

Member Governments

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

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

AGENDA

**June 28, 2006
9:00 a.m.**

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

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

ACTION ITEMS

- 4. Approval of May 24, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the May 24, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the May 24, 2006 TCC meeting.

- 5. Southwest Durham/Southeast Chapel Hill Collector Street Plan
Mark Ahrendsen, TCC Chair**

At their June 14, 2006 meeting, the TAC conducted a public hearing on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. In addition to hearing public comments on the Plan, a member presented a Resolution from the Town of Chapel Hill requesting that the TAC defer action on the Collector Street Plan until the Town conducts a public hearing on October 18, 2006. The TAC referred the Plan back to the TCC and asked that the TCC make revisions to the Plan based on the public comments and bring the revised Plan back to the TAC in August or September (i.e., in time for distribution for the Town of Chapel Hill public hearing.

The Collector Street Plan Technical Steering Committee (TSC) met on Thursday, June 22nd to revise the Plan. A report from the TSC meeting will be provided at the TCC meeting.

TCC Action: Receive update on revised Southwest Durham/Southeast Chapel Hill Collector Street Plan from staff.

- 6. Transportation Demand Management Update
John Tallmadge, TTA**

John Tallmadge, Director of the Triangle Transit Authority's Commuter Resources Department, will give an update on regional Transportation Demand Management (TDM) efforts, including the upcoming SmartCommute Challenge and other Triangle-wide initiatives.

TCC Action: Receive update, take action as appropriate

7. Coordinated Human Services Transportation Plan

Mark Ahrendsen, TCC Chair

Felix Nwoko, LPA Staff

At the 6/14/06 TAC meeting, the TAC approved Amendment #2 to the 2006-2012 MTIP authorizing the dedication of \$96,876 in 2006 JARC funds to the DATA Brier Creek service. The TAC also discussed the creation of the coordinated human services transportation plan that will guide the selection of future JARC and New Freedom projects. The TCC needs to produce a schedule for the creation of this plan and direct the transit subcommittee to commence work.

TCC Action: Discuss the creation of the plan, refer to transit subcommittee

8. NCDOT Policy on Projects Selected by Entities Other than the State Board of Transportation

(Attachment 8, 8A, 8B, 8C)

Mark Ahrendsen, TCC Chair

A subcommittee of the NCDOT Board of Transportation is considering the attached policy on projects selected by entities other than the NCDOT Board of Transportation (Attachment 8A). The TCC should review this policy and provide comments or refer it to the TIP/STPDA/CMAQ subcommittee. A staff memo is provided as Attachment 8, and a resolution opposing the policy is provided as Attachment 8B. The Capital Area MPO and the North Carolina Association of Metropolitan Planning Organizations (NCAMPO) took action opposing the policy in 2005. CAMPO adopted a resolution identical to Attachment 8B in September 2005. A letter from NCAMPO describing their opposition to the policy is Attachment 8C.

TCC Action: Review policy; take action as appropriate.

9. Triangle Parkway Update

(Attachment 9, 9A, 9B)

Mark Ahrendsen, TCC Chair

Ellen Beckmann, LPA Staff

Work has begun on the environmental study for the Triangle Parkway. The North Carolina Turnpike Authority held a local officials meeting and public meeting on June 20th at Sigma Xi in Research Triangle Park. Attachment 9 is the information sheet handout from that meeting. Attachment 9A is the study area map. Attachment 9B is a form for submitting comments on the project.

The TAC received a brief update on the Triangle Parkway at their 6/14/06 meeting. The TAC asked the TCC to review information and provide comments on the project.

TCC Action: Provide comments to NCTA and NCDOT regarding the Triangle Parkway.

10. STP-DA Amendments

(Attachment 10)

Mark Ahrendsen, TCC Chair

The TCC subcommittee met on June 14 to discuss the creation of the MTIP and the STP-DA allocations. The subcommittee reviewed updated cost information and flagged projects for further investigation. The subcommittee also recommended several changes to the STP-DA allocation table (see Attachment 10).

The changes to the STP-DA allocation table are:

1. Delaying the bike/ped facilities on Cornwallis Road (U-4724) from FY 06 to FY 10 (\$1,816,000)
2. Moving \$1,200,000 in FY 10 from the DATA bus expansion (U-4725) to the Old Durham-Chapel Hill Rd. bike/ped facilities in FY 10. The remaining \$152,000 for DATA bus expansion in FY 10 was added to the FY 09 allocation. DATA received an earmark for \$1,200,000 to purchase 5 buses.
3. Adding \$500,000 for the bike/ped allocation (U-4726) in each year FY 10, FY 11, FY 12, and FY 13
4. Delaying the Carrboro Bel Arbor path project (U-4726I) to FY 10 (\$52,556).
5. Delaying the Carrboro South Greensboro St./Smith Level sidewalk project (U-4726J) to FY 10 (\$36,800).

The TCC TIP/STP-DA subcommittee needs to meet again to further the development of the MTIP.

TCC Action:

1. Receive report from the subcommittee, review the changes to the STP-DA allocation table, and make a recommendation to the TAC.
2. Schedule the next TIP/STP-DA subcommittee meeting.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work is provided as Attachment 11.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent Newspaper Articles/Legislative Update

(Attachment 14)

15. June 2006 Safe Routes to School Newsletter

(Attachment 15)

PENDING ITEMS

MAB Boundary/MPO Expansion

MPO Functional Classification of Streets and Roadways

Regional Priority List Ranking Methodology

Adjourn

Next meeting: July 26, 2006

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TECHNICAL COORDINATING COMMITTEE

May 24, 2006

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *David Bonk Town of Chapel Hill (TCC Vice Chair)
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle J COG
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- *Liz Rooks Research Triangle Foundation
- *Scott Walston NCDOT/TPB
- *Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Alison Carpenter City of Durham/Transportation
- Jeremy Raw City of Durham/Transportation
- John Tallmadge Triangle Transit Authority
- *Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:08 a.m.

Preliminaries:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

There were no public comments.

Action Items:

Approval of April 26, 2006 TCC Meeting Minutes (Attachment 4)

Karen Lincoln made an adjustment to line 315 and 316. Karen stated Orange County can refer this to the Commission for Environment and she would not feel comfortable changing the recommendation without the commission’s input. A motion

33 was made by Karen Lincoln and seconded by Pierre Osei-Owusu to approve the April 26,
34 2006 TCC Meeting Minutes with the amendment. The motion carried unanimously.

35 **Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and**
36 **New Freedom Funds (Attachment 5 and 5A)**

37
38 Mark Ahrendsen provided an update on the Federal Transit Administration (FTA) Job
39 Access Reverse Commute (JARC) and New Freedom Funds, along with the attachments.

40 John Tallmadge stated that the transit subcommittee discussed the need to provide
41 justification for ongoing funding for the DATA Brier Creek transit service. Pierre Osei-
42 Owusu provided a memo, which is attached, that states the current activity, performance
43 measures, what actions are being taken to improve the performance, and other
44 information needed to provide continued funding of the service with the 2006 JARC
45 funds. There was discussion but no real resolution about whether other projects would be
46 eligible for FY 2006 funding and what the timing would be.

47 The first issue is the funding of the Brier Creek service. There are also two
48 unresolved issues. One issue being other projects requesting FY 2006 JARC funding,
49 and the other issue being the coordinated public transportation human services planning
50 process that the transit subcommittee was tasked to bring a proposal back to the TAC.

51 Pierre stated that it was agreed that the Brier Creek service is not performing to
52 the standards that DATA has established. Pierre stated that we established initial
53 ridership last year, but we now need to build up the ridership. DATA marketing staff
54 recommended that in order to improve the service, the route should be changed. Based
55 on the attachment, the route has been altered and better marketing will be used to
56 hopefully improve the service to the 50% level standard that DATA uses.

57 Felix stated one issue is the FY 2006 funds for DATA's Brier Creek service
58 which without action there would be no funds for this service next fiscal year. The
59 second issue relates other projects submitted for FY 2006 funding. The last issue is the
60 development of the coordinated human services plan for FY 2007 JARC funds. The last
61 issue does not have to be addressed today, but the first two issues need to be addressed.

62 Felix stated that the action for today is recommending moving forward with the
63 DATA request for JARC and pursuing other eligible projects.

64 Pierre stated that Chapel Hill has indicated that they intend to submit projects and
65 Pierre questioned if we should open the call for projects to just Chapel Hill or to
66 everyone. Pierre noted that we could forward the remaining 2006 funds to subsequent
67 years, after the planning process has been developed, resulting in more funds that could
68 be used to fund more projects. The main issue is if we are going to use the remaining
69 funds to serve the Chapel Hill project or open it to everyone. Andy Henry stated that if
70 we open it to other projects, we don't have a plan to guide the selection of projects.

