. The certified revenue increase from the Highway Fund fee package was \$105.78 million for 2005-06 and \$144.64 million for 2006-07. As of March 2006, revenue collections from the fee package exceeded projections by \$15.3 million. As for motor fuel tax collections for the same period, revenues were up 1.2% or \$9.4 million over budget. The increase in motor fuel tax collections resulted from higher motor fuel prices at the pump.

For 2006-07, total Highway Fund revenue is expected to reach \$1,767.1 million, an increase of 4.1% over

the amount certified for 2006-07. Demand for fuel is expected to remain strong in 2006-07, despite high fuel prices. Consequently, motor fuel tax collections are expected to increase 5.9%. Licenses and fees are expected to show a slight decline of 2.5% in total collections for 2006-07. The increase in the rate of growth in the motor fuels tax for 2006-07 is the result of the rising wholesale price of motor fuels and increasing the variable component of the motor fuels tax rate in 2005-06. For the period, investment income will be flat at \$8.0 million. The decline in licenses and fees is a result of slower than expected revenue collections in staggered registration.

The transfer of \$17.6 million from the General Fund to the Highway Fund is to hold the Highway Fund harmless from a freeze in the variable component of the excise tax on motor fuels at the January 2006 base rate.

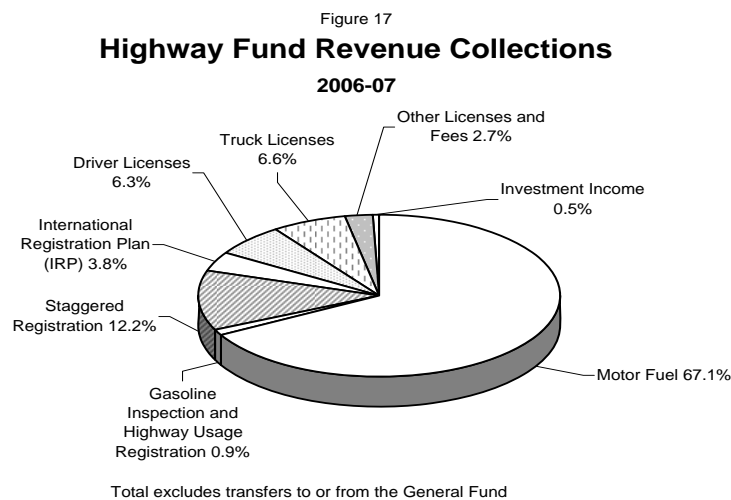


Table 8  
**Highway Fund**  
**Recommended Budget Adjustments, 2006-07**  
**Revenue Availability**

<b>Source</b>	<b>2005-06 Certified</b>	<b>2006-07 Certified</b>	<b>2006-07 Adjustments</b>	<b>2006-07 Revised</b>
<b>Motor Fuels Tax</b>				
Motor Fuels	\$1,087,640,000	\$1,107,180,000	66,147,275	\$1,173,327,275
Gasoline Inspection	15,000,000	15,450,000	(150,000)	15,300,000
Highway Use Reg.	160,000	160,000	-	160,000
Total Motor Fuel Taxes	1,102,800,000	1,122,790,000	65,997,275	1,188,787,275
Percent Change	13.10%	1.81%		5.9%
<b>Licenses and Fees</b>				
Staggered Registration	214,098,050	236,607,067	(23,667,067)	212,940,000
International Registration Plan	62,256,816	67,809,104	(1,579,104)	66,230,000
Driver Licenses	107,762,811	119,416,209	(8,376,209)	111,040,000
Truck Licenses	87,487,148	95,555,438	19,184,562	114,740,000
Other Licenses and Fees	45,115,175	47,762,182	(22,182)	47,740,000
Total License and Fees	516,720,000	567,150,000	(14,460,000)	552,690,000
Percent Change	21.04%	9.76%		-2.5%
<b>Investment Income</b>				
	8,000,000	8,000,000	-	8,000,000
Percent Change	-16.35%	0.00%		0.0%
Total Highway Fund Revenue	1,627,520,000	1,697,940,000	51,537,275	1,749,477,275
<b>Transfer from General Fund *</b>				
			17,662,725	17,662,725
Total Highway Fund Availability	\$1,627,520,000	\$1,697,940,000	\$69,200,000	\$1,767,140,000
Percent Change	15.30%	4.33%		4.1%

\* Transfer from General Fund to hold Highway Fund harmless from capping variable component of Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

# Revenue

## Highway Trust Fund

Established in 1989, the Highway Trust Fund receives support from four primary sources: 1) one-fourth of motor fuel tax collections, 2) highway use tax collections from the sales of motor vehicles in excess of the amount transferred to the General Fund, 3) title fees and various registration fee collections, and 4) interest earned from investment of the Highway Trust Fund cash balance held by the State Treasurer.

In 2005, the North Carolina General Assembly authorized an increase in the fees collected under the Highway Trust Fund. The fees were last adjusted in 1989. The certified revenue increase from the Highway Trust Fund fee package was \$13.37 million for 2005-06 and \$18.27 million for 2006-07. As of March 2006, revenue collections from the fee package were down \$34.7 million over projected collections. For the same period, motor fuel tax collections were up \$2.8 million or 1.1% of budget. The greatest decline in Highway Trust Fund revenues occurred in the highway use tax, where revenues were down \$28.3 million or 6.2% of budget. The decline in highway use tax collections resulted from slow vehicle sales.

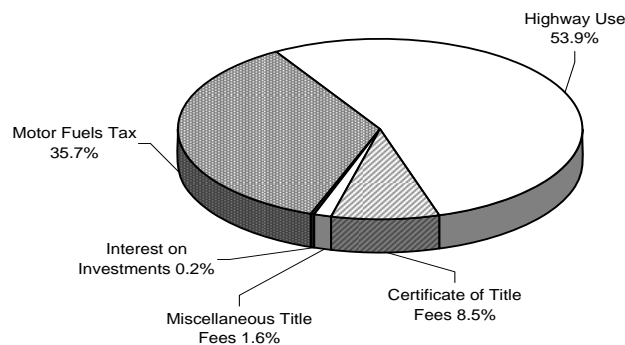
Highway Trust Fund revenue is expected to total \$1,100.6 million in 2006-07 or 3.1% less than the amount certified for 2006-07. In spite of higher fuel prices at the pump, the motor fuels tax collections are expected to increase by 6.2% due to continued fuel consumption. As a result of declining auto sales, highway use tax collections are expected to decline 8% from the previously certified amount for 2006-07. Revenues from title fees are expected to show little change. Interest on investments is expected to show a significant decline as a result of decreases in cash balances.

The transfer of \$5.8 million from the General Fund to the Highway Trust Fund is to hold the trust fund harmless from a freeze in the variable component of the excise tax on motor fuels at the January 2006 base rate.

After a reduction of \$195.2 million in transfers to the General Fund, the available balance in the Highway Trust Fund is expected to be \$1,043.1 million.

Figure 18

### Highway Trust Fund Revenue Collections 2006-07



Total excludes transfers to or from the General Fund

Table 9  
**Highway Trust Fund**  
**Recommended Budget Adjustments, 2006-07**  
**Revenue Availability**

Source	2005-06 Certified	2006-07 Certified	2006-07 Adjustments	2006-07 Revised
Motor Fuels Tax	\$362,590,000	\$369,170,000	\$21,942,425	\$391,112,425
Highway Use	611,090,000	639,810,000	-\$49,410,000	590,400,000
Certificate of Title Fees	95,801,827	101,193,164	-\$7,613,164	93,580,000
Miscellaneous Title Fees	17,248,173	19,266,836	-\$2,116,836	17,150,000
Subtotal	1,086,730,000	1,129,440,000	-37,197,575	1,092,242,425
<i>Percent Change</i>	8.95%	3.93%		-3.3%
Interest on Investments	6,500,000	6,500,000	-4,000,000	2,500,000
<i>Percent Change</i>	0.22%	0.00%		-61.5%
Total Highway Trust Fund Revenue	1,093,230,000	1,135,940,000	-41,197,575	1,094,742,425
Transfer from General Fund <sup>1</sup>	-	-	5,887,575	5,887,575
Total Highway Fund Availability	1,093,230,000	1,135,940,000	-35,310,000	1,100,630,000
<i>Percent Change</i>	8.90%	3.91%		-3.1%
Transfer to General Fund <sup>2</sup>	252,558,117	252,663,009	-195,176,407	57,486,602
Balance Available	\$840,671,883	\$883,276,991		\$1,043,143,398

<sup>1</sup> Transfer from General Fund to hold Highway Trust Fund harmless from capping variable component of Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

<sup>2</sup> Transfer required by G.S. 105-187.9 (Includes reduction of \$115 million to allow for repayment of outstanding loan balance from 2002-03).