71 David Bonk argued that if we open it to other projects, then we should defer
72 action on DATA because we may get better requests in terms of performance measures or
73 proposed service. It seems that FY 2006 is different because of the way the program has
74 been structured and the fact that we don't have a plan in place. One of the confusions
75 that occurred at the subcommittee meeting is that there was an initial suggestion that only
76 existing projects could be funded out of the FY 2006 funds, but further review of the
77 regulations suggest that we have the option of selecting other projects as long as the
78 selection follows some process that is generally consistent with the regulations in terms

79 of consultation with human service providers and justifying the service based on the
80 overall criteria of serving low-income job related activities.

81 John Tallmadge stated there is an additional requirement for 2006 projects which
82 is the project must come out of a competitively selected process.

83 Felix Nwoko stated that the regulation states that if you are grandfathered in the
84 funding can continue. David stated it can continue, but it doesn't have to continue. Felix
85 stated the service is eligible for funding. Felix asked who approves the process and it
86 was stated that the TAC does. David stated that he would have to look at the regulations
87 because he did not see the word competitive when it referred to the FY 2006 funds.

88 John Tallmadge read the regulations for clarification. The Brier Creek service
89 was selected through a competitive process at the statewide level last year. It could be
90 read to say it was selected through a competitive process and thus it can be continued.

91 Felix Nwoko asked if these two projects, the DATA JARC project and the request
92 from Chapel Hill, are tied together or can action be taken on one and not the other. David
93 Bonk suggested that we take separate action because at this point Chapel Hill is not ready
94 to proceed with a specific proposal. There are several proposals on the table for the
95 Chapel Hill Town Council to consider that expand existing service into the evening
96 which would fall into the JARC criteria.

97 Mark Ahrendsen asked if we could initiate the competitive process under which
98 the Chapel Hill proposal and perhaps other projects could be submitted. David Bonk
99 wants to defer this decision until the situation clarifies itself in Chapel Hill.

100 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu that the
101 TCC recommend to continue the Brier Creek service and have a single process for
102 considering future JARC/New Freedom allocations.

103 John Tallmadge wanted clarification on the first part, is the TCC specifically
104 asking that a TIP request be made. Pierre stated that has already been done. Felix stated
105 that the motion was to endorse the project and recommend an amendment to the TIP.
106 Pierre stated that DATA has a process in place to compare a route's performance to
107 established service standards. If after twelve months, the ridership level does not meet
108 standards, the service will be cut. Dale McKeel stated that currently the service starts at
109 Wellons Village, goes to US 70 and Page Road, then goes to Briar Creek. Pierre stated
110 that it is coordinated with CAT service. The new service is going to start in downtown
111 Durham, go down Main Street, Alston Avenue, and get on the Freeway. It is a
112 completely new route. Dale asked what is going to happen to the riders who will not be
113 able to use the new service. Pierre stated that they will have to get to the downtown
114 terminal. Dale stated that it looks like it overlaps an existing TTA route. He wonders
115 what the advantage is of creating a new route when there is already an existing service
116 provided. Pierre stated that there is a little bit of overlapping. John Tallmadge stated that
117 TTA's service is provided only at peak hours. It will eliminate transferring between
118 buses.

119 David Bonk stated that the issue is if Brier Creek is the best use of limited
120 federally funds for transit. Based on the ridership numbers and riders per day, it looks
121 like this is not a good service. David asked if the employees of Brier Creek have been
122 surveyed. David stated that we need to ascertain that the riders are going to a job. David

123 stated that before we approve this we need to have a better idea of what efforts, above
124 and beyond what has already been done, are going to be done to improve the service.
125 David stated that when this goes to the TAC he wants to see a breakdown of the cost per
126 trip and riders per day.

127 Pierre stated that if the service is not up to the DATA service standard six months
128 from July 1, the service will be discontinued.

129 John Hodges-Copple asked if there is agreement to change the motion to that we
130 recommend approval for the first six months, then review the service to make sure it
131 meets DATA's service standard, and in the six month period we develop whatever the
132 process will be for the longer term that needs to include environmental justice
133 considerations. There should also be an understanding that we may be applying different
134 criteria to funding these kinds of routes than we might a typical route. Felix stated that
135 his only concern is that hopefully we will have an environmental justice plan to look at.
136 Felix and Pierre agreed with the change to the motion.

137 Mark Ahrendsen stated that his preference is that we approve the funding for the
138 year with the ability to reallocate later as this will provide the most flexibility. We will
139 need to check with NCDOT to make sure it is possible to reallocate the funds.

140 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to
141 approve JARC DATA service to Brier Creek and authorize the TAC to approve the TIP
142 amendment to fund it for a year. In the meantime, we follow up with NCDOT to find out
143 if we want to discontinue the service after six months if we will get the funds back. If
144 not, then our approval would be for only six months. The second part of the motion is to

145 have only one selection process for the FY 2007 allocation. The motion carried
146 unaniously.

147 **2007-2013 Metropolitan Transportation Improvement Program (MTIP)**
148 **Development (Attachment 6, 6A, and 6B)**

149 Felix Nwoko provided an update on the development of the 2007-2013
150 Metropolitan Transportation Improvement Program (MTIP), along with the attachments.
151 The NCDOT has several issues with the draft STIP and it may not be released in June.
152 Felix stated that the best thing for us is to commence working on the 2007-2013 MTIP.
153 The subcommittee needs to start working on the TIP development.

154 David Bonk stated that if we are to begin work on the 2007-2013 TIP, one option
155 would be to simply take as a given the amount of annual funding that is included in the
156 adopted 2006-2012 TIP for the years 2007-2012 and come up with a new figure for 2013,
157 and Felix agreed. The other option would be to include some increase but at this point
158 we don't know what the increase would be unless we have federal directive as to the
159 apportionment.

160 Felix Nwoko stated that the MTIP Subcommittee can begin working. The cost
161 information could be requested from NCDOT and we could use the 2006-2012 TIP and
162 estimate 2013 for revenue information. David Bonk stated that we need a couple of
163 different options for the revenue estimates, approved estimates and some estimates based
164 on additional information.

165 Mark Ahrendsen stated that the subcommittee needs to take all the information
166 into consideration. Mark is not sure if using the existing the 2006-2012 revenue
167 estimates is conservative, but it is at least a starting point. In fairness, look at the costs
168 and adjust if we know there are updated cost estimates. Most of the budget proposals had
169

170 to do with either maintenance or the highway trust fund which are fairly limited. Mark
171 doesn't think projects will change that much for us in the TIP development.

172 David Bonk stated that we should start with what we have in the 2006-2012 MTIP
173 and look at information in the SAFETEA-LU legislation that might give us some trends
174 in terms of funding increases recognizing that some of the increases may be either offset
175 or reversed completely by the year to year budget issues at the federal level.

176 Mark Ahrendsen stated that we need to begin working on developing the 2007-
177 2013 MTIP and try to ensure agreement with the state TIP despite the NCDOT's delayed
178 TIP schedule. We should not hold up our MTIP development because we have been
179 asked to address some projects, like the American Tobacco Trail, the Old Durham Chapel
180 Hill Road Project, and other STP-DA projects.

181 John Hodges-Copple stated that perhaps we should try to communicate ahead of
182 the release of the state draft. John asked if there is any mechanism for communicating
183 with our board members to see if the projects listed above can get in. Mark stated we
184 might have our draft developed prior to the release of the state draft. Dale McKeel stated
185 that the state is looking at August to release the draft.

186 Mark stated that if there are certain projects that we want to get in, we need to
187 communicate it to the board member to be included in the draft.

188 David Bonk asked if the state is going to fully fund the CMAQ program as
189 originally proposed. Felix stated that it is unknown at this time.

190 Dale McKeel stated that in the STP-DA we have \$1.8 million federal set aside for
191 a project on Cornwallis Road that has been there since at least December 2002 and no
192 work has been done. Dale suggested that we send a request to the subcommittee to

193 transfer those funds to the American Tobacco Trail project which is a higher priority on
194 our list.

195 Mark stated that the subcommittee should meet to look at the STP-DA funds and
196 determine how we make these projects happen.

197 Dale McKeel asked about the STP-DA spreadsheet in regard to the three other
198 projects that the Town of Carrboro awarded last week for the two sidewalk projects and a
199 bike path. How does the spreadsheet get updated to take these projects off? David Bonk
200 stated that they will stay on the list, but they will get updated when funded.

201 A TIP subcommittee meeting was set for May 31, 2006 at 10:00 a.m.

202 **Transportation Demand Management Update**

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204 A motion was made by Pierre Osei-Owusu and seconded by Barbara Weigel to
205 defer this item to the next meeting.

206 **2035 Long Range Transportation Plan Update**

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208 Felix Nwoko stated that the LPA is working to update the scope of work for the
209 LRTP. The public involvement has been changed. SAFETEA-LU requires that MPO's
210 must include land use or economic development agencies and that they have to review
211 the plan. Mark stated that this has more to do with the integration of the planning process
212 and project development so that environmental issues are considered at some level in the
213 planning process and carried forward in the project development process to move the
214 process more quickly.