# Recommended Appropriations

Transportation

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Highway Fund

Highway Trust Fund

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## Department of Transportation

### Overview

Funds totaling \$3.8 billion for 2006-07 are required to support North Carolina's transportation program. Approximately \$1.7 billion, or 45%, will be provided from the Highway Fund. The Highway Trust Fund will add approximately \$1.2 billion or 31% this fiscal year.

Departmental receipts will add an additional \$5 million with federal funds totaling \$890 million. The General Fund will provide \$23.5 million if required to hold the Highway Fund and Highway Trust Fund harmless from capping the variable portion of the Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

Summaries of the total transportation program showing the source of funding and activities supported appear below. Details about funding from the Highway Fund and the Highway Trust Fund follow the summary.

Table 10  
**North Carolina Transportation Program**  
**2006-07**

	Highway Fund	Highway Trust Fund	Department Receipts	Federal Funds	Total
Department of Transportation					
Administration	\$ 84,305,914	\$ 7,761,140	\$ 311,000	\$ -	\$ 92,378,054
Division of Highways					
Administration	30,632,164	23,120,989	486,112	-	54,239,265
Construction	179,189,500	1,042,162,634	-	838,880,000	2,060,232,134
Maintenance	855,127,857	-	-	-	855,127,857
Planning and Research	4,280,000	-	-	17,120,000	21,400,000
OSHA Program	425,000	-	-	-	425,000
Ferry Operations	21,264,811	-	-	-	21,264,811
State Aid					
Municipalities	94,089,500	69,881,824	-	-	163,971,324
Public Transportation	75,866,447	-	-	10,000,000	85,866,447
Airports	15,295,066	-	-	15,478,062	30,773,128
Railroads	20,299,903	-	-	-	20,299,903
Governor's Highway Safety	293,118	-	-	4,609,283	4,902,401
Division of Motor Vehicles	97,636,438	4,396,910	4,212,093	4,053,680	110,299,121
Other State Agencies	230,186,648	400,880	-	-	230,587,528
Reserves and Transfers	58,247,634	-	-	-	58,247,634
Transfer to General Fund	-	57,486,602	-	-	57,486,602
Uncommitted Trust Fund Admin.	-	10,419,021	-	-	10,419,021
Total Operating	1,767,140,000	1,215,630,000	5,009,205	890,141,025	3,877,920,230
Grand Total <sup>1</sup>	<u>\$1,767,140,000</u>	<u>\$1,215,630,000</u>	<u>\$ 5,009,205</u>	<u>\$890,141,025</u>	<u>\$ 3,877,920,230</u>

<sup>1</sup> Highway Fund total includes \$17.6 million transfer from GF to hold HF harmless from capping variable component of Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

Highway Trust Fund total includes \$5.7 million transfer from GF to HTF to hold HTF harmless from capping variable component of Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

Figure 19  
**Funding Sources**

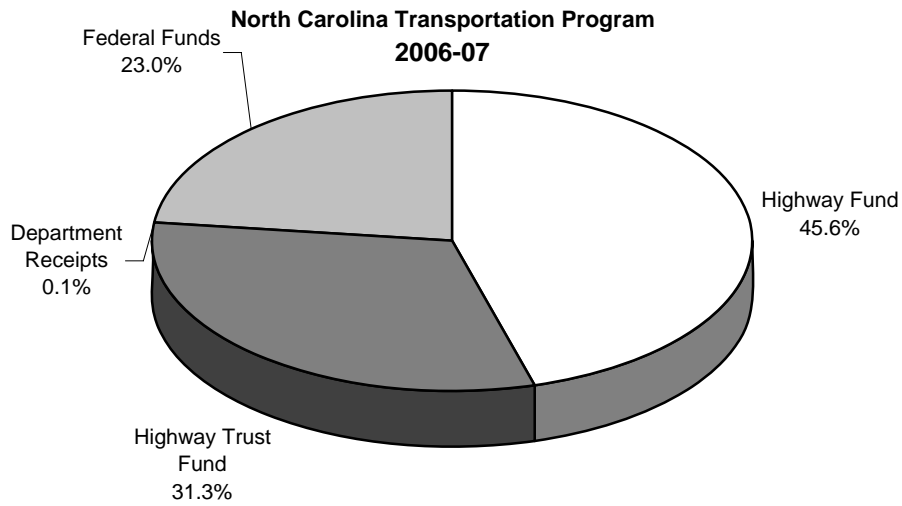
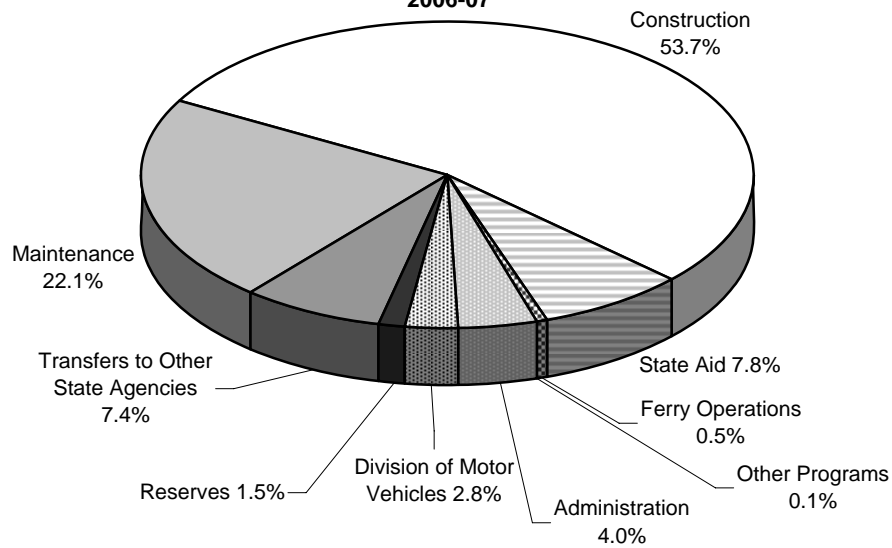


Figure 20  
**Appropriations**  
**North Carolina Transportation Program  
 2006-07**



## Highway Fund Budget Changes (84210)

### Total Appropriations and Positions

	2006-07 Certified	2006-07 Recommended	Percentage Change
Requirements	\$2,493,335,476	\$2,721,566,547	9.2 %
Receipts	<u>954,426,547</u>	<u>954,426,547</u>	0.0 %
Appropriation	<u>\$1,538,908,929</u>	<u>\$1,767,140,000</u>	14.8 %
Positions	-	-	

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## Appropriation Items -- Recommended Adjustments

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### Technical Adjustments

2006-07

#### Reserves and Transfers

##### 1. Crime Control and Public Safety

An increase is recommended in the Highway Fund appropriation to correct a continuation budget funding deficit for the Department of Crime Control and Public Safety. The Highway Fund dollars support the Highway Patrol and commercial vehicle enforcement activities.

**Appropriation      \$3,273,666**

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#### Total Recommended Technical Adjustments

##### Recurring

Requirements	\$3,273,666
Receipts	-
Appropriation	<u>\$3,273,666</u>
Number of Positions	-

##### Nonrecurring

Requirements	-
Receipts	-
Appropriation	<u>-</u>
Number of Positions	-

**Expansion**

2006-07

**Mandated Adjustments**

**1. Statutory Adjustment to Leaking Underground Storage Tank Fund**

In accordance with G.S. 105-119.18(a) and (b), an adjustment is required to the appropriation for the Leaking Underground Storage Tank Fund to bring the allocation in line with current Highway Fund revenue projections for the gasoline inspection fee.

**Appropriation (\$150,000)**

**2. Statutory Adjustment to Aid to Municipalities Allocation**

In accordance with G.S. 136-41.1, an adjustment based on the estimated gallons of motor fuel sold is necessary to bring the allocation for state aid to municipalities in line with current revenue projections.

**Appropriation \$1,439,500**

**3. Statutory Adjustment to Secondary Roads Construction Allocation**

In accordance with G.S. 136-44.2A, an adjustment based on the estimated gallons of motor fuel sold is necessary to bring the allocation for secondary roads construction in line with current revenue projections.

**Appropriation \$1,439,500**

**Maintenance**

**1. Contract Resurfacing**

Increased funds for contract resurfacing are recommended to address growing needs for highway asphalt overlays as pavement conditions continue to degrade due to increased lane mileage and vehicle miles traveled. An increase in the cost of highway construction materials has reduced the number of miles resurfaced each year.