215 Felix stated that in terms of the long range transportation plan we have to have
216 visualization for the public to see and be able to understand proposals. As part of the
217 long range transportation plan, we also have to address the purpose and need of all

218 projects in the TIP. John Hodges-Copple stated that it is only the subset of LRTP
219 projects that are also in the TIP, not a purpose and need for every project.

220 John Hodges-Copple stated that whenever the Motor Vehicle Emissions Budgets
221 are adopted in the SIP, it starts a two year clock.

222 Barbara Weigel stated perhaps we need to get clarification from FHWA to see
223 what they want.

224 A LRTP subcommittee meeting was set for May 31, 2006 at 9:00 a.m. to discuss
225 issues with this item. A schedule will be established.

226 **Reports from Staff:**

227

228 **Reports from Staff (Attachment 9)**

229

230 Felix Nwoko provided an update on the LPA projects. They are collecting data
231 for the Greenhouse Gas Inventories for Durham and Orange Counties. There are also
232 modeling requirements to provide data for these plans. The issue of the base year has
233 been resolved for Durham County, but we have not heard from Orange County. David
234 Bonk stated that the last he heard, Chapel Hill will adopt a 2002 base year.

235 On the East End Connector project, NCDOT said the review agencies did not
236 agree with them in terms of where the project is in the environmental review process.
237 NCDOT needs to revisit the selection of the corridor.

238 David Bonk asked, regarding the Congestion Management Study, have we been
239 able to obtain the 24 hour count from the state? Felix sent an email voicing the opinion
240 of the MPO and might be able to get the information soon. Mark stated that if it is not
241 forthcoming in the next two to four weeks, we need to take it to a higher level.

242 David Bonk asked about the On Board Transit Survey scheduled to take place in
 243 the fall. There has to be a contract with ITRE. It is scheduled for Chapel Hill Town
 244 Council approval on June 18, 2006. Jeremy will talk to Leta regarding the schedule.

245 The Modeling Subcommittee will meet on June 6, 2006 at 10:00 a.m. to discuss
 246 the RFQ and scopes of work.

247

248 **Report from the Chair**

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250 There will be a public hearing on June 27, 2006 on the improvements for the
 251 South Columbia Street project. There will be a meeting on June 20, 2006 regarding the
 252 Triangle Parkway. John Hodges-Copple asked if there was a final cost estimate. There
 253 will be a meeting on June 7 with elected officials at which they will probably have the
 254 information. Karen Lincoln advised the TCC that Orange County's Unified
 255 Transportation Board has had its first meeting. Felix requested Karen provide a list of the
 256 members to the LPA.

257 **NCDOT Report (Attachment 11)**

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259 The NCDOT Report is attached.

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261

Informational Items:

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263 **Recent Newspaper Articles/Legislative Update (Attachment 12)**

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265 Recent newspaper articles/legislative updates are attached.

266

267 **NCDOT 2003-2004 Transit Operating Statistics Report (Attachment 13)**

268

269 The NCDOT 2003-2004 Transit Operating Statistics Report is attached.

270

271 **Bicycle Friendly Communities: Carrboro (Attachment 14)**

272

273 The Bicycle Friendly Communities: Carrboro is attached.

274

275 **Adjournment:**

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

278 the meeting was adjourned at 11:43 a.m.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: June 28, 2006

RE: NCDOT Policy on Projects Selected by Entities Other Than the State Board of Transportation

Executive Summary and Recommendation

The DCHC MPO has worked diligently with the NC Department of Transportation (NCDOT) to program funds and plan projects that address congestion, air quality and overall quality of life in the Triangle Region of North Carolina. Planning for roadway, bicycle and pedestrian, transit and enhancements is an ongoing process involving leaders at all levels of government as well as the general public.

NCDOT's issuance of a Policy on Federally Funded Projects Selected by Entities Other Than the State Board of Transportation undermines this process and the collaborative effort that MPOs throughout this state have made to provide the best possible service to the citizens of this state.

Throughout the years, NCDOT and the MPOs have worked closely to assemble a State Transportation Improvement Plan (STIP) that encompasses, to the best of the funding and manpower availability of all involved, projects throughout the various regions. A number of funding sources are needed to adequately address the transportation needs of this region, and several mechanisms for project fund allocation are used as well. It is important that the MPO have the necessary latitude to program funds it receives to projects that provide congestion and air quality relief for transportation partners within its jurisdiction.

It is recommended that the TCC:

- Review the attached **“Resolution Opposing Proposed NCDOT Policy on Federally Funded Projects Selected by Entities Other Than the State Board of Transportation”**
- Make a recommendation to the TAC.

Background

Access to federal transportation funding by members of the DCHC MPO and the NCDOT requires a continuing, comprehensive and cooperative process of transportation planning. To that end, the DCHC MPO has worked diligently with the various branches of NCDOT, particularly the Transportation Planning Branch, on developing and implementing transportation plans for our region that considers all modes of travel.

The DCHC MPO has been designated as a Transportation Management Area (TMA), a designation applicable to MPOs with population of 200,000 or greater according to the latest census. As a TMA, MPOs have greater federal planning responsibilities and are eligible to receive Surface Transportation Program – Direct Attributable (STP-DA) funds. Seven of the seventeen MPOs in North Carolina are designated as TMA's including those for the areas around Asheville, Charlotte, Durham, Fayetteville, Greensboro, Raleigh, and Winston-Salem.

The MPO has the authority to direct funds, with the approval of the NCDOT Board of Transportation, from its Surface Transportation Program-Direct Apportionment (STP-DA) to TIP projects. The DCHC MPO TAC communicated its intent to do so to NCDOT by resolution in 2004. It should be noted that as a subset of the STP program, the STP-DA apportionment is not necessarily “new” money to the area. Only additional STP-DA funds allocated to the area as a result of new federal Surface Transportation Program Reauthorization (SAFETEA-LU) could be considered “new” money.

Staff of the MPO worked with the Program Development Branch of NCDOT and other TMAs in developing the state's policy and guidelines for MPO direction of STP-DA funds. These guidelines largely addressed administrative topics such as project management procedures, incidental projects (modifications to otherwise programmed NCDOT TIP projects), and minimum cost thresholds for STP-DA funded projects. The goal of this process was to determine a timetable and policy recommendations for MPO direction of the area's STP-DA apportionment.

NCDOT's role in this process was determined to be as project preconstruction management and matching funds as appropriate.

The DCHC MPO has been designated as a non-attainment area for Air Quality purposes - a status shared by ten of the state's seventeen MPOs. MPOs designated as non-attainment areas are eligible to receive Congestion Mitigation and Air Quality (CMAQ) funds. The primary purpose of the CMAQ “program” is to fund projects and programs which reduce transportation related emissions for ozone, carbon monoxide (CO), and small particulate matter (PM-10).

Issues/Analysis

At its September 1, 2005 meeting, members of the N.C. Board of Transportation received a handout containing a draft new policy for the Board to consider approving that would

impact all MPOs that are either TMAs or air quality non-attainment areas by changing the agreed upon process for allocation of STP-DA and CMAQ funds and the associated NCDOT participation in the form of project planning and state matching share funds. That proposed policy states that when an MPO or other government entity directs federal funds to a project that is not funded in the current state TIP, NCDOT's policy will generally be to not participate in such projects' preconstruction activities or to provide any matching funds. This applies to STP-DA and CMAQ funds as well as locally requested, funded federal earmark projects.

In the past, the MPOs have worked cooperatively with NCDOT to develop TIPs that reflect local needs and the lack of such a policy was not an issue. However, the 2006-2012 State TIP (STIP) released and ultimately adopted by NCDOT differs substantially from prior TIPs adopted by our MPO and NCDOT. Projects previously programmed have been delayed and no new projects have been added.

It is important for the all of this state's MPOs to provide a timely response to this policy decision by NCDOT, indicating each MPO's position on the designation of STP-DA and CMAQ funds, the provision of matching funds and preconstruction management.

Alternatives

Should the TAC not take a position on this issue, STP-DA allocations for projects not listed in the current State TIP but shown in the MPO's TIP are subject to the loss of NCDOT matching funds and manpower for preconstruction management. This could result in serious adverse repercussions with respect to project funding and construction schedules for necessary transportation improvements in the DCHC MPO.

NCDOT Policy On
Projects Selected by Entities Other Than
The State Board of Transportation

Whenever a Metropolitan Planning Organization or another governmental entity other than the State Board of Transportation has funds directed to a project that is not funded in the current North Carolina State Transportation Improvement Program, then it shall be the position of the North Carolina Department of Transportation (NCDOT) that the specific project shall be included in the appropriate local and state Transportation Improvements Programs thereby being subject to equity calculations; and that the requesting governmental entity shall be responsible for conducting all necessary pre-construction activities and for providing any additional funds above that which may be locally or legislatively directed needed to complete funding the desired project.

At this time, the affected programs are the federal aid STP-DA (Surface Transportation Program - Direct Apportionment), the CMAQ (Congestion Mitigation and Air Quality) programs, and locally requested federal earmark projects. This policy shall be applied to additional projects and/or programs—both federal and state, at the discretion of the Board, as necessary to address future local or legislative project selection activities. Other entities may request assistance of the NCDOT in developing these projects, but the decision to provide any assistance will be as determined by the Board of Transportation.

If it is determined that it is appropriate for the NCDOT to participate in one of these projects, and there exists adequate funds and/or staff to provide this assistance, the Department may contract with a sponsoring governmental entity to provide this service. In this circumstance, the sponsoring entity must provide written documentation of the sponsoring entity's willingness to allow NCDOT staff to charge to project funds as required to complete the assignment.

The purpose of this policy is to differentiate between projects that are prioritized and selected by the state Board of Transportation and those selected by other entities, and reflect the limited funding and staff capabilities of the department. It will also allow each MPO or other governmental entity to advance their selected priorities on their own timetable, unaffected by the resource constraints of the NCDOT.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

RESOLUTION OPPOSING PROPOSED NCDOT POLICY ON FEDERALLY FUNDED PROJECTS SELECTED BY ENTITIES OTHER THAN THE STATE BOARD OF TRANSPORTATION

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 North Carolina Department of Transportation has recommended that the North Carolina Board of Transportation adopt a new policy regarding the programming of federal funds including, but not necessarily limited to, those associated with the Surface Transportation Program-Direct Allocation (STP-DA) program, the Congestion Mitigation for Air Quality (CMAQ) and locally requested, funded federal earmark projects; and

WHEREAS, the proposed policy states that local government will be responsible for conducting pre-construction activities and for providing matching funds when a Metropolitan Planning Organization (MPO) directs funds to a project not funded in the Transportation Improvement Program; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) finds the proposed policy to be inappropriate and contrary to collaborative planning and the role of MPOs in the planning process; and

WHEREAS, STP-DA funds are directly allocated to localities based upon the premise that local officials are best suited to assessing local transportation needs and directing funds to remedy those situations; and

WHEREAS, the recently enacted transportation reauthorization legislation, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) addresses this concept by noting that "Local officials, in cooperation with the State and transit operators, remain responsible for determining the best transportation investments to meet metropolitan transportation needs;" and

WHEREAS, locally requested, funded federal earmarks can be funds in addition to funds that the State would otherwise receive; and

WHEREAS, the proposed policy imposes a penalty on a community that seeks to allocate funds it is entitled to allocate; and

WHEREAS, by adopting the policy, the Board of Transportation will be unduly impacting smaller municipalities that do not have the personnel or the financial resources to undertake the pre-construction activities or pay the required local match; and

WHEREAS, imposition of the policy will result in the use of STP-DA funds in only the larger communities in an MPO, thereby placing some municipalities at a distinct advantage over other municipalities; and

WHEREAS, the development of the policy was undertaken without the input of the affected Metropolitan Planning Organizations and without explanation, including details of how the policy will be applied, such as what constitutes a locally requested, funded federal earmark and how projects will be treated in development of regular updates of the Transportation Improvement Program typically undertaken every other year;

NOW, THEREFORE BE IT RESOLVED by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization that it objects to the proposed policy being considered by the North Carolina Department of Transportation pertaining to the referenced programs and suggests a collaborative process be undertaken to develop a new policy.

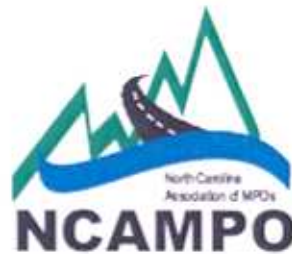
I, William V. "Bill" Bell, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO duly held on the 9th day of August 2006.

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: _____



November 1, 2005

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

Dear Secretary Tippet:

SUBJECT: NCAMPO Review of the NCDOT Policy on Federally Funded Projects Selected by Entities other than the State Board of Transportation

The Board of the North Carolina Association of Metropolitan Planning Organizations met October 26, 2005 in Greenville, NC. One agenda item pertained to the *NCDOT Policy on Federally Funded Projects Selected by Entities other than the State Board of Transportation*. The NCAMPO Board directed me to share, for your consideration, the results of this discussion and the specific concerns and requests of the NCAMPO Board relative to the policy.

The NCAMPO Board expresses appreciation for the provision of a 30-day period for MPO comments on the policy following its scheduled consideration at the October Board of Transportation meeting. The NCAMPO Board does request, in general, an opportunity for review and consultation with appropriate Departmental Staff on policies affecting the MPOs. This process would be facilitated by a specific notification of such opportunities to the MPOs, sent through the NCAMPO President or directly to affected MPOs.

The NCAMPO Board recognized that when earmarked projects are or were not requested by the Department and the Board of Transportation, project preconstruction, construction, and matching funds will be the responsibility of the local beneficiary. The NCAMPO Board perceived a distinction between such projects, and projects developed by the MPOs and local sponsors in consultation with the Department. The NCAMPO Board recommends that the Department make a distinction between earmarks and STP-DA and CMAQ projects based on this.

Regarding STP-DA and CMAQ projects, the NCAMPO Board read the policy to state that it generally provides for local sponsors to conduct needed preconstruction and construction activities on their projects, as well as to provide the required matching funds. Further, a decision to participate in preconstruction and construction activities by the Department may be requested by local sponsors, and that the decision to

Secretary Lyndo Tippet
November 1, 2005
Page 2

provide such assistance will be considered by the Board of Transportation on a case by case basis. The NCAMPO Board concurred with the policy on these points.

The NCAMPO Board identified a concern that the policy may be interpreted to preclude the participation of the Department in providing matching funds for STP-DA and CMAQ projects selected by the MPOs. The NCAMPO Board recommends that the Department consider requests for participation in the provision of matching funds by the Department on a case by case basis. The NCAMPO Board made this recommendation in anticipation of cases where participation by the Department in matching funds might prove amenable to all parties following consultation. The NCAMPO Board recognized that local sponsors and the MPOs would need to work cooperatively with the Department to identify where such opportunities may exist and might be amenable to all parties as a condition of this consideration.

An example identified by the NCAMPO Board of where Departmental participation in matching funds for STP-DA or CMAQ projects could be advantageous include cases where STP-DA or CMAQ funds were directed by an MPO to the Department for implementation by an NCDOT Highway Division to help implement small, cost-effective projects on the state road system not requiring a large scale environmental or design process. Such cases could provide an opportunity for the MPOs and the Department to address sub-regional facility needs. Such arrangements could be especially useful where the improvements would be made in unincorporated counties or small towns with minimal financial or staff resources to match funds or manage these types of projects. The NCAMPO Board recognized that such projects would require cooperative development with Highway Divisions and Board of Transportation Members during the project consideration stage.

The NCAMPO Board requests consideration of these items. The NCAMPO Board also would appreciate an opportunity to work with NCDOT staff, as appropriate, to provide further information, clarifications, or recommendations regarding the *NCDOT Policy on Federally Funded Projects Selected by Entities other than the State Board of Transportation* prior to its enactment. Please contact me at (336) 373-2254 as needed for more information or follow-up on this policy.

Sincerely

A handwritten signature in black ink, appearing to read "Tyler Meyer". The signature is fluid and cursive, with a large initial "T" and "M".

Tyler Meyer, AICP
President, NCAMPO



Triangle Parkway Public Meeting

June 20, 2006
TIP No. U-4763

Purpose of the Meeting

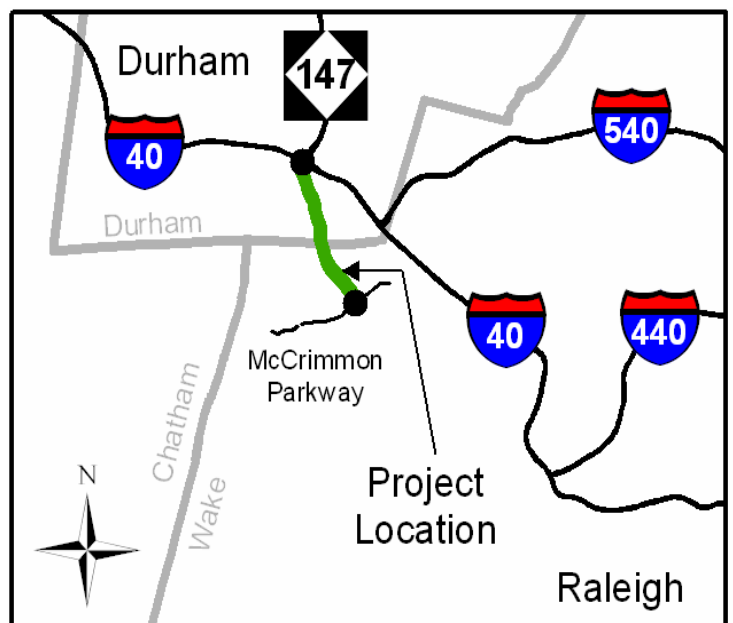
- Present information on the proposed transportation improvements.
- Discuss concerns, receive comments and answer questions on the proposed project.