**Appropriation \$82,853,280**

**2. System Preservation**

Funds are recommended for highway maintenance activities that preserve and extend the life of infrastructure assets, including pavements, bridges, and traffic signal systems.

**Appropriation \$57,481,289**

**Weigh Station Improvements**

**1. Automated Weigh Stations**

An appropriation is recommended to provide partial funding for weigh station improvements identified in a 2005 statewide feasibility study. The study concluded that \$97.4 million is required between 2006 and 2013 to implement the proposed recommendations.

**Appropriation -**

**Appropriation - Nonrecurring \$12,824,782**

**Small Construction**

**1. Economic Development**

Funding is recommended to restore \$28 million in nonrecurring funds approved in 2005-06 for economic development, spot safety, or transportation improvement projects. An additional \$10 million is recommended for statewide projects.

**Appropriation \$38,000,000**

**Public Transportation**

**1. Reduction in New Starts Program Funding**

It is recommended that public transportation funding for the state's New Starts program be reduced for 2006-07. The reduction is recommended in anticipation of decreased expenditures, primarily due to the delayed Triangle Transit Authority commuter rail project.

**Appropriation -**

**Appropriation - Nonrecurring (\$23,400,000)**

**2. Statewide Grant Program**

Increased state funding for public transportation is recommended to match increased federal funds provided by the latest federal transportation reauthorization bill. Federal funds cannot be utilized without committed state and/or local matching funds.

**Appropriation \$3,000,000**

**Appropriation - Nonrecurring \$2,400,000**

**3. Urban and Regional Program**

An increase is recommended for the State Maintenance Assistance Program (SWAP), which helps regional, urban, and small urban areas pay for public transportation fixed-route and dial-a-ride services that are not covered by federal funding.

**Appropriation \$2,000,000**

**4. Urban/Regional Bus and Facility Program**

An increase is recommended for the Urban/Regional Bus and Facility Program, which helps local governments match federal transit administration grants from the latest federal transportation reauthorization bill.

**Appropriation \$2,000,000**

**5. Realign Rural Program Funding**

Consolidation of public transportation funding is recommended for several small rural programs. The one resulting large rural capital program will provide greater funding flexibility, decrease total dollars by realigning fund availability with actual needs, enable leveraging of additional federal funds, and increase funds for rural operations on a recurring basis. The total public transportation funding available for rural transit is unchanged.

**Appropriation -**

**Aeronautics**

**1. Rural Airport Development**

Funding is recommended to supplement the current State Aid to Airports Program to assist rural airports with capital improvement projects.

**Appropriation \$2,000,000**

**Rail Program**

**1. Piedmont and Carolinian Operations**

Increased funds are recommended to cover the operational costs of the state-sponsored Piedmont and Carolinian passenger trains. The Piedmont provides daily passenger service from Raleigh to Charlotte. The Carolinian provides daily passenger service from Charlotte to New York.

**Appropriation      \$1,198,750**

**2. Grants to Short-Line Railroads**

Funds are recommended to continue and double the 2005-06 \$1 million nonrecurring appropriation for short-line railroad companies. The funds will be used as rehabilitation project grants to strengthen North Carolina's short-line infrastructure.

**Appropriation      \$2,000,000**

**Division of Motor Vehicles**

**1. Driver License Mobile Units**

Funding is recommended to purchase two additional driver license mobile units. As recommended in a 2005 performance audit, the mobile units provide licensing and vehicle registration services to areas of the state where population and transaction volumes do not warrant full-time offices and where the use of one-person offices creates a security risk.

**Appropriation      \$69,000**

**Appropriation - Nonrecurring      \$391,000**

**2. License Plate Recall**

Funds are recommended to replace old license plates that are in poor condition and that often provide limited visibility to law enforcers. License plates were last recalled in 1990. A continuous license plate recall system is also recommended.

**Appropriation      \$889,971**

**Appropriation - Nonrecurring      \$338,330**

**3. Customer Traffic Management System**

Funds are recommended to install automated queuing systems in 32 additional driver license offices throughout the state. The systems allow for improved customer service to citizens and have already been installed in 27 high-volume driver license offices.

**Appropriation      \$32,000**

**Appropriation - Nonrecurring      \$448,000**

**Information Technology**

**1. Department of Transportation Information Technology Requests**

A Highway Fund appropriation is requested for the following information technology projects that have been reviewed and approved by the State CIO.

**1. Server Consolidation**

Consolidating and replacing existing servers with larger-capacity servers is recommended for more economical operations and management. A number of the existing servers are no longer under warranty, and some have older versions of operating systems that are no longer under vendor support.

1,000,000

**2. Microsoft Office Enterprise Agreement**

Funding is recommended to replace MS Office 97, the current department standard, with a newer version to facilitate consistency with external customers and partners.

1,500,000

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**Appropriation      \$2,500,000**

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**Reserves and Transfers**

**1. Salary Increase**

Funds are recommended to provide a 4% recurring salary increase for all employees in the Department of Transportation and other state agencies whose positions are paid from the Highway Fund.

**Appropriation      \$19,500,000**

**2. Retirement System Contributions**

Funding is recommended for a 3.7% cost-of-living adjustment (COLA) for retirees of the Teachers' and State Employees' Retirement System.

**Appropriation      \$2,500,000**

**3. Salary Adjustment Reserve**

Increased funding is recommended for the salary adjustment reserve for the Department of Transportation to implement mandated career bandings and other range revisions as directed by the Office of State Personnel.

**Appropriation      \$1,000,000**

**4. Adjust Driver Education Funding**

An increase is recommended in the Highway Fund appropriation transferred to the Department of Public Instruction for driver education to allow for a projected increase in Average Daily Membership (ADM) in the ninth grade for 2006-07.

**Appropriation      \$457,971**

**5. State Highway Patrol**

Highway Fund appropriations are recommended to fund the following State Highway Patrol requests:

1. Shift Temporary Positions to Permanent Positions

Replace 17 temporary State Highway Patrol employees with permanent employees. This change will eliminate the need for temporary employee training and improve performance and efficiency as employee competencies grow.

552,501

2. VIPER Support Personnel

Provide two additional personnel to support and maintain the Voice Interoperable Communications Plan for Emergency Responders (VIPER) infrastructure.

144,058

3. VIPER Network Expansion

Continue the expansion of the VIPER voice radio network for public safety agencies.

-

4. Additional Troopers

Establish ten additional State Trooper positions for assignment to areas with the highest volumes of service calls. Licensed drivers have increased 26.5% since 1994, but trooper positions have increased by only 6.9%.

547,163

**Appropriation \$1,243,722**

1. VIPER Support Personnel

64,834

2. VIPER Network Expansion

10,000,000

3. Additional Troopers

435,476

**Appropriation - Nonrecurring \$10,500,310**

**Total Recommended Expansion**

**Recurring**

Requirements \$221,454,983

Receipts -

Appropriation \$221,454,983

Number of Positions -

**Nonrecurring**

Requirements \$3,502,422

Receipts -

Appropriation \$3,502,422

Number of Positions -

**Total Recommended Adjustments for  
 Highway Fund Budget Changes  
 2006-07**

**Recurring**

Requirements	\$224,728,649
Receipts	-
	-
Appropriation	\$224,728,649
Number of Positions	-

**Nonrecurring**

Requirements	\$3,502,422
Receipts	-
	-
Appropriation	\$3,502,422
Number of Positions	-

Table 11  
**Condition of the Highway Fund**  
**2006-07**

	<b>2005-06 Appropriated</b>	<b>2006-07 Authorized</b>	<b>Net Changes Recommended</b>	<b>2006-07 Recommended</b>
<b>Availability</b>				
Beginning Credit Balance				
Appropriation Reversions	\$ 10,490,000	\$ -	\$ -	\$ -
Overrealized Revenue	-	-	-	-
Subtotal	10,490,000	-	-	-
Transfer from General Fund <sup>1</sup>	-	-	17,662,725	17,662,725
State Highway Fund Revenue	1,627,520,000	1,697,940,000	51,537,275	1,749,477,275
Total Availability	1,638,010,000	1,697,940,000	69,200,000	1,767,140,000
<b>Expenditures and Commitments</b>				
Expended and Reserved	1,638,010,000	1,538,908,929	228,231,071	1,767,140,000
Ending Credit Balance	\$ -	\$ 159,031,071	\$ (159,031,071)	\$ -

<sup>1</sup> Transfer being made to hold HF harmless from capping variable component of Motor Fuels Tax @1-1-06 rate for 2006-07.