Meeting Format

- The format for the meeting is informal. Representatives from the North Carolina Turnpike Authority and their consultants are available to discuss the project with you.
- Several stations are located around the room.
- Please sign-in at the registration table. Comment forms are available and may be filled out tonight or returned by mail to the address shown on the form.

Project Information

The North Carolina Turnpike Authority is preparing an environmental document of the potential impacts from the construction of the proposed Triangle Parkway. The roadway is planned as a median divided toll facility on new location from I-40/NC147 to I-540 (currently under construction), with a median divided expressway from I-540 to McCrimmon Parkway.



Environmental Study Process

The environmental document for the proposed project will be prepared in compliance with the National Environmental Policy Act (NEPA). Under NEPA, the adverse and beneficial impacts of a full range of preliminary alternatives are evaluated in order to identify the alternative that best fulfills the project purpose and need, and minimizes the impacts to the human and natural environments. This planning process can be divided into several steps.

- Identify Purpose of and Need for Study
- Collect Data on Project Study Area ◀ [We are here](#)
- Analyze Preliminary Alternatives
- Select Detailed Study Alternatives
- Evaluate Impacts of Detailed Study Alternatives
- Publish Environmental Assessment (EA)
- Hold Corridor/Design Public Hearing
- Publish Finding of No Significant Impact (FONSI)



Project Benefits Could Include

- Reduce traffic volumes on I-40
- Improve traffic flow along NC 55, NC 54 and Davis Drive
- Improve commuter mobility, access and connectivity to the Research Triangle Park employment centers
- Improve travel times along I-40, NC 147 and I-540
- Improve regional mobility and access between Durham and Wake Counties

Project Schedule

Environmental Assessment	October 2006
Corridor/Design Public Hearing	December 2006
Finding of No Significant Impact	March 2007
Begin Right-of-Way Acquisition	Spring 2007
Begin Construction	Fall 2007

For Additional Information, Please Contact

Gail Grimes, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh NC 2769-1578

or

Jay Bissett, PE
 Mulkey Engineers & Consultants
 Post Office Box 33127
 Raleigh, North Carolina 27636-3127

Phone: 919-571-3000
 E-mail: gail.grimes@ncturnpike.org

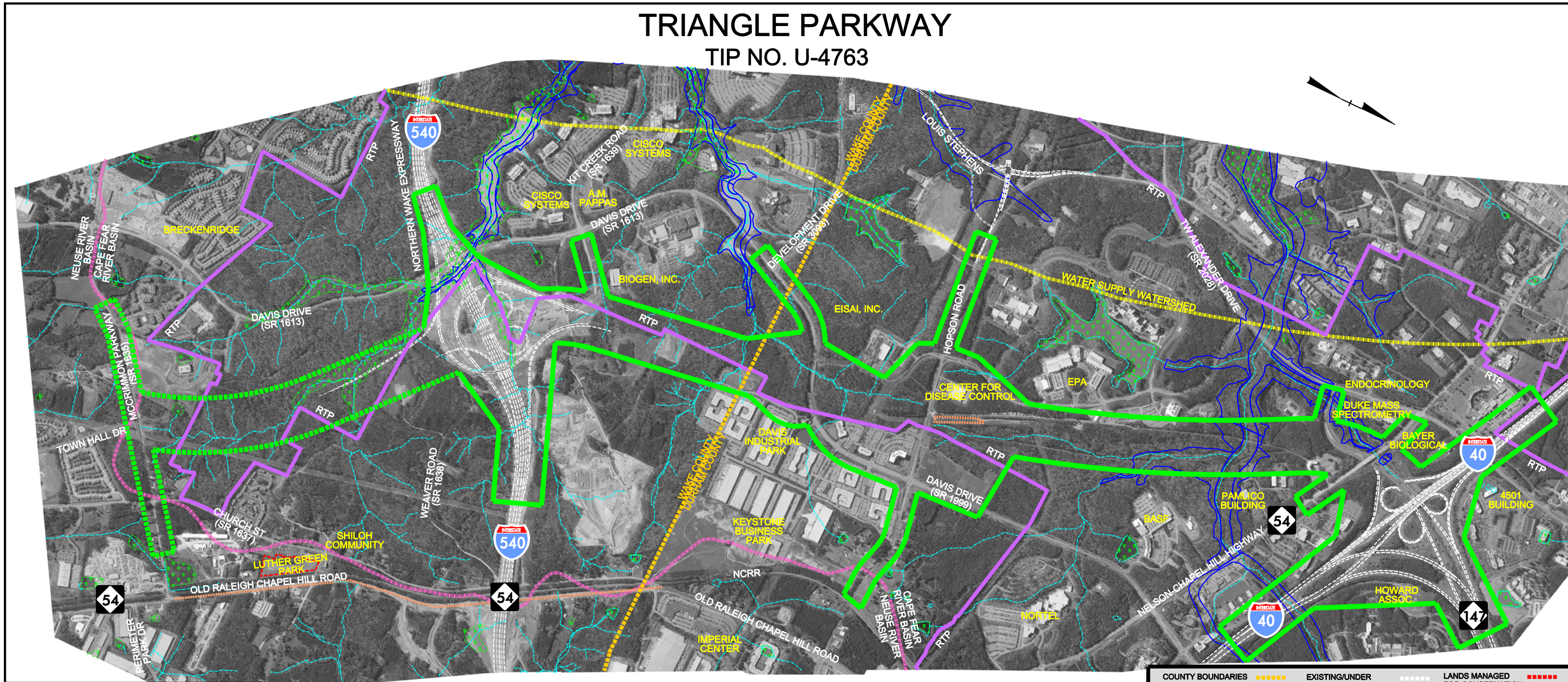
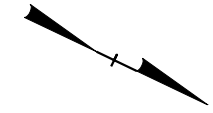
Phone: 919-851-1912
 E-mail: jbissett@mulkeyinc.com

www.ncturnpike.org

Thank you for coming. Your participation is very important to us.

TRIANGLE PARKWAY

TIP NO. U-4763



WBS# 39942
F.A. No. NHS-54(7)

400' 0 800'
SCALE (FEET)

COUNTY BOUNDARIES	-----	EXISTING/UNDER CONSTRUCTION HIGHWAY	-----	LANDS MANAGED FOR CONSERVATION	-----
PRELIMINARY STUDY AREA	-----	NWI WETLANDS	-----	WATER SUPPLY WATERSHED	-----
RTP	-----	RIVER BASIN	-----	NATURAL HERITAGE PROGRAM SITES	-----
FEMA FLOODZONES	-----	STREAMS	-----		

TRIANGLE PARKWAY
TRANSPORTATION IMPROVEMENT PROGRAM, PROJECT NO. U-4763
COMMENT FORM
NCTA PUBLIC MEETING
JUNE 20, 2006

The North Carolina Turnpike Authority (NCTA) and North Carolina Department of Transportation (NCDOT) invite your comments on the proposed transportation improvements. Please provide your comments in the box provided below and include your contact information. Your written comments may be left in one of the comment boxes at the meeting or mailed in by **July 18, 2006**. Additional copies of this comment form are available on the NCTA website at www.ncturnpike.org.

MAIL COMMENTS TO: **MR. JAY BISSETT, PE**
Mulkey Engineers & Consultants
Post Office Box 33127
Raleigh NC 27636-3127

NAME:
ADDRESS:
WOULD YOU LIKE TO BE ADDED TO THE MAILING LIST?
HOW DID YOU HEAR ABOUT THIS MEETING? (Postcard, Newspaper, TV/Radio, etc.)
ARE YOU A MEMBER OF A CIVIC OR BUSINESS GROUP SUCH AS A HOMEOWNERS ASSOCIATION, NON-PROFIT GROUP, ETC? IF SO, WHICH ONE?
WHAT ARE THE MAJOR ISSUES WITHIN THE STUDY AREA THAT YOU THINK ARE IMPORTANT TO INCLUDE IN THE UPCOMING STUDIES? PLEASE EXPLAIN. (For example: natural resources, neighborhoods and communities, toll issues, land use, etc.)
OTHER COMMENTS?