Table 12

## Changes to the Highway Fund Budget FY 2006-07

	2005-06 Appropriated	2006-07 Authorized	Recommende d	2006-07 Recommended
DOT-General Administration	\$ 82,254,119	\$ 81,805,914	\$ 2,500,000	\$ 84,305,914
Highway Division Administration	30,621,612	30,632,164	-	30,632,164
Federal Aid Match - Planning and Research	4,280,000	4,280,000	-	4,280,000
<b>Construction Program</b>				
State Secondary System	91,910,000	92,650,000	1,439,500	94,089,500
State Urban System	14,000,000	14,000,000	-	14,000,000
Discretionary Funds	15,000,000	15,000,000	-	15,000,000
Spot Safety Improvements	9,100,000	9,100,000	-	9,100,000
Access and Public Service Roads	2,000,000	2,000,000	-	2,000,000
Small Urban Const.	35,000,000	7,000,000	38,000,000	45,000,000
Total Construction Program	167,010,000	139,750,000	39,439,500	179,189,500
<b>Maintenance Program</b>				
Primary System	124,750,498	124,750,498	-	124,750,498
Secondary System	214,243,652	214,243,652	-	214,243,652
Urban System	40,079,682	40,079,682	-	40,079,682
Contract Resurfacing	186,208,316	186,208,316	82,853,280	269,061,596
System Preservation	-	-	57,481,289	57,481,289
General Maintenance Reserve	239,432,391	149,511,140	-	149,511,140
Total Maintenance Program	804,714,539	714,793,288	140,334,569	855,127,857
<b>Ferry Operations</b>				
State Aid to Municipalities	21,264,811	21,264,811	-	21,264,811
State Aid to Railroads	91,910,000	92,650,000	1,439,500	94,089,500
State Aid to Public Transportation	17,308,153	17,101,153	3,198,750	20,299,903
Airports	66,466,447	89,866,447	(14,000,000)	75,866,447
Asphalt Plant Cleanup	11,634,198	13,295,066	2,000,000	15,295,066
Governor's Highway Safety Program	425,000	425,000	-	425,000
Division of Motor Vehicles	293,118	293,118	-	293,118
Total Department of Transportation	96,047,914	95,468,137	2,168,301	97,636,438
Total Department of Transportation	1,394,229,911	1,301,625,098	177,080,620	1,478,705,718
<b>Transfers to Other State Agencies</b>				
Agriculture	4,115,930	4,234,921	-	4,234,921
Revenue	4,873,784	4,877,766	-	4,877,766
State Treasurer	-	-	-	-
Public Instruction-Driver Education	31,867,200	32,059,200	457,971	32,517,171
CCPS - Highway Patrol	175,534,211	166,804,276	15,017,698	181,821,974
DENR - LUST Trust Fund	6,010,286	6,337,313	(150,000)	6,187,313
DHHS - Chemical Test	546,826	547,503	-	547,503
Total-Other State Agencies	222,948,237	214,860,979	15,325,669	230,186,648
<b>Reserves and Transfers</b>				
Salary Adjustment	650,000	650,000	1,000,000	1,650,000
Minority Contractor Development	150,000	150,000	-	150,000
State Fire Protection Grant	150,000	150,000	-	150,000
Stormwater Discharge Permit	500,000	500,000	-	500,000
Weigh Station Improvments	-	-	12,824,782	12,824,782
Reserve for Visitor's Centers	400,000	400,000	-	400,000
Global Transpark	1,600,000	1,600,000	-	1,600,000
Reserve for Legislative Increase	10,364,000	10,364,000	19,500,000	29,864,000
Reserve for Health Insurance Adjustment	5,070,000	6,661,000	-	6,661,000
Reserve for Disability Income Plan	13,500	13,500	-	13,500
State Employee Reserve	842,658	842,658	-	842,658
Employer's Contribution to Retirement	1,037,494	1,037,494	2,500,000	3,537,494
Employer's Contribution to Death Benefit	54,200	54,200	-	54,200
Total Reserves	20,831,852	22,422,852	35,824,782	58,247,634
Total Current Operations	1,638,010,000	1,538,908,929	228,231,071	1,767,140,000
Capital Improvements	-	-	-	-
Total Highway Fund Appropriation	<u>\$ 1,638,010,000</u>	<u>\$ 1,538,908,929</u>	<u>\$ 228,231,071</u>	<u>\$ 1,767,140,000</u>

## Highway Trust Fund Budget Changes (84290)

### Total Appropriations and Positions

	2006-07 Certified	2006-07 Recommended	Percentage Change
Requirements	\$1,135,940,000	\$1,215,630,000	7.0 %
Receipts	-	-	
Appropriation	<u>\$1,135,940,000</u>	<u>\$1,215,630,000</u>	7.0 %
Positions	-	-	

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## Appropriation Items -- Recommended Adjustments

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### Reductions

2006-07

#### 1. Transfer of Funds to the General Fund

An adjustment consistent with statutory formulas is recommended to the funds previously appropriated to be transferred to the General Fund to reflect revised revenue estimates for the Highway Trust Fund for 2006-07.

**Appropriation (\$176,407)**

#### 2. Reduction in Transfer of Additional Funds to the General Fund

It is recommended that the transfer of an additional \$80 million to the General Fund be restored to the Highway Trust Fund for 2006-07. The transfer was implemented as an effort to recover a portion of the loss of sales tax revenue on motor vehicles realized by the General Fund. The loss of revenue started when the Highway Trust Fund was created in 1989.

**Appropriation - Nonrecurring (\$80,000,000)**

#### 3. Reduce Transfer to General Fund to Allow for Loan Repayment

It is recommended that the transfer from the Highway Trust to the General Fund authorized by G.S. 105-187.9 be reduced by \$115 million for 2006-07. The \$115 million represents the outstanding balance on the \$125 million loan made from the Highway Trust Fund to the General Fund in 2002-03.

**Appropriation - Nonrecurring (\$115,000,000)**

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**Total Recommended Reductions**

**Recurring**

Requirements	(\$176,407)
Receipts	-
	(\$176,407)
Appropriation	(\$176,407)
Number of Positions	-

**Nonrecurring**

Requirements	(\$195,000,000)
Receipts	-
	(\$195,000,000)
Appropriation	(\$195,000,000)
Number of Positions	-

**Expansion** 2006-07

**1. Funds for Intrastate System**

An adjustment consistent with statutory formulas is recommended to the previous appropriation for the Intrastate System. This adjustment reflects the impact of an \$80 million reduction in the transfer to the General Fund, repayment of outstanding loan balance of \$115 million from the General Fund, and revised revenue estimates for the Highway Trust Fund for 2006-07.

**Appropriation \$169,102,879**

**2. Funds for Urban Loops**

An adjustment consistent with statutory formulas is recommended to the previous appropriation for Urban Loops Construction. This adjustment reflects the impact of an \$80 million reduction in the transfer to the General Fund, repayment of outstanding loan balance of \$115 million from the General Fund, and revised revenue estimates for the Highway Trust Fund for 2006-07.

**Appropriation \$68,378,162**

**3. Funds for Aid to Municipalities**

An adjustment consistent with statutory formulas is recommended to the previous appropriation for State Aid to Municipalities (Powell Bill). This adjustment reflects the impact of an \$80 million reduction in the transfer to the General Fund, repayment of outstanding loan balance of \$115 million from the General Fund, and revised revenue estimates for the Highway Trust Fund for 2006-07.

**Appropriation \$17,742,836**

**4. Funds for Secondary Roads Construction**

An adjustment consistent with statutory formulas is recommended to the previous appropriation for Secondary Roads Construction. This adjustment reflects the impact of an \$80 million reduction in the transfer to the General Fund, repayment of outstanding loan balance of \$115 million from the General Fund, and revised revenue estimates for the Highway Trust Fund for 2006-07.

**Appropriation \$16,462,310**

**5. Funds for Program Administration**

An adjustment consistent with statutory formulas is recommended to the funds previously appropriated for Highway Trust Fund Administration. This adjustment reflects the impact of an \$80 million reduction in the transfer to the General Fund, repayment of outstanding loan balance of \$115 million from the General Fund, and revised revenue estimates for the Highway Trust Fund 2006-07.

**Appropriation \$3,180,220**

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**Total Recommended Expansion**

**Recurring**

Requirements \$274,866,407

Receipts -

---

Appropriation \$274,866,407

Number of Positions -

**Nonrecurring**

Requirements -

Receipts -

---

Appropriation -

Number of Positions -

**Total Recommended Adjustments for  
Highway Trust Fund Budget Changes  
2006-07**

**Recurring**

Requirements	\$274,690,000
Receipts	-
	<hr/>
Appropriation	\$274,690,000
Number of Positions	-

**Nonrecurring**

Requirements	(\$195,000,000)
Receipts	-
	<hr/>
Appropriation	(\$195,000,000)
Number of Positions	-

Table 13  
**Condition of the Highway Trust Fund**  
2006-07

	2005-06 Appropriated	2006-07 Authorized	Net Changes Recommended	2006-07 Recommended
<b>Availability</b>				
Beginning Credit Balance				
Appropriation Reserves	\$ -	\$ -	\$ -	\$ -
Highway Trust Fund Revenue	1,093,230,000	1,135,940,000	(41,197,575)	1,094,742,425
Transfer from General Fund <sup>1</sup>	-	-	5,887,575	5,887,575
Total Availability	\$ 1,093,230,000	\$ 1,135,940,000	\$ (35,310,000)	\$ 1,100,630,000
<b>Expenditures and Commitments</b>				
Expended and Reserved	840,671,883	883,276,991	159,866,407	1,043,143,398
Transfer to General Fund <sup>2</sup>	252,558,117	252,663,009	(195,176,407)	57,486,602
Total Expenditures and Commitments	\$ 1,093,230,000	\$ 1,135,940,000	\$ (35,310,000)	\$ 1,100,630,000
Ending Credit Balance	\$ -	\$ -	\$ -	\$ -

<sup>1</sup>Transfer being made to hold HTF harmless from capping variable component of Motor Fuels Tax at the January 1, 2006 rate for 2006-07.

<sup>2</sup>Transfer required by G.S. 105-187.9 (includes reduction of \$115 million to allow for repayment of outstanding loan balance from 2002-03).

Table 14  
**Recommended Highway Trust Fund Appropriations**  
2006-07

	2005-06 Appropriated	2006-07 Authorized	Net Changes Recommended	2006-07 Recommended
<b>Department of Transportation</b>				
Maximum Allowance for Administration	\$ 41,295,740	\$ 42,918,720	\$ 3,180,220	\$ 46,098,940
<b>Construction Allocation</b>				
Intrastate System	472,112,366	496,924,658	169,102,879	666,027,537
Urban Loop System	190,902,579	200,935,637	68,378,162	269,313,799
Secondary Roads	86,825,599	90,358,988	16,462,310	106,821,298
State Aid to Municipalities	49,535,599	52,138,988	17,742,836	69,881,824
Transfer to the General Fund <sup>1</sup>	252,558,117	252,663,009	(195,176,407)	57,486,602
Total Highway Trust Fund	\$ 1,093,230,000	\$ 1,135,940,000	\$ 79,690,000	\$ 1,215,630,000

<sup>1</sup>Transfer required by G.S. 105-187.9 (includes reduction of \$115 million to allow for repayment of outstanding loan balance from 2002-03).

NOTICE OF A COMBINED PUBLIC HEARING FOR THE  
WIDENING OF NC 86 (SOUTH COLUMBIA STREET) FROM SR 1906  
(PUREFOY ROAD) TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL

WBS No. 34762.1.1

U-0624

Orange County

The North Carolina Department of Transportation will hold an Open House Combined Public Hearing on June 27, 2006 in the Cafeteria of Grey Culbreth Middle School, 225 Culbreth Road, Chapel Hill, NC 27516.

Department of Transportation representatives will be available in an informal setting between the hours of 4:30 p.m. and 7:30 p.m. to answer questions and receive comments relative to the project. The opportunity to submit written comments or questions will also be provided. Interested citizens may attend at any time during the above mentioned hours. This project is federally funded.

The purpose of this hearing is to present information, answer questions, and receive comments regarding the widening of NC 86 (South Columbia Street) in Chapel Hill. The existing two-lane roadway will be upgraded from SR 1906 (Purefoy Road) to SR 1902 (Manning Drive). The project calls for a three-lane section. This project will provide facilities for bicyclists and pedestrians along this section of NC 86.

A map setting forth the proposed transportation improvements for the project and a copy of the environmental document- Environmental Assessment (EA) and Programmatic Section 4(f) Evaluation - are available for public review at the Town of Chapel Hill, Town Hall, 3<sup>rd</sup> Floor-Engineering Department, 405 Martin Luther King, Jr. Boulevard, Chapel Hill, 27514 and at the NCDOT District Engineer's Office located at 127 East Crescent Square Drive, Graham, 27253.

Anyone desiring additional information may contact Jamille Robbins, NCDOT-Human Environment Unit at 1583 Mail Service Center, Raleigh, NC 27699, phone (919) 715-1595, or email [jarobbins@dot.state.nc.us](mailto:jarobbins@dot.state.nc.us). Additional material may be submitted for a period of 15 days from the date of the hearing.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this hearing. Anyone requiring special services should contact Mr. Robbins as early as possible so that arrangements can be made.




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 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
 

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**Member Governments**

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

May 4, 2006

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

RE: Durham Highway Trust Fund Loop Projects: East End Connector (U-71), US 70 (U-4720), Northern Durham Parkway (U-4721)

Dear Secretary Tippet:

Thank you for your letter of February 16, 2006, whereby you respond to our requests for fully funding the construction of the East End Connector (U-71) in the FY 2007-2013 TIP and initiating the planning studies for TIP projects U-4720 (US 70 between Lynn Road and the proposed Northern Durham Parkway) and U-4721 (Northern Durham Parkway between US 70 and Roxboro Road) (letters dated January 31 and January 19, 2006, respectively). We understand the financial constraints faced by NCDOT but are disappointed by the prospect of NCDOT not fully funding the East End Connector in the 2007-2013 TIP.

We recognize that there are other Loop projects in the State competing for limited financial resources and that difficult decisions must be made in allocating these scarce resources. However, the need for constructing the East End Connector has been clearly demonstrated and the time for funding this project has long since passed. Over \$2.4 billion has been spent on Loop projects in Charlotte, Greensboro, Raleigh, and Wilmington (\$3 million has been spent for planning Loop projects in Durham). Nearly \$1.4 billion is programmed in the FY 2006-2012 TIP for Loop projects in nine cities in North Carolina (only \$20 million of this is programmed for the East End Connector). Sufficient funds are available to fully fund the construction of the East End Connector in the FY 2007-2013. All that remains is the decision by NCDOT to do so. Fully funding the East End Connector in the 2007-2013 TIP is simply the right and fair thing to do.

We are also disappointed in your reluctance to initiate the planning and environmental studies for the US 70 corridor (U-4720) and the Northern Durham Parkway (U-4721) and your suggestion that the MPO allocate limited STP DA




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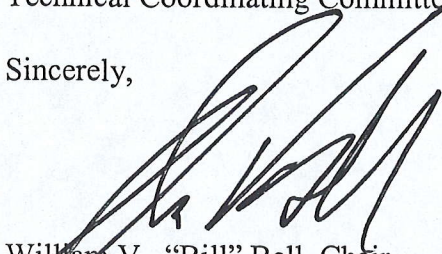
**Member Governments**

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

funds and request that the City of Durham assume responsibility for these studies. Both of these projects are designated in the State's Strategic Highway Corridor Plan and are eligible for funding as Loop projects from the Highway Trust Fund. As such, these are projects of Statewide significance for which the NCDOT should assume responsibility. Both of these projects are located in rapidly growing areas of the Triangle. It is vital that the planning process for these projects begins soon to ensure that development and transportation improvements occur in a coordinated, well-planned manner. Therefore, we respectfully request again that NCDOT provide funding in the FY 2007-2013 TIP to begin the planning for the US 70 Corridor (U-4720) and the Northern Durham Parkway (U-4721) in FY 2007 for completion at the earliest possible date.

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

Sincerely,



William V. "Bill" Bell, Chair  
 Durham-Chapel Hill-Carrboro MPO  
 Transportation Advisory Committee

Cc: DCHC MPO TAC Members

Doug Galyon, NC Board of Transportation  
 Ken Spaulding, NC Board of Transportation  
 Nina Szlosberg, NC Board of Transportation  
 Len Sanderson, State Highway Administrator  
 Calvin Leggett, Manager, Program Development Branch  
 Greg Thorpe, Director, Project Development and Environmental Analysis  
 Jon Nance, Division Engineer  
 Mike Bruff, Manager, Transportation Planning Branch  
 Mark Ahrendsen, Transportation Manager, Chair DCHC MPO TCC  
 Felix Nwoko, Transportation Planning Manager, DCHC MPO



# News & Notes

on *Safe Routes to School Program*



June 2006

## NC Moves Ahead with Safe Routes to School

Theresa (Terry) Canales, statewide coordinator for Safe Routes to School in North Carolina, just completed her national certification as a Safe Routes to School facilitator. As a Professional Engineer, Terry will bring much-needed engineering perspective on infrastructure changes to create a safer environment for walking and biking to school.

She is also hard at working creating NC's Safe Routes to School Program, including setting up the funding and application processes and training for additional facilitators so more schools can be involved.