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for 06/28/06 TCC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency	
DURHAM COUNTY																		
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563										\$280,641	Durham	
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723										\$111,931	Durham	
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074										\$18,768	Durham	
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640									\$26,660	Durham	
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000									\$20,000	Private	
6	I-85		Interchange Fencing - (Placeholder)	\$75,000	\$0		\$60,000									\$15,000	Durham	
7	E-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0			\$1,181,000								\$295,250	Durham	
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University of C.H. Rd.)	\$2,270,000	\$0							\$1,816,000				\$454,000	Durham	
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000										\$57,000	Durham	
10	U-4725	DATA (transit)	13 new buses for service expansion	\$3,900,000	\$0					\$1,352,000	\$1,768,000	\$0				\$780,000	Durham	
11	U-3804	Hillandale Rd	I-85 to Carver Street	\$3,000,000	\$0				\$2,400,000							\$600,000	State	
12	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000										\$540,000	State	
13	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000										\$86,000	State	
ORANGE COUNTY																		
14	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0						\$566,000					\$141,500	Chapel Hill	
15	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0			\$56,000		\$590,000						\$161,500	Carrboro	
16	E-4825	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0			\$40,000	\$480,000							\$130,000	Carrboro	
17	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0		\$45,600	\$89,356								\$33,739	Carrboro	
18	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0	\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill	
19		Chapel Hill	Bus Replacement	\$1,000,000	\$0	\$800,000										\$200,000	Chapel Hill	
20	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0		\$80,000		\$640,000							\$180,000	CH/Carrboro	
21	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0			\$64,000		\$560,000						\$156,000	Chapel Hill	
22		Chapel Hill	Upper Booker Creek Greenway	\$800,000	\$0						\$64,000		\$576,000			\$160,000	Chapel Hill	
23	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$900,000	\$360,000			\$360,000								\$180,000	Chapel Hill	
OTHER																		
24	U-4727	MPO -UPWP	MPO Planning	\$4,482,500	\$1,510,000	\$165,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000			\$896,500	Multiple	
25			UPWP Planning \$165,000															
26			MPO Bike Ped Planner Position \$28,000															
27			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
31		Old Durham-CH Rd	Bike Lanes	\$3,828,000	\$0						\$1,200,000	\$1,200,000				\$765,600	State	
33	U-4726	MPO/Various Local Govt.	Urban Area Bike/Ped Allocation 1,769,524	\$3,000,000	\$0					\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$600,000	Multiple	
34	U-4726B		CAR Bolin Forest Drive Sidewalk	\$19,950	\$0		\$15,960									\$3,990	Carrboro	
35	U-4726A		CAR Hanna Street Sidewalk	\$88,488	\$0		\$88,488									\$88,488	Carrboro	
36	U-4726F	03-04 bike allocation	Chapel Hill Sidewalks	\$250,000	\$0				\$200,000							\$50,000	Chapel Hill	
37	U-4726D		Bicycle Pedestrian Plan (2004 Allocation)	\$93,750	\$0			\$60,000	\$15,000							\$18,750	Durham	
38	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0			\$40,000								\$10,000	Chapel Hill	
39	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0			\$36,000								\$9,000	Chapel Hill	
40	U-4726G	05 bike/ped allocation	DUR Holloway St sidewalks	\$67,000	\$0			\$53,600								\$13,400	Durham	
41	U-4726H	05 bike/ped allocation	DUR Bike Education	\$60,000	\$0			\$8,000	\$40,000							\$12,000	Durham	
42	U-4726I	05 bike/ped allocation	CAR Bel Air Path	\$65,695	\$0							\$52,556				\$13,139	Carrboro	
43	U-4726J	06 bike/ped allocation	South Greensboro St./Smith Level Sidewalk -CA	\$46,000	\$0							\$36,800				\$9,200	Carrboro	
44	U-4726K	06 bike/ped allocation	Hillandale:Club to I-85 5' sidewalk on both sides -DUR	\$165,484	\$0				\$132,387							\$33,097	Durham	
45	U-4726L	06 bike/ped allocation	Fordham Blvd sidewalk NE Fordham/Estes Dr. CH	\$15,000	\$0			\$12,000								\$3,000	Chapel Hill	
46	U-4726M	06 bike/ped allocation	Drainage gate replacement (NC 86) -CH	\$10,000	\$0			\$8,000								\$2,000	Chapel Hill	
47	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0				\$13,600							\$3,400	MPO	
48	U-4726O	07 bike/ped allocation	Carpenter Fletcher RD/Woodcroft- Alston bike impr.	\$142,740	\$0				\$114,182							\$28,558	Durham	
49	U-4726P	07 bike/ped allocation	Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$135,000	\$0			\$108,000								\$27,000	Chapel Hill	
50	U-3475	MPO -UPWP sp projects	Various Planning Activities - \$3,345,000															
51		(flexed to UPWP planning)	MPO TDM	\$212,500	\$0			\$85,000	\$85,000							\$42,500	NC DOT	
52			ITS Deployment Plan Update	\$70,000	\$0				\$56,000							\$14,000	MPO	
53			Bike/Ped (non-motorized trip)Model Development	\$250,000	\$0				\$200,000							\$50,000	MPO	
54			Data automation/management/GIS (\$200,000)	\$250,000	\$0			\$40,000	\$160,000							\$50,000	Multiple	
55			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0											\$0	Multiple	
56			Land Use/Transportation Model (Placeholder)	\$250,000	\$0				\$200,000							\$50,000	Multiple	
57			Congestion Management System	\$750,000	\$0			\$100,000	\$100,000	\$200,000		\$200,000				\$150,000	Multiple	
58		breaks needed ?	Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000	\$122,000		\$100,000		\$100,000				\$95,000	Chapel Hill	
59			Carrboro Downtown Study	\$50,000	\$0			\$40,000								\$10,000	Carrboro	
60			Old Durham-CH Rd. bike/ped feasibility study	\$82,500	\$0		\$50,000									\$12,500	Multiple	
61			MPO Collector Street Plan	\$100,000	\$0			\$40,000	\$40,000							\$20,000	Multiple	
62			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0			\$240,000								\$60,000	Multiple	
63			Model Enhancements and major update	\$325,000	\$0			\$30,000	\$150,000		\$80,000					\$65,000	Multiple	
64																		
66			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0				\$195,000									
67			TDM additional request (TTA)	\$50,000	\$0				\$40,000									
68			MPO CMS	\$60,000	\$0				\$48,000									
69			Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0				\$160,000									
70																		
			Durham Total	\$25,781,085	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,181,000	\$2,400,000	\$1,352,000	\$1,768,000	\$1,816,000	\$0	\$0	\$0	\$5,611,217	Durham
			Orange Total	\$18,347,223	\$5,618,160	\$0	\$1,418,000	\$125,600	\$2,011,356	\$2,780,664	\$1,250,000	\$630,000	\$100,000	\$576,000	\$0	\$0	\$3,669,445	Orange
			Other Total	\$16,163,824	\$1,700,000	\$165,000	\$273,000	\$394,524	\$1,133,600	\$2,222,179	\$673,000	\$1,753,000	\$2,262,356	\$500,000	\$500,000	\$500,000	\$3,163,688	Other
			Yearly Total	\$14,696,473	\$4,542,360	\$1,877,640	\$520,124	\$4,685,956	\$7,412,843	\$3,275,000	\$4,151,000	\$4,178,356	\$1,076,000	\$500,000	\$500,000	\$0	\$47,415,752	Total Yearly
			STP DIRECT ATTRIBUTABLE	\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,609,713	\$3,667,468	\$3,726,148	\$3,785,766	\$3,846,338	\$3,907,880	\$3,970,406	\$0	\$57,702,486	Total STPDA
			MPO Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$0		
			FY BALANCE		(\$1,809,585)	\$1,333,419	\$3,112,116	(\$1,133,089)	(\$3,803,130)	\$392,468	(\$724,852)	(\$692,590)	\$2,470,338	\$3,107,880	\$3,170,406			
		N/A = not available	Uncommitted Balance		\$3,363,353	\$1,553,768	\$2,887,187	\$5,999,303	\$4,866,214	\$1,063,084	\$1,455,552	\$730,700	\$38,110	\$2,508,448	\$3,145,990	\$5,678,854		

Changes recommended by TCC Subcommittee.

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**

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
- ✓ 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

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

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Study: \$2 toll for 16-mile I-540 trip

The fee could pay 75 percent of the tab and speed building of the western arc, 2 others
BRUCE SICELOFF, Staff Writer

A pair of proposed freeways through Research Triangle Park and western Wake County could be built by 2011 as a combined toll project. Drivers would pay about \$2 to travel 16 miles.

Tolls would cover about 75 percent of the \$800 million tab for the Triangle Parkway and Interstate 540's Western Wake Freeway, according to a preliminary study commissioned by the N.C. Turnpike Authority.

Several Wake mayors said they are concerned about where the rest of the money would come from. And with work nearly finished on I-540's toll-free, 31-mile northern arc, the mayors want more information before agreeing that drivers should pay to use other parts of the same freeway.

State and local leaders are balancing the pain of tolls against the benefits of speedy relief for traffic congestion around RTP. The state Department of Transportation says it will not have enough money from tax collections to complete the Western Wake Freeway from Morrisville to Holly Springs until after 2020.

"If we were of a mind to wait until that funding is available, it would eventually get built," said Cary Mayor Ernie McAlister. "Clearly that road is needed now. It is the main road between the southern part of the county and the region's main job engine."

Apex Mayor Keith Weatherly said the toll rates seem excessive. "I have grave concerns about its viability," he said.

A handful of Wake mayors, who asked for the financial study last fall, were briefed on its findings this week. The full report, by South Carolina-based Wilbur Smith Associates, will be released at a turnpike board meeting Tuesday.

David W. Joyner, the turnpike authority director, said the preliminary numbers are encouraging. The report projects about 26,600 daily, toll-paying motorists in 2011, growing to about 70,000 in 2030. It predicts the toll road will reduce traffic on nearby N.C. 55 from 25,000 daily drivers in 2002 to 18,000 in 2011.

"The good news is that it's a financially feasible project," Joyner said. Two more rounds of financial study are required before Wall Street bankers consider whether to provide loans that would be repaid with toll money.

State and local officials are not being asked yet whether to approve the project, Joyner said.

The turnpike board heard separate fiscal projections a few months ago for building the four-mile Triangle Parkway south from I-40 through RTP, crossing I-540 and ending at McCrimmon Parkway in Morrisville.

The new study suggests that the state could cut costs and toll rates by building the Triangle and Western Wake projects together instead of separately.

To join the two roads together, the Wilbur Smith report floats the idea of collecting tolls on a short stretch of I-540 that is scheduled to open in 2007 as a toll-free road. That idea could run against state law, which forbids tolls on existing roads.

The report says the state could add another toll project by 2015 -- the 16-mile Southern Wake Freeway, extending I-540 from Holly Springs to Garner.

I-540 runs 17 miles from I-40 in RTP to U.S. 1 in North Raleigh. The DOT expects to finish expanding it to 31 miles from N.C. 55 at Morrisville to U.S. 64 at Knightdale in 2007.

While toll financing would pay only 75 percent of the construction cost, Raleigh Mayor Charles Meeker noted that all future maintenance expenses would be covered as well. He said he will push DOT to cover the rest of the building costs. "They would have to," Meeker said. "The ability to get a road built at one-quarter of the cost, and to have the maintenance taken care of, would be advantageous to DOT."

State law calls for tolls to be dropped once a road is paid for, but Weatherly wondered whether officials would ever stop collecting tolls.

"To say I'm willing to make indentured servants out of those folks who need the road for their entire careers is a weighty decision to make," Weatherly said.

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Group may alter road fund proposal

BY GREGORY PHILLIPS, The Herald-Sun
June 11, 2006 7:16 pm

DURHAM -- Durham's opposition to a bill that could hurt one local road project to help another may see the bill amended to address local concerns.

The bill, introduced in both the House and Senate, could accelerate construction of the proposed Triangle Parkway toll road in Research Triangle Park by diverting money from the Highway Trust Fund's loop money.

That's the same pot from which Durham officials have been trying to get money for the long-sought East End Connector.

Last week, both the County Commissioners and the City Council passed resolutions opposing the bill. But Joe Milazzo, executive director of the transportation advocacy group behind the bill, said concerns from Durham and elsewhere have been heard and that he wants a bill everyone can support.

"Anytime you can make a piece of legislation better, of course you're going to be open to amending it," Milazzo said.

The bill is set for review Wednesday by the Senate's Transportation Committee.

"Hopefully by then we'll have something," Milazzo said.

The bill would create an N.C. Turnpike Encouragement and Assistance Program to reserve \$12.5 million a year from loop funding for eligible toll road projects.

It's designed to help bridge the gap between what tolls will fund and what currently proposed turnpike projects in North Carolina actually will cost.

The proposal suggests moving \$25 million from the general fund to loop funding in the next fiscal year to prevent a squeeze on loop money.

But that wasn't enough for Durham officials who have been waging an uphill battle to get funding for the half-century-old connector proposal against rising costs and competition from other loop projects around the state.

"We don't want to do anything to jeopardize funding for the East End Connector," Mayor Bill Bell said. "We want some assurances that will be taken care of before any of this takes place."

State Rep. Paul Luebke said he'd oppose the bill in its current form.

"It's unfair to see Charlotte's loop and Raleigh's loop grow and grow, and not see any loop funds for Durham," Luebke said.

The connector 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 Triangle Parkway is a 4-mile toll road to link Interstate 40 with Morrisville's McCrimmon Parkway as part of the Interstate 540 loop around Raleigh.

A new preliminary study commissioned by the N.C. Turnpike Authority suggests combining the parkway project with the Interstate 540 Western Wake Freeway. The study said tolls could cover more of the cost, about 75 percent, if the projects are combined.

David Joyner, director of the N.C. Turnpike Authority, said the Turnpike Encouragement bill has been misunderstood and actually will ease competition for loop money by taking I-540 out of that loop.

"What you're doing is taking an \$800 million project off the board for \$12 million a year," he said. "You don't increase competition, you reduce competition by pulling one of the biggest projects in the program out."

Milazzo said the East End Connector and I-540 in western Wake County are the two top loop road priorities for the Raleigh-based Regional Transportation Alliance that proposed the bill. There was no intention, he said, to harm the connector's chances of getting funds.

"We didn't think that would be a concern," Milazzo said. "We certainly want to get both done."

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Residents can speak out on road plan

BY GREGORY PHILLIPS : The Herald-Sun

gphillips@heraldsun.com

Jun 12, 2006 : 10:33 pm ET

DURHAM -- Southwest Durham residents worried about a plan to guide street development in their neighborhoods get their official opportunity to voice concerns over the proposal at a public hearing Wednesday, and there may be a lot of them.

"I'm not going to sit around and do nothing, because I think it'll hurt if things go the way they're going," said Chris Selby, who lives on Celeste Circle, a residential road tagged a collector street in the plan being reviewed. The hearing starts at 7 p.m. in the committee room on the second floor of City Hall.

Collector streets use greater width and fewer stop signs to gather traffic from neighborhoods and guide it toward arterial roads. They are usually less than 2 miles long, with sidewalks and occasionally bicycle lanes and medians.

The Southwest Durham Collector Street Plan was conceived to provide direction for builders as they develop property in the area, but some residents fear the current design will bring unwelcome traffic to quiet neighborhoods.

"The plan will destroy the character of our community," Selby said.

The county paid a consulting firm almost \$50,000 to develop the plan, which included three workshops over six months to hear from residents. Crowds grew to 150 by the last workshop in March, mostly opposed to the plan. A proposal incorporating some of the concerns raised at the workshops was presented to the local Transportation Advisory Committee last month at a meeting during which more public opposition was voiced and a petition submitted containing the names of several hundred Meadowmont residents.

Some residents called the plan a waste of money. Others liked the concept, but not the local design. Some builders doubted consultants' claims the plan would be a flexible set of general expectations for development, arguing it would be too specific and tie their hands.

The plan hasn't yet been changed in light of those protests. Planners instead are waiting to hear the full force of public opinion Wednesday.

"We're aware some things need to be corrected, but we haven't done that yet," said City Transportation Planner Andy Henry. "It gets confusing if there are a lot of versions out there."

Henry said planners already know they need to address Celeste Circle and connections to stub-outs -- the dead-ends in subdivisions designed to link to future neighboring developments -- along Nottingham Drive.

Selby is one of several residents who have highlighted mapping inaccuracies in the plan that they say make the proposal look closer to the existing conditions than it

actually is.

"It looks kosher, but it certainly isn't," Selby said.

An immediate decision on the plan is possible Wednesday night, but unlikely.

"My guess is we'll be asking staff to look at people's concerns," said County Commissioners Chairwoman Ellen Reckhow, who also serves on the TAC.

Wednesday's meeting was pushed back from its usual 9 a.m. slot to accommodate residents with work commitments who might want to speak. With no TAC meeting in July, Henry said staff will likely bring recommendations back to the committee in August, with a vote to approve the final plan unlikely before September.

"They're not going to want to make a decision right away," Henry said.

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.

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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 at 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.

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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 Claflin, 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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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.

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'Fit' label fits city perfectly

State calls Durham a "Fit Community" as residents try to live up to the label

By STANLEY B. CHAMBERS JR, Staff Writer

Upon observing the lively, thin people attending Duke Chapel recently, Cecille Redford figured Durham was a healthy city.

She was in town to improve her own health, attempting to lower her blood pressure at the Rice Diet Program & Heart Disease Reversal Clinic.

"They were slim, they were all fit. It was amazing," said Redford, 60, of Annapolis, Md. "They were easy on the eyes."

Durham recently received a more formal designation as a "Fit Community."

Durham was among eight municipalities selected for the honor by The Fit Together program, a partnership between the N.C. Health and Wellness Trust Fund and Blue Cross and Blue Shield of North Carolina. Chapel Hill was the only other Triangle town honored. The designation, valid for two years, allows city officials to apply for a \$60,000 grant supporting healthy-living initiatives.