Terry can be reached in Raleigh at 919.733.2520 or [rcanales@dot.state.nc.us](mailto:rcanales@dot.state.nc.us).

## SC Holds SRTS Workshop and Trains Facilitators

The South Carolina Coalition for Promoting Physical Activity worked with Partners for Active Living in Spartanburg, SC to present a Safe Routes to School Workshop for Arcadia Elementary School in Spartanburg on May 9<sup>th</sup>. The 5-hour workshop educated local participants about SRTS and helped them develop options for making it safer for more children to bike or walk to Arcadia. Judi Wallace and Mark Fenton were the co-presenters. This school is somewhat unusual these days because 75% of its students live within 1.5 miles of the school yet have to be bused right now because of the busy highway in front of the school. Participants came up with an array of ideas for the 4 E's--Engineering, Education, Encouragement, Enforcement—most of which would not require large amounts of money.

The school workshop was part of three days of facilitator training for engineers, educators, health advocates, and other representatives from across South Carolina. After completing the training, these facilitators can assist with workshops at elementary and middle schools throughout the state.

## Winston-Salem Developing a Pilot Project for SRTS

At a meeting of the School Health Alliance this spring Superintendent Don Martin of the Winston-Salem/Forsyth County Schools agreed to ask for volunteers at a principals' meeting to participate in a SRTS pilot program, and two principals volunteered. Research is underway about possible funding and how to structure the pilot project for effective results with students and also for research data that will help with future planning in Forsyth County and other school systems across the state. Lynne Mitchell with the Forsyth County Health Dept. and Dr. Jane Foy, chair of the School Health Alliance, have been working with Judi Wallace to develop the pilot project. Final structure of the project hinges on the state's requirements and processes for funding grants.

Welcome to the third issue of SRTS **News & Notes** to keep people up to date on the progress of *Safe Routes to School* programs in North Carolina and beyond. This complimentary newsletter comes courtesy of Wallace Consulting & Training, Inc.

### In This Issue....

- NC Moves Ahead with Safe Routes to School
- SC Holds SRTS Workshop and Trains Facilitators
- Winston-Salem Developing a Pilot Project for SRTS
- Greensboro Also Working on Pilot Program
- How to Start SRTS in Your Community
- SRTS Funding
- Journal of Children, Youth & Environments
- Website Resources
- What Is *Safe Routes to School*?
- Please Send Us....

Editor: Judi Lawson Wallace

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Designer: Denny Forbes

This newsletter is published periodically by **Wallace Consulting & Training, Inc.** Specializing in bicycle & pedestrian issues

PO Box 15022

Winston-Salem, NC 27113-0022

336.768.3339



## Greensboro Also Working on Pilot Program

The City of Greensboro Department of Transportation (GDOT) has initiated a pilot program to improve safety and access for walking and bicycling to schools in cooperation with the Guilford County Public School System and in coordination with NCDOT and the Greensboro Police Department. Jesse Day of TransTech Management, a Greensboro-based consulting firm, has been working with GDOT to gather data from each of the six schools identified for the pilot program. All six schools already have a significant number of students who currently bike or walk to school. These schools also would likely need only short-term, cost-effective improvements to improve walking and cycling conditions.

## SRTS Funding

During a recent website conference, Tim Arnade—program manager for Safe Routes to School in the Federal Highway Administration—talked about how the new SRTS funding will work to help reduce air pollution and fuel consumption. The SRTS program is aimed at grades K-8, with funds apportioned to the states based on enrollments in elementary and middle schools. The SRTS program requires that 70-90% of funds be used for infrastructure improvements for planning, design, and construction within 2 miles of an elementary or middle school. The remaining 10-30% of the funds must be used for non-infrastructure purposes such as encouragement (publicity), education, enforcement, training volunteers, or funding positions for managers of SRTS programs among other things. What is different about this funding is that nonprofit organizations may apply for funds along with state, local, and regional governmental agencies. Stay tuned for more information as regulations and processes develop.

## Journal of *Children, Youth & Environments*

This journal from the University of Colorado includes articles on children and mobility from studies around the world, including one on walking school buses. The website-- [http://www.colorado.edu/journals/cye/16\\_1/index.htm](http://www.colorado.edu/journals/cye/16_1/index.htm)--allows you to view the articles but asks that you make a donation to help fund the site if you download or print articles. Here are some of the topics related to children's freedom of movement from the current issue:

Increasing Children's Freedom of Movement- Introduction; *Lia Karsten and Willem van Vliet*

Johnny Walks to School-Does Jane? Examining Sex Differences in Children's Active Travel to School; *Tracy McMillan, Kristen Day, Marlon Boarnet, Mariela Alfonso and Craig Anderson*

Home Zones in the UK: History, Policy and Impact on Children and Youth; *Tim Gill*

Health Benefits of Walking School Buses in Auckland, New Zealand: Perceptions of Children and Adults; *Pat M. Newell and Robin A. Kearns*

Fun, Fast and Fit: Influences and Motivators for Teenagers Who Cycle to School; *Arthur F. Orsini and Catherine O'Brien*

### Research Notes

Activity Patterns of Children and Youth in Ghent, Belgium; *Frank Witlox and Hans Tindemans*

Children in the City: Reclaiming the Street; *Lia Karsten and Willem van Vliet--*

### Reports from the Field

Safe Routes to School; *Deborah A. Hubsmith*

The Mayor's School Cycle Parking Program in London; *Cycling Center*

## How to Start SRTS in Your Community

You don't need special skills to start *Safe Routes to School* in your community. You just need concern for children's health and the enthusiasm to pull together the right people to make things happen. It helps to find a knowledgeable advocate in the school system or local government who can identify the people to be invited and serve as the coordinator. A government agency or nonprofit can apply for funding to cover the costs of the initial workshops and materials needed. The most effective groups include representatives from schools, parents, planning, engineering, parks/recreation, health, law enforcement, neighbors, and local advocacy groups such as bicycle clubs, walking groups, or bike shops. If you have questions or want more information, email [judiwallace@triad.rr.com](mailto:judiwallace@triad.rr.com) or call 336.768.3339.

## Website Resources

- The Pedestrian and Bicycle Information Center (PBIC) has created a website—[www.saferoutesinfo.org](http://www.saferoutesinfo.org)--just for *Safe Routes to School*.
- The Federal Highway Administration is working constantly to update its website as it releases new memoranda and other guidance to help local areas with creating a Safe Routes to School Program. Check out what is available: <http://safety.fhwa.dot.gov/saferoutes/srtsguidance.htm>.

## What Is *Safe Routes to School*?

*Safe Routes to School* (SRTS) is a national program that informs and encourages schools, planners, transportation professionals, safety organizations, parents, and others to work on improving routes around schools and starting programs that will enable more children to walk and bike to school safely. *Safe Routes to School* covers education, enforcement, and encouragement in addition to looking at possible engineering solutions.

This program, developed by the Pedestrian & Bicycle Information Center at the North Carolina Highway Safety Research Center, was funded by the Centers for Disease Control, the Federal Highway Administration, the Environmental Protection Agency, and the National Highway Transportation Safety Administration.

The impetus for this program derives from several health and transportation issues:

1. The increase in childhood obesity and early on-set diabetes, among other health issues.
2. The low levels of physical activity for most children. In NC most public school children receive only 30 minutes of physical education a week, yet children need 60 minutes of exercise daily.
3. Increased air pollution around schools because of traffic congestion with so many parents driving their kids to school, not to mention an overall decrease in air quality.
4. Increasing instances of hazard busing, where kids who live within walking distance are bussed because of hazardous road conditions.

This program originated in Denmark, which was cited in the 1970s as having the highest child pedestrian fatality rate of any country in Europe. Initially begun in the city of Odense, community leaders identified specific road dangers and took steps to create a safer walking environment for children. In 10 years, the country saw an 80% reduction in bicycle and pedestrian casualties among children, leading Denmark to establish the first national SRTS program. In the 1990s the program spread to the United Kingdom and Canada. The first program in the United States was in the Bronx in New York City.



***Today's children may be the first generation in 100 years with a shorter life expectancy than their parents.***

## Please Send Us...

...your thoughts, questions, ideas so that we can all work together to get SRTS underway in our communities. And by all means, let us know what is happening in your community. We would like to include updates in future issues of **News & Notes**.

To remove your name from our mailing list, please email [admin765@triad.rr.com](mailto:admin765@triad.rr.com) with "Unsubscribe" in the subject line.

Questions or comments? E-mail us at [judiwallace@triad.rr.com](mailto:judiwallace@triad.rr.com) or call 336.768.3339.

# *fit*community

## **What is Fit Community?**

Fit Community is a recognition and grant program that awards cities, towns and counties for creating environments that actively support healthy living through adoption and implementation of nutrition, physical activity, and tobacco-free policies. It is a program of Fit Together, the state's comprehensive overweight/obesity prevention campaign.

## **What does it mean to my community?**

A Fit Community provides an environment that encourages its residents to adopt and sustain health-promoting behaviors as part of a long-term commitment to lifestyle change.

## **Who are the sponsors of this program?**

The Fit Community program is sponsored through a public-private partnership of Blue Cross and Blue Shield of North Carolina (BCBSNC) and the NC Health and Wellness Trust Fund (HWTF).

## **Why did communities apply?**

A Fit Community award is public acknowledgement of a town's livability and commitment to improving the quality of life for its residents. The designation can help boost economic development, promote tourism, and serve as an excellent recruitment tool for Chambers of Commerce and area realtors. It can also strengthen a municipality's eligibility for other grants and federal programs.

## **Which North Carolina communities won the Fit Community designation?**

There are eight Fit Together designees: City of Asheville, Town of Chapel Hill, Town of Cramerton, City of Durham, City of Greensboro, City of Mount Airy, Town of Oak Island, and City of Wilmington. Pitt County received an honorable mention.

## **What does the community receive if chosen for the Fit Community designation?**

- Highway signage for the entrance to the community
- A formal plaque to be hung in the Mayor's office
- Recognition on the Fit Together Web site, [www.fittogethernc.org](http://www.fittogethernc.org)
- Use of the Fit Community designation logo for all municipality communications
- Eligibility to apply for Fit Community grants



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## Frequently Asked Questions about Fit Together

### What kind of information can be found at [www.FitTogetherNC.org](http://www.FitTogetherNC.org)?

FitTogetherNC.org links North Carolinians to tools and resources for healthier weights and lifestyles. The Web site's viewer-friendly home page is divided into two components: "You & Your Family" and "You & Your Community." The "You & Your Family" section allows users to calculate a Body Mass Index (BMI) test, find medical and physical activity resources in specific communities, and take a personal health assessment. In the "You & Your Community" section, viewers can learn about the status of physical education and nutrition policies in local schools and see real examples of North Carolina communities that have made significant changes in their schools, workplaces or neighborhoods.

### How is Fit Together different from other national and state obesity prevention initiatives?

Fit Together recognizes that addressing North Carolina's overweight and obesity crisis requires an individual and community approach. *Individuals* have to make a commitment to adopt healthy lifestyles. To encourage this commitment, *communities* can play an important role in supporting the efforts of individuals by providing opportunities to get fit and stay fit. Fit Together's Web site, [www.FitTogetherNC.org](http://www.FitTogetherNC.org), provides tools for individuals and for communities. For example, parents can access information about their children's public school's physical education and nutrition policies; and with the help of North Carolina's physicians and pediatricians, the Web site offers them an easy way to measure the health status of their children and themselves.

### What is the research basis for Fit Together's approach?

Fit Together recognizes the limited value of promotion efforts that focus exclusively on educating the individual about the benefits of a healthy lifestyle. Instead, Fit Together adopts the wisdom articulated by a statewide summit of experts who, in 2002, concluded that "comprehensive efforts to change health behavior must foster supportive policies as well as social and physical environments that encourage healthy lifestyles." The resulting *Eat Smart, Move More...North Carolina* blueprints call for improving the health of our communities through policy and environmental change. This community-based approach was lauded by national experts, such as William H. Dietz, M.D., Ph.D., the Director of the Division of Nutrition and Physical Activity, Centers for Disease Control and Prevention: "*North Carolina is one of our nation's leaders in developing an initiative to move communities to adopt healthy eating and physical activity policy and environmental changes in an effort to prevent and combat rising trends in obesity and other chronic diseases.*"

### Are other health organizations involved in the planning and execution of Fit Together?

Fit Together's sponsors, the NC Health and Wellness Trust Fund and Blue Cross and Blue Shield of North Carolina, have developed the statewide obesity prevention initiative with input from the NC Academy of Family Physicians, the NC Pediatric Society, Duke University Medical Center and the Brody School of Medicine at East Carolina University. Lessons learned from obesity prevention programs across the state will be captured by experts from Brody School of Medicine at East Carolina University and converted into "best practices" providing practical guidance for civic, school and business leaders across North Carolina who are motivated to improve the health of their communities. A Personal Health Assessment tool is available on the Web site for individuals to measure their health and their family's health, made possible by the NC Academy of Family Physicians and the NC Pediatric Society.



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FOR IMMEDIATE RELEASE  
May 10, 2006

Contact: **Alison K. McLaurin** **Mark Stinneford**  
**HWTF** **BCBSNC**  
**(919) 733-4009** **(919) 765-3745**  
**(919) 649-8002 (c)** **(919) 906-7934 (c)**

**North Carolina's Top Towns Awarded for Healthy Living**  
*Leading N.C. communities receive Fit Community designations  
and more than \$1 million in healthy lifestyle grants*

**RALEIGH, N.C.** – Today, Fit Together named eight North Carolina cities and towns as a Fit Community, a new statewide designation at a ceremony held at Exploris Museum. The Fit Community designation recognizes North Carolina communities that have excelled in promoting healthier lifestyles among their residents.

Fit Together is the statewide initiative by Blue Cross and Blue Shield of North Carolina (BCBSNC) and the N.C. Health and Wellness Trust Fund (HWTF) to combat obesity and overweight. Lt. Gov. Bev Perdue, chair of the HWTF, and Bob Greczyn, president and CEO of BCBSNC, presented the awards.

The following communities received the first-ever Fit Community designations: City of Asheville, Town of Chapel Hill, Town of Cramerton, City of Durham, City of Greensboro, City of Mount Airy, Town of Oak Island and the City of Wilmington. Pitt County received an Honorable Mention.

Fit Together launched the Fit Community program in 2005 to reward communities for supporting healthy eating, physical activity and tobacco-free living through policy and community infrastructure. All North Carolina municipalities and counties were eligible for the Fit Community designation and nearly fifty communities applied. Applications were judged based upon objective criteria collected from peer-reviewed studies and national programs, and the selection process was managed by Active Living by Design in Chapel Hill.

Mayors, school superintendents and local representatives from across the state accepted this honor on behalf of their communities. **To download a photograph of the mayors receiving their awards, please visit [www.FitTogetherNC.org](http://www.FitTogetherNC.org).**

Communities chosen for the Fit Community designation receive:

- Highway signage for their community's entrance
- A plaque for their mayor's office
- Recognition on the Fit Together Web site, [www.FitTogetherNC.org](http://www.FitTogetherNC.org)
- Use of the Fit Community designation logo for all communications

“The programs in these communities are an example of the many wonderful things that North Carolina towns are doing to promote the health and well-being of their residents, and Fit Together is proud to acknowledge and support those efforts,” said Lt. Gov. Perdue.

Obesity has emerged as a major threat to children and adults across the United States, and especially here in North Carolina. According to the Centers for Disease Control and Prevention, 61 percent of North Carolina adults are overweight or obese, and 25 percent reported no exercise in the prior 30 days. Fit Together's mission is to support programs and initiatives that address this growing problem.

-More-



## Fit Community, page 2

“Leaders in these North Carolina communities have shown that providing infrastructure, such as bike trails and local farmers’ markets, makes it easier for residents to adopt good habits,” said Greczyn. “Healthy environments, combined with fitness-friendly policies, serve as an example for other local leaders across our state.”

Communities also had the option of applying for grants to make improvements that will promote healthy lifestyles. Eight organizations each received up to \$60,000 in grant funds from HWTF, which are available over the next two years. These Fit Community grants will be used to promote active living initiatives in the areas of physical activity and healthy eating.

The following organizations received HWTF Fit Community grants: Ashe County Health Council, City of Graham Recreation and Parks Department, City of Lumberton Recreation Department, Duplin Partners for Health, Haywood County Health Department, Heartworks Children’s Medical Home Mission (Pamlico County), Mecklenburg County Health Department, and Sampson County Parks and Recreation Department.

In addition to the HWTF grant program, the Blue Cross and Blue Shield of North Carolina Foundation announced winners of its Fit Together grant program that supports rural communities. The Fit Together grant program rewards nonprofit organizations and government agencies that form innovative partnerships that improve access and remove barriers to physical activity in rural counties. Five nonprofit or governmental organizations were chosen for three-year grants of up to \$40,000 each per year.