The honor also helps move Durham beyond the image of a tobacco town, said Alison Carpenter, city bicycle and pedestrian planner, who put together the city's application for the designation.

"The time between when Durham was the main place of the tobacco industry in North Carolina and now, a lot has happened," she said. "[We have] great parks, great trails, restaurants with healthy choices, schools promoting walking to school."

Programs and events such as Healthy Kids, Healthy Communities, Partnership for a Healthy Durham and the Durham Bicycle and Pedestrian Advisory Commission, along with Habitat for Humanity's Halloween Hundred bike race and Durham Parks and Recreation events, provide residents with ways to sustain healthy living.

But some residents have taken the fight to keep fit into their own hands.

Physical fitness

Sharon Henderson was pressed for time.

Henderson, 38, and a friend were taking a brisk stroll during her lunch break on the walking path encircling Duke University's East Campus. Throughout the day, people are walking or jogging on the path. Some do so by themselves, while others are with a companion, whether person or pet.

A project manager for a computer company, Henderson began utilizing the path recently. This activity, along with two African dance classes she takes during the week, helps her relax.

"It takes your mind off whatever is happening that day and helps you to focus on you," she said.

Good exercising is inexpensive and fun, Henderson said. But for the dieting Redford, staying in shape has become a matter of life and death.

Participants in the Rice Diet Program, which has existed since 1939, are given a list of exercise options, including the East Campus walking trail. Redford walked the trail recently with Peggy Parker, who was in the program to lose weight.

"It's easy for beginners, and it's pretty level," said Parker, 62, of Alexandria, Va.

Both women took their time walking as others such as Mary Baird jogged by them. Baird, 29, was jogging with her 5-month-old son Sergio, who slept in a stroller. She has done yoga, Tai-Bo and light weightlifting in the past but didn't start running until three months ago. Baird wanted to lose her "baby fat" and her sister wanted to lose 20 more pounds, so they trained for a 5K race in Fuquay-Varina.

"I feel good, I have more energy when I work out," Baird said.

Healthy eating

Gail McFarland and Ann Marie wanted to go green.

So they went to Green Tango Fresh Chopped Salads on Shannon Road and ordered the cobb salad. McFarland, 35, had sweet tea. Marie, 42, had a soft drink and some minestrone soup.

McFarland attempts to eat healthy at least three times a week, doing things such as baking chicken and eating vegetables at home. Marie adds salads and vegetables to her evening and weekend meals, but healthy eating is not always on their menus.

"Lunch is my favorite meal during the week, and we eat out a lot," Marie said. "My rule is that if you're eating out, you're probably not eating healthy."

That's because most restaurant foods contain a sizable amount of sodium, she said. And even with healthy choices dotting the menu, Marie would rather eat something more pleasing to the palette.

Both women were eating at a restaurant designated last year as a best healthy-dining location by AOL Cityguide. Green Tango is also one of five Durham eating establishments recognized by the county's healthy-dining program for having a health-conscious menu.

Winner's Circle began five years ago as part of a health promotion grant. The program, free for participating restaurants, certifies menu selections as heart healthy. Ninth St. Bakery, Saladelia Cafe, the Subway inside the old Durham County Courthouse and Guajillos Mexican Grill are also in the program.

"Hopefully, we'll have all the restaurants labeled," said Nilam Dave, a registered dietitian and Winner's Circle coordinator. "There's a market for healthy items, and restaurants should be rewarded for having those options."

Staying healthy is relatively easy for Vijay Sud, who played sports throughout high school and college. A management consultant, Sud, 32, was at Green Tango picking up four salads and bottled waters for himself and his co-workers. Eating healthy is easier now than years ago, he said.

"The options that are available today are quite tasty," he said.

And with the availability of healthy living and eating options in Durham, improving one's physical health has become easier in Durham.

BY THE NUMBERS

- 60 - City-owned parks in Durham
- 27 - Parks with ball fields
- 52 - Parks with playgrounds
- 22 - Parks with basketball courts
- 11 - Parks with tennis courts
- 9 - Parks with hiking trails
- 6 - Recreation centers
- 8 - Parks with soccer fields

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DOT land could aid plans for Chatham big-box store

A solution is glimpsed to a driveway problem at the county border

LISA HOPPENJANS, Staff Writer

CHAPEL HILL - A developer who wants to bring a big-box retailer to the Chatham-Orange border might have found a way to put a driveway in Chapel Hill's planning jurisdiction without needing town approval.

Lee-Moore Oil Co. owns several parcels of land near U.S. 15-501 and Smith Level Road, the largest of which is in Chatham County and has been identified by the company as a potential site for a Wal-Mart or other big-box store.

Although the company has not filed any paperwork with Chatham planning officials, it has been talking with the state Department of Transportation about applying to build a driveway to the property, an initial step to development.

Tim Johnson, a DOT division engineer, said Lee-Moore wants to put the driveway on the Chatham County side of the property.

But the DOT, which evaluates driveway applications based on traffic flow and safety, wants access to a shopping center to be on the Orange County side of the properties, at Smith Level Road and a newly widened section of U.S. 15-501. That area falls within the planning jurisdiction of Chapel Hill, where the project already faces some Town Council members' opposition.

Lee-Moore and the DOT are negotiating a settlement for land that the DOT took during the U.S. 15-501 widening project. While Johnson wouldn't discuss specifics, he said one possible outcome could include the DOT securing extra right of way on the Orange County side of the property large enough to include the driveway.

Lee-Moore would not need town approval for the driveway if it were built entirely on DOT property.

"It means that one of the barriers to that project has been removed," said Mark Barroso, leader of the group Chatham First, which opposes any big-box development in northern Chatham County. "As long as [Lee-Moore President] Kirk Bradley and DOT were fighting, we were safe. They're not fighting any more."

The DOT routinely allows construction of driveways or entranceways across the right of way it owns along roads, Johnson said.

Right now, the DOT right of way on the Orange County side of Lee-Moore's property isn't large enough area to completely accommodate a driveway into the Chatham property, but that "could change subject to right-of-way negotiations," Johnson said.

Johnson said the DOT must try to make the best use of taxpayer money in reaching a right-of-way settlement.

"You can imagine the land in that area is pretty valuable," Johnson said. "If any developer comes forward and says, 'We want to do something,' we have an obligation to look at that."

Bradley, the Lee-Moore president, would not comment on details of the negotiations.

About 200 people gathered at a meeting last summer to oppose a rumored Wal-Mart at the site. A Wal-Mart spokeswoman said Tuesday that the company has no plans for the property.

Staff writer Lisa Hoppenjans can be reached at 932-2014 or lisa.hoppenjans@newsobserver.com.

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Carrboro aims to stall big-box talks

Possible store stirs traffic worries

MEILING AROUNNARATH, Staff Writer

CARRBORO - The Board of Alderman said Tuesday that it will seek a delay in negotiations that could place a Wal-Mart or other big-box retail store on property that could dump more traffic onto Smith Level Road.

Smith Level Road intersects U.S. 15-501 at the Orange-Chatham line, which is near some of the parcels of land owned by developer Lee-Moore Oil Co.

Lee-Moore has identified its largest parcel as a potential site for a Wal-Mart or other big-box store. This could also mean more vehicles traveling on Smith Level Road to get to the store.

The company has not yet filed any paperwork with the Chatham planning department, but it has been in talks with the Department of Transportation about building a driveway to the property, one of the first steps in development. Tim Johnson, a DOT division engineer, has said Lee-Moore wants to put the driveway on the Chatham County side of the property. The developer is also negotiating with the DOT on a settlement for land that DOT obtained during U.S. 15-501's widening.

But the DOT, which evaluates driveway applications based on traffic flow and safety, wants access to a shopping center to be on the Orange County side -- at Smith Level Road and U.S. 15-501.

"We are in jeopardy right now," resident Terri Buckner said. "A lot of truck traffic has been coming off 15-501."

She presented the board with a petition, which 100 residents signed. On the petition, the three main concerns listed are protecting the land within the watershed, providing safe avenues for students going to the soon-to-come Carrboro High School, and making it safe for cars going in and out of driveways along Smith Level Road.

Buckner said she and her neighbors started worrying when U.S. 15-501 was recently widened and exited onto Smith Level, which began to bring more traffic to the area. They have been talking for a while about forming a task force to protect the street, Buckner said, but Lee-Moore Oil Co.'s plans pushed them to act now.

The aldermen said Tuesday that they will ask the DOT to cease negotiations with Lee-Moore until all surrounding and affected stakeholders have had more time to discuss the issue.

Though the board stopped short of appointing the task force requested by Buckner, at least her intentions got through to the board, she said.

"The idea behind the task force was to give us a chance to come up with proactive ideas [to keep Smith Level Road safe], to get all the stakeholders together and identify those ideas," Buckner said.

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News & Notes

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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.

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 9th. 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.

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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--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 or call 336.768.3339.

Website Resources

- The Pedestrian and Bicycle Information Center (PBIC) has created a website—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**.

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