“Rural communities face particular resource and logistical challenges in providing parks, walking trails, exercise programs and other opportunities for physical activity for their residents,” said Kathy Higgins, president of the BCBSNC Foundation. “These organizations have overcome those challenges to provide meaningful opportunities for their residents to live healthier lifestyles. They provide inspiring and practical examples to other communities that want to address the pressing public health crisis of physical inactivity.”

The following community-based programs received a BCBSNC Foundation Fit Together grant: Fit Families of Chatham in Chatham County; Gateway to Healthy Living in Camden County; Walking to Jerusalem Faith Based Walking Program in Jackson County; Students Lead the Way to Fit Together “Move More Communities” at East Carolina University in Pitt County; and Walk Walnut Cove of Healthy Carolinians of Stokes in Stokes County.

### About Active Living by Design

Active Living by Design is a national program established to create, enhance and promote environments that make it safe and convenient for people to be more physically active. The goal of Active Living by Design is to encourage changes in design, transportation and policies to cultivate and support active living. The \$15.5-million program is a national program of The Robert Wood Johnson Foundation and is based at the School of Public Health at The University of North Carolina at Chapel Hill. For more information, please visit [www.activelivingbydesign.org](http://www.activelivingbydesign.org).

-More-

**Fit Community, page 3****About Blue Cross and Blue Shield of North Carolina**

Blue Cross and Blue Shield of North Carolina is a leader in delivering innovative health care products, services and information to more than 3.2 million members, including approximately 620,000 served on behalf of other Blue plans. For 72 years, the company has served its customers by offering health insurance at a competitive price and has served the people of North Carolina through support of community organizations, programs and events that promote good health. Blue Cross and Blue Shield of North Carolina is an independent licensee of the Blue Cross and Blue Shield Association. Access BCBSNC online at [www.bcbsnc.com](http://www.bcbsnc.com).

**About Blue Cross and Blue Shield of North Carolina Foundation**

The Blue Cross and Blue Shield of North Carolina Foundation provides financial support to improve the health and well-being of North Carolinians. This mission is achieved through programs and services funded in response to grant requests, as well as through funding for programs supporting needs identified by the Foundation. The Foundation's primary focus areas include increasing access to health care for the uninsured and underinsured, minimizing or eliminating racial and ethnic health disparities, promoting physical activity, and providing screenings and health education (related to cardiac care, diabetes, obesity, and women's health). Since its inception in November 2000, the BCBSNC Foundation has awarded nearly \$27 million in grants to organizations throughout the state. In addition to its grant program, the Foundation supports several signature programs. These programs include Be Active Kids<sup>SM</sup>, an award-winning program that teaches preschool children about nutrition and physical activity; and Healthy Community Institutes for Non-Profit Excellence, two-day intensive training sessions offered free of charge to all North Carolina nonprofits. Additional information about the Foundation's signature programs and grant requirements, as well as a list of all grants awarded can be found on our Web site at [www.bcbsnc.com/foundation](http://www.bcbsnc.com/foundation).

**About NC Health and Wellness Trust Fund**

The NC Health and Wellness Trust Fund makes North Carolina stronger, both physically and economically, by funding programs that promote preventive health. Created by the General Assembly in 2000 to allocate a portion of North Carolina's share of the national tobacco settlement, HWTF has invested \$127 million to support preventive health initiatives and \$78 million to fund a prescription drug assistance program for seniors. For more information, please visit [www.HealthWellNC.com](http://www.HealthWellNC.com).

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## The Fit Community Designees

**Asheville:** Over the past 10 years, Asheville agencies and organizations have developed the foundations needed to establish the city as a showcase for active living, concentrating largely on promoting pedestrian activity as a viable alternative to automobile use. The Healthy Buncombe Physical Activity and Nutrition Coalition is extremely active, and works with individuals, schools and families to promote healthy living throughout the county.

Promotion and awareness efforts include an exhaustive newspaper listing of outdoor physical activity opportunities including parks and recreation programs, hiking, biking and watersport events, and regional parks and facilities for outdoor recreation. Awareness of the benefits of walking, biking and alternative transportation is promoted with the annual Strive Not to Drive event. In addition, a collaborative effort is looking at effective strategies to promote physical activity among residents to promote the state's Eat Smart Move More initiative.

**Chapel Hill:** Access to physical activity is the hallmark of any healthy community, and Chapel Hill is working to give its citizens every opportunity to be active. The town, in partnership with GO Chapel Hill, Active Living by Design, Chapel Hill-Carrboro City Schools and some of the largest employers in the area, is working toward promoting physical fitness by making opportunities for physical activity more accessible.

Additionally, health and healthcare are centerpieces of the municipality's economy so Chapel Hill and its many residents are health-conscious and proactive regarding healthy eating issues. The Chapel-Hill Carrboro City School District offers only the most healthy and nutritious foods in its schools; and, throughout the community, the Winner's Circle program has made a strong impact in the public's recognition of healthy choices.

**Durham:** Durham is known as the "City of Medicine," and strives to foster a healthy, active community for all citizens to enjoy by encouraging healthy behavior. Cyclists, hikers and joggers enjoy a number of clubs and events, and the city's Department of Parks and Recreation offers a wide variety of facilities and programming to keep children and adults trained and entertained throughout the year.

The city's strategy for healthy eating begins by instilling positive dietary habits during the early developmental stages of life, and uses programs in the public school system to promote healthy eating. This strategy extends through the age-demographic spectrum by providing outreach to the elderly and low-income citizens through programs like Winner's Circle and DINE for LIFE (Durham's Innovative Nutrition Education for Lasting Improvements in Fitness and Eating).

**Greensboro:** The City of Greensboro's Parks & Recreation Department offers literally hundreds of programs for physical activity from volleyball, swimming and roller hockey to martial arts, dance and fencing. These programs are offered at very little cost to the public. Moreover, at least 50 percent of all homes within Greensboro are located less than a quarter mile from a public park or multi-use recreational facility.

Walking and bicycling are valued modes of transportation in Greensboro. The city currently has 89 miles of new sidewalks in the design planning stage, over 80 miles of trails already constructed, with 20 additional miles being planned for implementation over the next six years.

**Cramerton:** The Cramerton Parks and Recreation Department in conjunction with its local advisory board are always seeking new and innovative opportunities for its citizens. The department offers a wide range of activities to all citizens, churches and businesses in the area.

Activities include sports programs like basketball, soccer and baseball for youth, flag football, basketball and softball leagues for adults, and walking classes and fitness centers for seniors.

**Oak Island:** The Town of Oak Island has several community initiatives that have been fundamental in putting physical activity and healthy eating within reach of its citizens. It offers a myriad of diversified physical activities that appeal to citizens of each age group. There are fitness classes for seniors and adults, sports and fitness activities for children and teens, programs for individuals with disabilities, and special provisions for individuals with low incomes.

Wellness groups, healthy eating plans and weight management are examples of programs offered not only to school children, but to employers and community members alike.

**Mount Airy:** The City of Mount Airy invests in excess of one million dollars in recreation and parks annually. It maintains a 90,000 square foot indoor community facility, two public park sites and a nearly two-and-half mile greenway system. In the last few years, the city has developed and approved a Sidewalk Master Plan, and completed a Downtown/Market Street Study and Comprehensive Recreation Master Plan. In the last year, it has successfully been awarded more than two million dollars for rebuilding a dam/reservoir and restoring the beautiful Ararat River.

Currently, the community supports various programs such as the "Step-Up Mount Airy" Downtown Walking Initiative, Cooperative Extension Healthy Cooking Classes, Cooperative Extension Healthy Snacks for Kids demonstrations, Mount Airy City Schools Summer Feeding Program, annual 5K on the Greenway, Tour Des Gaps bicycle

# *fit*community

ride, weekly sports articles devoted to local physical activities and the administration of all City Youth/Adult Leagues.

**Wilmington:** As an oceanside community in a temperate climate, outdoor living is an important part of Wilmington's identity. Under the leadership of Cape Fear Healthy Carolinians, the community has embarked on a variety of health initiatives promoting increased activity and healthier eating. A coalition representing the private, governmental, non-profit and business sectors has been hard at work to establish a coordinated approach to addressing the community's eating and exercise behaviors.

**Pitt County:** The climate in Pitt County is extremely conducive for supporting environmental and policy changes that encourage healthy eating initiatives. Community partnerships such as the local Healthy Carolinians Task Force and Pitt Partners for Health (PPH) have laid the ground work for identification of the health needs of Pitt County residents. Through community assessment, nutrition and physical activity have been identified as a priority area in Pitt County.

The Nutrition and Physical Activity Partners subcommittee of PPH was created to work on local initiatives that support the Healthy People 2010 objectives. The wide-reaching impact of these initiatives stems from the subcommittee's diverse representation of community agencies and organizations such as the health department, hospital, university, schools and wellness center.